

URBIS

ENVIRONMENTAL IMPACT STATEMENT

ATLASSIAN CENTRAL
8-10 LEE STREET,
HAYMARKET

PREPARED FOR
VERTICAL FIRST PTY LTD
DECEMBER 2020



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Project Code	SA7274
Report Number	FINAL

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ACKNOWLEDGEMENT OF COUNTRY

We acknowledge the Traditional custodians of country throughout Australia and recognise their continuing connection to land, waters and culture. We pay our respects to their Elders past, present and emerging.

The Site is located within the traditional lands of the Gadigal people.

There are around 30 Aboriginal clans within the Sydney metropolitan area which are collectively known as the Eora Nation. The name 'Eora' was given to the coastal dwelling Aboriginal peoples within Sydney. Eora means 'here' or 'from this place' or 'people'. The territory of the Gadigal stretched from South Head, through to Sydney Cove, Cockle Bay and Darling Harbour to Blackwattle Creek, taking in the suburbs known today as Redfern, Erskineville, Surry Hills and Paddington, down to the Alexandra Canal and Cook's River.

We acknowledge and respect their cultural heritage, beliefs and relationships to the land, which continue to be important to the Eora people living today.

GLOSSARY AND ABBREVIATIONS

Abbreviation	Meaning
ACHAR	Aboriginal Cultural Heritage Assessment Report
Adina Hotel	2 Lee Street, Haymarket The Former Parcels Post Office Part of “Block C”
AHIMS	Aboriginal Heritage Information Management System
APAR	Airports Protection of Airspace Regulations
AS	Australian Standard
ASS	Acid Sulfate Soils
Atlassian Central	The proposed building/ the proposed development
Atlassian Central development	The whole Atlassian development within the Atlassian Site including the tower and public domain works.
Atlassian Site	The land which this application applies Also referred to as the ‘Site’ 8-10 Lee Street, Haymarket Lots 116, 117 and 118 in DP 1078271 and Lot 13 in DP 10662447
BC Act	<i>Biodiversity Conservation Act 2016</i>
BCA	Building Code of Australia
BDAR	Biodiversity Assessment Report
Block B or “Dexus-Frasers Site”	14-30 Lee Street Haymarket. Adjoining land immediately to the south currently comprising three 8 storey commercial buildings.
Block C or Adina Hotel	2 Lee Street, Haymarket The Former Parcels Post Office The Adina Apartment Hotel Sydney Central Henry Deane Plaza
Camperdown-Ultimo Strategy	Camperdown-Ultimo Collaboration Area and Place Strategy
CDRP	Central Design Review Panel
Central Precinct	24 hectares of Government-owned land, bounded by Pitt Street to the west, Cleveland Street to the south, Eddy Avenue to the north and Elisabeth Street to the east.
Central SSP	Central State Significant Precinct
Central Sydney	Land identified as Central Sydney under the Sydney LEP 2012 and includes Sydney’s Central Business District
Central Walk	Refers to the underground paid pedestrian connection, currently under construction, that is to be delivered by Sydney Metro City and South West.

Abbreviation	Meaning
	Once complete, it will be a link between the new station entrance on Chalmers Street, the Eastern Suburbs Railway concourse, suburban platforms 16-23 (via escalators and lifts) and the new Sydney Metro north-south concourse. The Central Precinct Renewal Program proposes to extend Central Walk to the west.
C2E Strategy	Central to Eveleigh Urban Transformation Strategy
CMP	Conservation Management Plan
Council	City of Sydney
CPTED	Crime Prevention Through Environmental Design
CPTMP	Construction Parking and Traffic Management Plan
CSPS	Draft Central Sydney Planning Strategy
DES	Design Excellence Strategy
Design Brief	Architectural Design Competition Brief
Design Competition	Architectural Design Competition
Design Guideline	Western Gateway Design Guideline
Devonshire Street Tunnel	Devonshire Street Pedestrian Tunnel
Dexus-Frasers Site	14-30 Lee Street Haymarket. Adjoining land immediately to the south currently comprising three 8 storey commercial buildings. Block B
District Plan	Eastern City District Plan
DPC	NSW Department of Premier and Cabinet
DPIE/Department	NSW Department of Planning, Industry and Environment
DP	Deposited Plan
DSI	Detailed Site Investigation
EIS	Environmental Impact Statement
EoTF	End of Trip Facilities
EPA	NSW Environment Protection Authority
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i>
ESD	Ecologically Sustainable Development
GANSW	NSW Government Architect's Office
GFA	Gross Floor Area (as defined under the Sydney Local Environmental Plan 2012)

Abbreviation	Meaning
HIS	Heritage Impact Statement
Habitat Level 1	Flexibly ventilated workspace areas
Infrastructure Strategy	State Infrastructure Strategy 2018-2038
LGA	City of Sydney Local Government Area
Link Zone	The publicly accessible portion of the Site which will be co-ordinated with the Western Sub-precinct master plan design for the public domain and support pedestrian movements through the Site.
LSPS	Draft Sydney Local Strategic Planning Statement
m	metre
NIA	Noise Impact Assessment
OEH	NSW Office of Environment and Heritage
OLS	Obstacle Limitation Surface
OWMP	Operational Waste Management Plan
Parcels Shed	Former Inward Parcels Shed
PSI	Preliminary Site Investigation
Region Plan	A Metropolis of Three Cities – Greater Sydney Region Plan
RAP	Remediation Action Plan
RAPs	Registered Aboriginal Parties
RMS	Roads and Maritime Services
RTTC	Radar Terrain Clearance Chart
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 Infrastructure	<i>State Environmental Planning Policy (Infrastructure) 2007</i>
SEPP SRD	<i>State Environmental Planning Policy (State and Regional Development) 2011</i>
SREP SH	<i>Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005</i>
SSD	State Significant Development
SSDA	State Significant Development Application
South-Eveleigh	Technology park previously known as 'Australia Technology Park' or ATP
Sub-precinct	Western Gateway Sub-precinct

Abbreviation	Meaning
Sydney 2030	Sustainable Sydney 2030 Strategy
Sydney LEP 2012	<i>Sydney Local Environmental Plan 2012</i>
Taskforce	Tech Taskforce
Tech Central	The corridor between Central and Eveleigh identified by the NSW Government for a new technology and innovation precinct to support a vibrant ecosystem of technology, innovation and creative business.
TIA	Transport and Accessibility Impact Assessment
TfNSW	Transport for NSW
The Minister	The Minister for Planning, Industry and Environment
The Project	Commercial and hotel development above the Former Inwards Parcel Shed at 8-10 Lee Street, Haymarket
The Regulation	<i>Environmental Planning and Assessment Regulation 2000</i>
The Site	8 – 10 Lee Street, Haymarket Lots 116, 117 and 118 in DP 1078271 and Lot 13 in DP 10662447
Transport Strategy	Future Transport Strategy 2056
Urbis	Urbis Pty Ltd
VIA	Visual Impact Assessment
WMP	Waste Management Plan
WSUD	Water Sensitive Urban Design

SIGNED DECLARATION

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

Environmental Assessment Prepared by:	
Names	Andrew Harvey, Danielle Blakely and Simon Gunasekara
Address	Urbis Pty Ltd Angel Place, Level 8 123 Pitt Street Sydney NSW 2000
In respect of	Railway Square YHA and Atlassian

Applicant and Land Details	
Applicant	Vertical First Pty Ltd
Applicant Address	Level 6, 341 George Street Sydney NSW 2000
Land to be developed	8 – 10 Lee Street Haymarket Lots 116, 117 and 118 in DP 1078271 and Lot 13 in DP 10662447
Project	Atlassian Headquarters

I certify that the contents of this Environmental Impact Statement, to the best of my knowledge, has been prepared as follows:

- In accordance with Schedule 2 of the *Environmental Planning and Assessment Regulation 2000*;
- In accordance with the requirements of the *Environmental Planning and Assessment Regulations 2000* and the *State Environmental Planning Policy (State and Regional Development) 2011*; and
- The statement contains all available information that is relevant to the environmental assessment of the proposed development; and
- The information contained in this report is neither false nor misleading.

Name	Andrew Harvey, Director	Danielle Blakely, Associate Director	Simon Gunasekara, Senior Consultant
Signature			
Date	3/12/2020	3/12/2020	3/12/2020

EXECUTIVE SUMMARY

- This Environmental Impact Statement (**EIS**) has been prepared on behalf of Vertical First Pty Ltd (**the Proponent**) to accompany a detailed State Significant Development application (**SSDA**) for a mixed use tower at 8-10 Lee Street, Haymarket (**the Site or Block A**). The EIS provides a comprehensive response to the Secretary's Environmental Assessment Requirements (**SEARs**) dated 20 December 2019 (SSD-10405) and has been prepared in accordance with clauses 6 and 7 of Schedule 2 of the *Environmental Planning and Assessment Regulation 2000* (**EP&A Regulation**).
- The Site is located within the Western Gateway Sub-Precinct of the Central Precinct, which was declared a State Significant Precinct by the NSW Government on 12 July 2019. The location is highly strategic and significant, located directly adjacent to Central Station, which is undergoing rapid transformation by the NSW State Government to allow for the integration of rail, metro and light rail transport infrastructure to improve connectivity in Sydney. These infrastructure upgrades will elevate the role and function of Central Station not only for transport, but also pave the way for the renewal and revitalisation of the precinct in and around the Station, which is ideally positioned for more intensive employment growth by these important enhancements.
- The Greater Sydney Regional Plan places a very strong policy emphasis on adaptive re-use and urban renewal opportunities close to transport hubs, and strengthening and growing a competitive economy in Sydney which contains a significant agglomeration of economic activity, employment diversity and concentration of globally competitive businesses. In addition, The City of Sydney has demonstrated a commitment to innovation and technology with their '*Tech Startups Action Plan*' (March 2016) and the *draft Central Sydney Planning Strategy* (**CSPS**). The City of Sydney (**CoS**) have also been actively involved in the Technology Taskforce, as well as initial engagement with TFNSW on the revitalisation of Central Station.
- Atlassian is an Australian software company founded in Sydney, that has grown significantly since its establishment in 2002. It is a globally recognised leader in technology and innovation, with over 5,000 employees across more than 12 offices around the world. The creation of Atlassian Central will see the consolidation of more than 1,400 Atlassian staff in Sydney onto the Site. This will be Atlassian's new home and global headquarters.
- Atlassian is at the forefront of technology and innovation and is fully committed to anchoring Tech Central which runs from Central to Eveleigh. This early commitment to the Site will help the precinct attract, grow and retain talent, promoting innovation and education. The presence of Atlassian in Tech Central will attract other operators in the technology and innovation industry to the precinct, from startups to successful mid-sized domestic technology companies and researchers to large international technology firms.
- As testament to this commitment, Atlassian has worked very closely with other leading industry groups to articulate, define, and importantly advocate for the Sydney Innovation and Technology Precinct ("TechCentral") to be a policy priority of government. In response to this, in August 2018 the NSW State Government announced that it would be committed to establishing a new technology industry hub within the Central to Redfern/Eveleigh corridor, and would partner with Atlassian (and other leading industry experts) to ensure that the development of the precinct was informed by industry leaders and not just government. This includes a commitment to delivering 250,000sqm of floor space for technology companies within the precinct as well as 50,000sqm floor space for startups and early stage companies.
- The Western Gateway Sub-Precinct of Central Precinct has been the subject of a State Government led Planning Proposal to amend the existing planning controls for the site. On 13 August 2020, *State Environmental Planning Policy Amendment (Western Gateway Sub-precinct) 2020* was gazetted. The SEPP amended the *Sydney Local Environmental Plan 2012* (**LEP 2012**) to provide a new planning framework for the precinct aligned with local, regional and state planning priorities. Importantly, this includes a new set of site-specific controls and guidance ('*The Western Gateway Design Guidelines*') to ensure that the future assessment of development applications is aligned with a thorough set of planning principles for the precinct. The finalisation of these planning controls is unique insofar as it will have a transformative economic impact not only on Sydney and NSW, but also Australia's reach into the global economy
- The Planning Proposal was preceded by significant engagement between Atlassian and the NSW Government, as well as a considerable amount of coordination between other leaseholders in the

precinct and various government stakeholders to ensure that the future planning controls created the best framework for a truly innovative technology ecosystem.

- With a new planning framework in place, this has enabled the lodgement of this application which seeks to align with this exciting new framework. As the Atlassian Central development includes a 'tourist related purpose' and is for development associated as an environmentally sensitive area of State significance with a capital investment value (**CIV**) of more than \$10 million, it is classified as SSD pursuant to clause 13(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.
- There is a complex layering of State and local heritage listings on the Site and surroundings. The Site forms part of the State Heritage Register listing for the 'Sydney Terminal and Central Railway Stations Group' (SHR 01255), and under Schedule Part 1 of Schedule 5 of the *Sydney Local Environmental Plan (LEP) 2012* as part of the 'Central Railway Station group including buildings, station yard, viaducts and building interiors'. The Site also forms part of the Central Station group listing on the NSW Railcorp S.170 State Agency Heritage & Conservation Register. The Former Inwards Parcels Shed located on the site is included within the curtilage of the State Heritage Register listing for the 'Sydney Terminal and Central Railway Stations Group' but is not an individually listed heritage item.
- The commercial office component of the project is sufficiently, intrinsically and inextricably related to the adaptive re-use of the State Listed Heritage Item and tourist related (backpacker's) component of the project as it will adaptively reuse the Parcels Shed, and provide an integrated building ecosystem which operates outside the 9-5 workday hours and supports technology businesses at different stages of establishment through offering low-cost accommodation in close proximity to Atlassian and the broader technology precinct.
- The project seeks to deliver a truly innovative building which represents Atlassian's core values, and creates a new benchmark for sustainability, aligned very closely with the City of Sydney's vision for 2030 to be 'green', 'global' and 'connected'. A key part of this has been a strong commitment to design excellence and sustainability.
- Atlassian were strongly committed to a competitive design process which included a significant amount of research, innovation and exploration of sustainability ideation well in advance of a competition brief being prepared. In many ways, there was a challenge set to understand how Atlassian could practically curate a built form outcome that significantly reduced energy consumption. This was coupled with the challenge of providing a structural solution which could carefully manage the adaptive re-use of the Inwards Parcel Shed which would sit at the base of the tower form. The preparation of this brief allowed Atlassian to select a leading group of both international and local architects to participate in a competition aligned with the *City of Sydney's Design Excellence Policy*.
- The winning competition scheme (and now DA scheme) by SHoP/BVN Architects was selected as it delivered a truly inspirational design which demonstrated 'Design Excellence' as set out elsewhere in this report. Importantly, the design will deliver the world's tallest hybrid timber building, which is significantly lower in embodied carbon and offers a substantial reduction in the building's carbon footprint. This will assist in Atlassian's goal of achieving net zero carbon emissions by 2050. The design pursues sustainability aspirations through innovative climate concepts, construction and building operations. The building sustainability targets focus on reducing carbon emissions in the building construction compared to a conventional construction project, energy consumption compared to a conventional building; and using renewable energy from day one of operation to deliver an operational net-zero carbon building.
- Key stakeholders including surrounding landowners and tenants, government agencies, public authorities, CoS, and surrounding landowners have been consulted during the preparation of this EIS. The feedback received indicates the community are enthusiastic and supportive of the delivery of this mixed-use development in this location, with additional feedback predominately characterised as general questions and expression of interest. Key concerns raised during the engagement process have been taken into consideration in the preparation of this SSDA, including concerns raised relating to construction and operation of the project.
- Feedback received through the consultation process has informed the detailed design of the proposed development and has been taken into consideration by the developer as it relates to matters within the scope of the SSP and SEARs.

- This EIS is supported by a range of technical reports, which address the SEARs and assess the environmental impacts of the proposal. In summary, the environmental impact assessment identifies:
 - The built form is within the planning envelope controls contained within the LEP 2012 and the Draft Design Guidelines, which result in a building form that has been contemplated for the Site.
 - The building design has addressed all the recommendations of the Competition Jury outlined in the Design Competition Report and provided a cohesive design response which exhibits design excellence.
 - The landscape and public domain have been designed to connect with future developments within the Western Gateway, the new Central Square to the north and the over rail development to the east to integrate cohesively with the broader public realm in and around Central Station.
 - A Conservation Management Plan has been prepared to provide guidance on the management of the heritage significance of the Parcels Shed.
 - The potential impacts of the proposal on the heritage significance of the site and adjacent areas have been assessed in detail and are considered acceptable in the context of the overall benefits of the proposal to the wider precinct and the City.
 - An archaeology investigation framework has been designed for the Site to guide the management process for the project to proceed in the event substantial state significant historic features are revealed.
 - A detailed analysis of the Aboriginal archaeological context was undertaken to determine areas of significance as well as to provide a broader understanding of the Site and its potential for archaeological significance. There are no Aboriginal sites registered within the Site, however a framework has been designed to mitigate risks of impacting potential archaeological deposits should they be encountered.
 - The building form does not exceed the sun access plane for Prince Alfred Park. However, it is noted that there are minor intrusions in the form of glazed balustrades to the terraced areas at the Crown of the building. These intrusions are for glazing only and filter light rather than cast shadow and therefore are consistent with the no additional overshadow control Prince Alfred Park.
 - The visual impact of the proposal is found to be acceptable having regards to the existing visual context, the level of visual effect the proposal has on each visual factor and the scale of development contemplated by the recently amended planning controls.
 - View impacts of the proposal are rated med-high for two close views, however the development is consistent with the strategic planning context and the view impact will be gradually diminished as other development emerges within the Western Gateway Sub-precinct and a new skyline emerges.
 - Through the inclusion of comprehensive sustainability aspirations in the design competition framework, sustainability is at the core of the building design. The high performance double operable façade, innovative low energy air conditioning system, naturally ventilated zones, integrated on-site renewable power generation utilising photovoltaics within the façade and selection of building materials and structure deliver a high performing building against sustainability targets.
 - The strategic location of the site adjacent to Central Station enables the development to deliver no onsite parking for tenants of the Atlassian Central development and therefore will have negligible traffic impacts. The basement will accommodate loading and service vehicle requirements, reducing the demand for on-street loading and improve pedestrian amenity surrounding the Site.
 - The proposal is capable of achieving the applicable wind criteria for comfort and/or safety with the inclusion of suggested mitigation treatments. The integration of these treatments into the architectural design of the building has been a key consideration of wind mitigation and are proposed to integrate comfortably with the proposed architecture of the building.
 - The proposed development will not result in any unreasonable noise or vibration impacts during its construction and operation. External sources such as traffic and rail emissions will not unreasonably impact the internal amenity of the proposed development, subject to the implementation of suitable mitigation measures.

- The proposed building façade with a 20% visible reflectance does not result in unacceptable reflected glare.
- Appropriate measures will be implemented to manage soil and erosion, stormwater and potential flooding impacts during the construction and operation of the proposed development.
- No significant air quality or odour impacts have been identified to occur during the construction or operation of the proposed development. Furthermore, it is unlikely that the ongoing operation, maintenance, and potential future expansion of the adjacent Central Station services will have a significant impact on the future amenity of the site in this regard.
- The proposed development has been designed to accommodate appropriate facilities for operational waste management.
- The various building services utilities and associated connection requirements have been identified and documented. Consultation has begun with the appropriate service providers.
- Site contamination investigations have found that the Site can be made suitable for the proposed development subject to implementation of appropriate safeguards.
- The proposed development can readily achieve compliance with the relevant provisions of the BCA.
- Positive social impacts associated with the proposed development include increased employment opportunities, alignment with community aspirations, enhanced visual character, activation and amenity, and access to services and facilities.
- The proposal will generate a total of 320-350 full time equivalent (**FTE**) construction jobs. The Railway Square YHA and Atlassian Central proposal provides a unique opportunity to deliver a new mixed-use development directly adjacent to Central Station and will deliver a landmark catalyst for the broader Tech Central precinct.

CONCLUSION AND JUSTIFICATION

The Atlassian Central development presents a truly visionary design for the Site. It has taken into consideration the unique attributes of the Site and surrounding context including the broader revitalisation of the Central Precinct and provided a considered design response. The proposal includes a respectful adaptive reuse of the Parcels Shed which is part of the broader Central Station State Heritage Listed item. The heritage significance of the Site has been embraced through the design process to ensure the design respects and celebrates this historic building form and location.

The environmental impact assessment outlined in this report identifies a number of key elements in the design which require mitigation measures to be incorporated into the development in order to achieve a satisfactory outcome for the Site. The assessment highlights the following key benefits the proposed development will deliver:

- The proposal is consistent with strategic planning and economic policy supported by all levels of government to deliver a new technology precinct at Central to Eveleigh, and the project will be the catalytic development to see this strategic vision realised.
- Will support improve pedestrian permeability through the Western Gateway Sub-precinct and support forecast pedestrian movements for the proposed future western extension of Central Walk and 'Central Square' to the north of the Site.
- A building with no onsite passenger vehicle parking, which will support public and passive transport use.
- Has been designed with sustainability targets focused on reducing carbon emissions in the building construction compared to a conventional construction project, energy consumption compared to a conventional building; and using renewable energy from day one of operation to deliver an operational net-zero carbon building.
- Includes the restoration and adaptive reuse of the Parcels Shed, increasing its visual presence to the public through the delivery of the Upper and Lower Link Zone, and increasing the public accessibility into the building itself.
- Delivers a true tech ecosystem within a single building, which includes the YHA which is a key support service to providing a successful and thriving technology precinct.

- Will support an increase of almost 4,000 new jobs on the Site.

With the adoption of the proposed mitigation measures the risk assessment identifies three residual risks which have a 'medium' risk level, being:

- European Heritage – Potential impact on significance of heritage items (construction and operation).
- Wind – Adverse impact on the pedestrian wind environment of on-site and surrounding public domain.
- Noise – Adverse noise conditions within the proposed development from the surrounding road and rail network

Detailed environmental assessment of these risks has been undertaken in the preparation of this SSSA package and the risk levels associated with these aspects of the development have been considered, and on balance the benefits of the project significantly outweigh these risks.

Accordingly, the Atlassian Central development is considered appropriate for the Site and warrants approval.

1. INTRODUCTION

1.1. PROJECT OVERVIEW

The proposed SSDA will facilitate the development of a new mixed-use development comprising *'tourist and visitor accommodation'* (in the form of a 'backpackers' YHA (Youth Hostel Association)) and commercial office space within the tower form. Retail, lobby and food and drink premises at the Lower Ground level and Upper Ground level.

Atlassian Central at 8-10 Lee Street will be the new gateway development at Central Station which will anchor the new Tech Central precinct proposed by the NSW Government. The new building will be purpose-built to accommodate the Atlassian Headquarters, a new TfNSW Pedestrian Link Zone, and the new Railway Square YHA backpacker's accommodation, and may include commercial floorspace to support Tech Startups.

The commercial office component of the project is sufficiently, intrinsically and inextricably related to the adaptive re-use of the State Listed Heritage Item and tourist related (backpacker's) component of the project as will adaptively reuse the Parcels Shed, provide an integrated building ecosystem which operates outside the 9-5 workday hours and supports technology businesses at different stages of establishment through offering low-cost accommodation in close proximity to Atlassian and the broader technology precinct.

The new development is to be built over the existing heritage Former Inwards Parcels Shed (**Parcels Shed**) located on the western boundary of Central Station with the Adina Hotel to the west. The works includes a 39-storey mixed-use tower with basement loading dock facilities and end of trip facilities (**EoTF**) accessed off Lee Street, 2 storey lobby utilising the Parcels Shed building, lower ground and upper ground retail, YHA hostel and commercial office space within the tower, and a two-level pedestrian Link Zone to be transferred to TfNSW.

The building design has been conceived to support the delivery of a site plan designed to connect with future developments to both the south and east and integrate with a cohesive public realm for the broader Sydney community in accordance with NSW government strategic planning.

The tower design is a demonstration project for Atlassian, representing their commitment to environmental sustainability and contemporary workplace settings through tower form and construction systems along with a set of emblematic outdoor workplaces stacked in the tower form.

The Parcels Shed will be adaptively re-used in accordance with best practice heritage process and form the upper level of a 2-storey entry volume that connects visually with the 2 level Link Zone. Over the roof of the Parcels Shed, a new privately owned publicly accessible landscaped area will be created as the first part of a new upper level public realm which provides potential to be extended to connect to a future elevated Central Station concourse or future Over Station Development.

The proposed mixed-use tower directly adjoins a live rail environment to the east and public domain spaces to the north, west and south. The design has considered the interface of these of the construction and operation of Atlassian Central with the surrounding rail environment and have been designed to ensure that all TfNSW external development standards are achieved. This ensures there is no impact to the operation or safety of surrounding TfNSW assets.

The interface between Atlassian Central and the Link Zone have been designed in consultation with the adjoining stakeholders. These stakeholders include TfNSW to the north and south, Toga and the Adina Hotel operator to the west and the Dexus-Frasers' consortium for the site to the south.

The Atlassian Development has considered the Day 1 scenario (when the Atlassian Central development is completed but other developments within the Western Gateway Sub-precinct as not complete), as well as the end state scenario (when all development within the Western Gateway Sub-precinct and the future 'Central Square' are complete). The design accommodates both of these scenarios to enable the development to adapt and result to future changes in the precinct, but proposes works to be undertaken for the Day 1 scenario.

The overall project aspiration is to create a world class tech precinct with effective pedestrian links through the Atlassian site to the Central Station western forecourt to Central Walk and adjoining stakeholder's sites.

1.2. SECRETARIES ENVIRONMENTAL ASSESSMENT REQUIREMENTS

In accordance with Schedule 2 of the EP&A Regulation, the Secretary of the DPIE issued the SEARs for the preparation of this EIS on 20 December 2019. The SEARs are included in **Appendix A**.

A response table is contained in **Appendix B** which provides a summary of the individual matters listed in the SEARs and identifies where each requirement has been addressed in this EIS and the accompanying supporting technical studies.

1.3. STRUCTURE OF EIS

This EIS includes:

- A description of the site and surrounding context, including the existing development on the site and surrounding development (**Section 2**);
- A detailed description of the project (**Section 4**);
- A detailed description of the consultation undertaken with respect to the project (**Section 5**);
- An assessment of the project against the relevant strategic and statutory planning controls, and the key planning considerations and impacts generated by the project (**Sections 6, 7 and 8**); and
- An assessment of environmental risk and mitigation measures (**Section 9**).

2. PROJECT BACKGROUND

2.1. ATLISSIAN

Atlassian is an Australian owned enterprise software company which builds platforms and tools for businesses and Startups and has grown significantly since their creation in 2002. They are recognised globally as a leader in technology and innovation, employ over 5,000 people (or 'Atlassian's') across 12 offices around the world and have over 170,000 customers.

Atlassian have had a very positive impact on the resurgence of Startup companies in Australia over the last decade. They have assisted with growing local businesses and tried to find ways to help them evolve and be equipped with the technology to do so.

Atlassian has shown a strong commitment to anchor Tech Central. This commitment has taken the form of creating an industry body to advocate the new precinct, partnering with the NSW Government as part of the NSW Technology & Innovation Precinct, commitment to a lease arrangement with TfNSW for the Site, and ultimately securing an amendment to the planning controls applicable to the Site. Atlassian have shown their commitment to the precinct and the delivery of the Atlassian Central development over the past few years with a vision to create a unique opportunity to accommodate a significant tech ecosystem at Central Station.

Atlassian are seeking to deliver the first building in Tech Central, to entrench their presence in the precinct, which will support growth and co-location of tech-Startup companies and entrepreneurs within the establishing precinct.

Atlassian's key principals, aspirations and vision for the Atlassian Central Development are sustainability, diversity, honesty, inclusivity, social engagement and respect for heritage and Country. These are principals which Atlassian as a business, and its Founders, embrace and advocate.

Atlassian are seeking to deliver a building which represents all of these values and achieves excellence in sustainable design innovation, from building materials through to long-term operation. This is placed alongside ensuring the needs of all employees are reflected and accommodated within the building.

The Atlassian Central development will contribute to achieving the precinct goals, providing the initial anchor tenant for the Western Gateway Sub-precinct and the Tech Central precinct, delivering approximately 70,256sqm of gross floor space, which may include space to accommodate Startup and early stage companies, and supporting approximately 4,038 innovation jobs.

By anchoring Tech Central this project, and the presence of Atlassian on the Site, will support the establishment of a new dedicated technology and innovation precinct in Sydney which has the potential to deliver the following key support to the technology and innovation sector:

- Physically bring together the technology and innovation industry;
- Accelerate growth in technology and innovation industries nationally through cross-collaboration;
- Attract, grow and retain talent from both within Australia, and globally; and
- Improve likelihood for Startups in the industry to succeed.

2.1.1. Youth Hostels Australia

Youth Hostels Australia (YHA) is the largest provider of budget tourist accommodation in Australia, with a network of more than 70 hostels in all Australian states and territories. YHA are also part of the world's largest budget accommodation network, Hostelling International which more than 3,500 hotels in 60 countries.

The Sydney Railway Square YHA currently operates from the Site within the State heritage listed Inwards Parcel Shed and directly adjoins Central Station.

The YHA accommodation is mainly for young people from around the world who want more than a place to stay – they are looking for a like-minded community, lifestyle space, a connected place and a hub for their experience in each destination. This market focus dovetails into the vision for the Atlassian Central development, which is focused on supporting innovation, collaboration and supporting the sharing of ideas.

The partnership between Atlassian and YHA is born through a shared desire to deliver an outcome that benefits Sydney's position as a global city for tourism and technology.

2.2. INDUSTRY AND GOVERNMENT VISION FOR A NEW INNOVATION PRECINCT

'TechSydney' is an entrepreneur led industry group that was set up to promote Tech Central with the vision of making Sydney one of the top ten global technology hubs, and the most desirable place on earth to grow a technology company.

The group was founded by leading technology companies including Atlassian, Pollenizer, The Iconic, Hotels Combined, and the University of Technology Sydney. It now contains a diverse range of startups, incubators, research institutions, success global technology companies, mid-sized domestic technology firms and venture capital funds and represents over 80% of the industry's total combined market capitalisation.

Figure 1 TechSydney Group Members



Source: TechSydney

Technology and innovation are at the heart of all successful global cities and represents an essential ingredient for strong economic, social and environmental growth. The role of 'knowledge' in our economy is particularly important in Australia as we start to transition from a strong dominance and prosperity from a commodities economy, to more sustainable forms of economic growth that are not intensive on our physical environments.

This shift has generated a strong and critical need for the capital cities of Australia to harness and support the knowledge, technology and innovation industries to ensure the economy can grow and be resilient to change, and also importantly create the right environment to attract talent to our major cities.

The knowledge economy is thriving globally in a range of 'innovation precincts' in London, San Francisco/San Jose, New York City, Toronto, Paris, Berlin, Singapore and other cities which generate significant economic and job growth to their local and national economies. Australia is currently losing a large

pool of local talent to these precincts across the globe in the absence of a globally recognised precinct within Australia.

The critical need (and strong economic benefits) of an innovation precinct in Sydney is widely accepted, supported and enshrined in national, state and local government policy. While there have been some attempts in Sydney to create innovation precincts (such as in White Bay or Redfern/Eveleigh), these have not come to fruition for various reasons.

Following the strong industry support for a new technology and innovation precinct within the Central Precinct, and broader NSW Government priorities to promote the technology and innovation industry, it was announced that an Industry Taskforce would be established to provide Government support to the establishment of an Innovation and Technology Precinct within the Central to Eveleigh Corridor. The Taskforce includes partnership with Atlassian and other industry groups, which will have a critical role in ensuring that the new Sydney Innovation Precinct has a long-term vision that is aligned with the industry needs.

2.3. CENTRAL STATE SIGNIFICANT PRECINCT

On 12 July 2019, the Minister for Planning and Public Spaces nominated the Central Precinct as a State Significant Precinct (**Central SSP**) which comprises approximately 24 hectares of government owned land in and around Central Station. A vision for growth in the precinct and the strategic framework will guide the development in the Central SSP, which is being developed by TfNSW. However, the Western Gateway Sub-precinct is being considered for early rezoning. The extend of the Central SSP and the Western Gateway Sub-precinct is shown in **Figure 2** below.

The Western Gateway Sub-precinct comprises three landowner consortiums, which have been identified as Block A, B and C which are illustrated in **Figure 3** below.

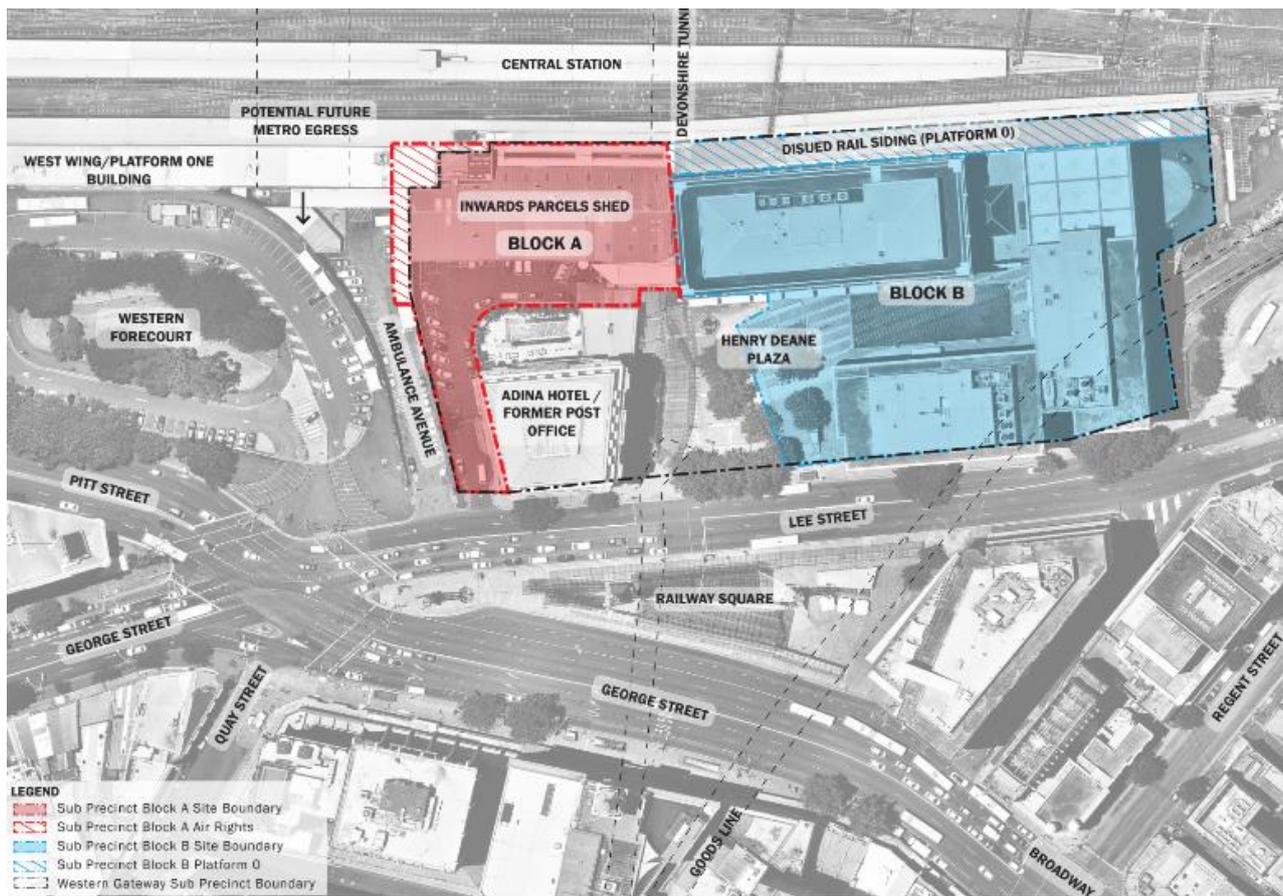
This EIS relates to the north-eastern part of the Western Gateway Sub-precinct known as Block A. It is noted that there is a multi-layered land ownership arrangement within the Sub-precinct, and that the image in **Figure 3** represents the land ownership or lease arrangements above the uppermost levels.

Figure 2 Central State Significant Precinct



Source: Department of Planning Infrastructure and Environment

Figure 3 Western Gateway Sub-precinct



Source: EC3

2.4. WESTERN GATEWAY SUB-PRECINCT PLANNING PROPOSAL

Within the Central SSP nomination was the identification of the Western Gateway Sub-precinct which could be considered for early rezoning. The Site is located within the Western Gateway Sub-precinct, as well as the broader Central SSP.

In October 2019, Transport for NSW (TfNSW) submitted a Planning Proposal to rezone two of the three 'Blocks' within the Western Gateway Sub-precinct. The Site is part of the rezoning proposal, known as Block A. The Planning Proposal was placed on public exhibition on 16 October 2019 until 27 November 2019.

The Planning Proposal proposed to amend the existing planning controls for the Site to enable the following:

- Maximum building height for the Site to RL 200.2.
- Introduce a maximum gross floor area (GFA) on the Site.
- Extend the no additional overshadow requirement for Prince Alfred Park from 10am to 2pm all year round.
- Require future development for new buildings to demonstrate Design Excellence by way of Competitive design process.
- Rezone a small portion of the Site which extended into the Lot 118 in DP 1078271 to B8 Metropolitan Centre.
- Introduce a new Western Gateway Design Guideline which will provide detailed planning controls for the sub-precinct.

On 13 August 2020, *State Environmental Planning Policy Amendment (Western Gateway Sub-precinct) 2020* was gazetted. This was a self-repealing SEPP which amended the *Sydney Local Environmental Plan 2012* which include the following key changes relevant to the Site:

- Introduction of a new clause (Clause 6.53) applying to the Western Gateway Sub-precinct which:
 - Extend the no additional overshadow requirement for Prince Alfred Park from 10am to 2pm all year round.
 - Rezoned the portion of the Site which extended into the Lot 118 in DP 1078271 to B8 Metropolitan Centre.
 - Maximum building height for the Site to RL 200.2.
 - Introduce a maximum gross floor area (**GFA**) on the Site of 77,000sqm
 - Removed the application of Clause 6.3 (additional floor space in Central Sydney) and Clause 7.20 (Development requiring or authorising preparation of a development control plan) applying to the land within the Western Gateway Sub-precinct.
- Updated the applicable *Sydney Local Environmental Plan 2012* maps to reflect and implement these planning control changes.

2.5. CENTRAL DESIGN REVIEW PANEL

Through the Planning Proposal consultation process a Central Design Review Panel (**CDRP**) process was established which included representatives from State and Local government Agencies, as well as design experts. The CDRP was chaired by the Acting Government Architect. This process was undertaken to guide the preparation of the Planning Proposals for the Western Gateway Sub-precinct.

The CDRP met on three (3) separate occasions and provided general observations and guidance on the design development of the Western Gateway Sub-precinct, to provide specialist, independent, expert and impartial advice to assist DPIE in forming its advice to Transport for NSW (**TfNSW**) in relation to the Central Precinct Renewal SSP and Western Gateway Sub-Precinct.

The CDRP was an iterative process which has involved collaboration of all Proponents within the Western Gateway Sub-Precinct. The feedback and recommendations of the CDRP has generally been incorporated into the proposed building envelope and reference scheme which form part of this Planning Statement.

In summary, the CDRP process provided very positive feedback on the various aspects of the Atlassian proposal. In response to feedback from the CDRP a range of amendments were made to the building envelope and reference design to strengthen the proposal's response to the precinct, adjacent properties and urban design principles identified by the CDRP. The amendments to the building envelope reflect a holistic response from Atlassian's project team from a design, sustainability, landscape and heritage perspective. Accordingly, the building envelope reflected in the amended planning controls is the result of a very extensive and considered response from Atlassian's technical team.

The key issues raised by the CDRP were considered in the finalisation of the Planning Proposal documentation for the Western Gateway Sub-precinct, and have also been considered through the design development of the Atlassian Central development.

The CDRP process was followed-up with a series of meetings with the Precinct Review Panel (**PRP**) which worked with the Western Gateway stakeholders to resolve the final FSR and height controls prior to gazettal of the changes to the planning controls

2.6. ARCHITECTURAL DESIGN COMPETITION

Following the commencement of exhibition of the Western Gateway Design Guide and draft SEPP, a Competitive Design Process was undertaken by the Proponent in accordance with clause 6.21 of the Sydney LEP 2012, the *City of Sydney Competitive Design Policy 2013* and the *Draft Government Architects Design Excellence Guidelines*.

The Competitive Design Process was undertaken in accordance with the approved Design Excellence Strategy, and in accordance with the Architectural Design Competition Brief prepared by Urbis and endorsed by the Government Architect NSW (**GANSW**) on 14 October 2019. The proponent invited five competitors to participate in the Competitive Design Process as follows:

- 3XN / GXN
- John Wardle Architects + SO-IL

- MVRDV + COX
- Shigeru Ban + Toland + PTW
- SHoP + BVN

All five competitors participated in the Competitive Design Process and produced a final submission for consideration and assessment by the Jury (refer to submitted schemes in **Figure 30** below). The Jury assessed each competition scheme against the Architectural Design Competition Brief. The Jury resolved that the SHoP and BVN scheme best demonstrated the ability to achieve design excellence as required under clause 6.21 of the *Sydney Local Environmental Plan 2012* and the Architectural Design Competition Brief requirements. The SHoP and BVN scheme was subsequently identified as the winner of the Architectural Design Competition.

The Jury identified a number of elements as contributing to the success of the scheme, and several matters which were to be further considered and refined as part of the subsequent design development. The subsequent design evolution is discussed in **Section 8.2**, with supporting verification from the Jury that the design integrity of the winning competition scheme has been retained outlined in the Design Integrity Endorsement at **Appendix H**.

2.7. SCOPING STUDY AND REQUEST FOR SEARS

In accordance with Schedule 2 of the *Environmental Planning and Assessment Regulations 2000 (EP&A Regulations)*, a Scoping Study was undertaken in November 2019 and an application submitted to the Planning Secretary for the issuance of the Secretary's Environmental Assessment Requirements (**SEARs**) with respect to the proposed development. The application included the location, nature and scale of the indicative development, and an overview of the relevant planning framework and permissibility.

On 20 December 2019 the Secretary issued SEARs for this EIS under section 4.39 of the EP&A Act. **Section 1.2** identifies where in this EIS each of the SEARs requirements is addressed.

As the project includes tourist related accommodation (in the form of a YHA 'backpackers') and is located in an environmentally sensitive area of State significance with a CIV of more than \$10 million, the development is defined as SSD under clause 13(2) of Schedule 1 of *State Environmental Planning Policy (State and Regional Development) 2011 (SEPP SRD)*. The Minister is the consent authority for the project pursuant to section 89D (1) of the EP&A Act.

This SSDA is lodged for assessment and determination by the DPIE. As the development is classified as SSD under the SEPP SRD, the development is not '*Integrated Development*' under the EP&A Act.

3. SITE ANALYSIS

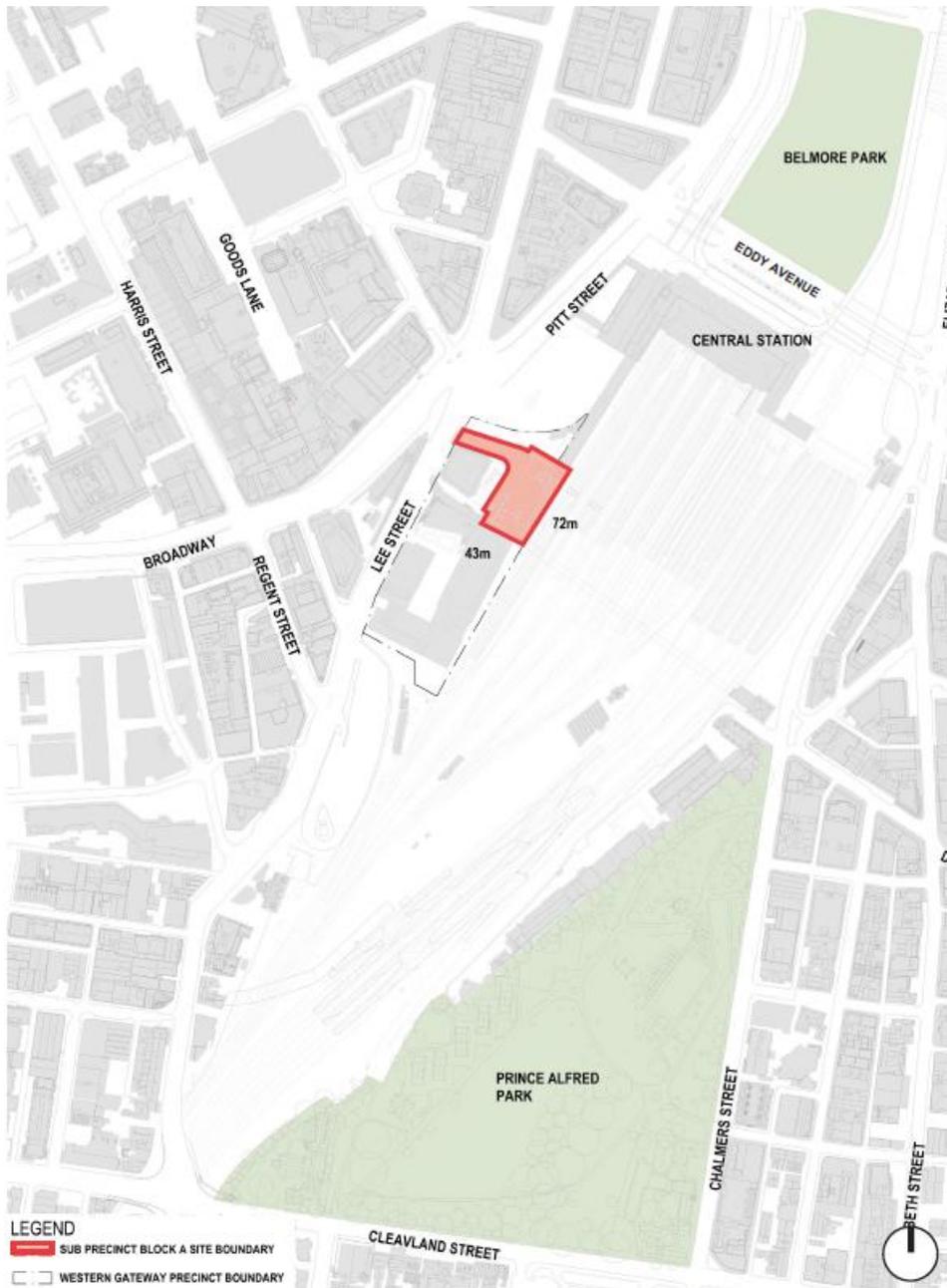
3.1. SITE DESCRIPTION

This SSDA relates to the land at 8-10 Lee Street, Haymarket (the **Site**). The Site is an irregular shaped allotment with a small street frontage to Lee Street, however this frontage is limited to the width of the access handle.

The Site is located within the City of Sydney local government area. It has an area of 3,768m². The Site has a boundary of approximately 72 metres to the east directly adjoining Platform 0 of Central Station, and a 43 metre southern boundary to Henry Deane Plaza.

The Site comprises a number of allotments which are discussed in detail in **Section 3.2** below. However, it is noted that the Site sits partially above the Devonshire Street Tunnel and immediately to the south of Railway Square and the proposed future western entry to the Central Walk which is currently under construction.

Figure 4 Site Location and Dimensions



Source: SHoP BVN

The Site is directly adjacent to the Western Wing Extension of Central Station, and forms part of the 'Western Gateway Sub-Precinct' of the Central Precinct. It is situated between the existing CountryLink and Intercity railway platforms to the east and the Adina Hotel (Former Parcel Post Office) to the west. Existing vehicle access to the Site is via Lee Street, however the street frontage of the Site is limited to the width of the vehicle access handle.

Current improvements on the Site include the Parcels Shed, which operated in association with the former Parcels Post Office (now the Adina Hotel). The Site is currently used as the Railway Square YHA Backpackers Accommodation. The Site also includes the western entryway to the Devonshire Street Pedestrian, which runs east-west through Central Station under the existing railway lines.

The Site is situated in one of the most well-connected locations in Sydney. It is directly adjacent to Central Station which provides rail connections across metropolitan Sydney, as well as regional and interstate connections and a direct rail link to Sydney Airport. The Site is also within close proximity to a number of educational institutes and is a city fringe location which provides access to key support services.

Central Station is currently undergoing rapid transformation to allow for integration of rail, metro and light rail transport infrastructure. This will elevate the role of Central Station not only for transport but also enhance opportunities for urban renewal and revitalisation of the surrounding precinct. This is one of the key drivers for the identification of the Central SSP and the Western Gateway Sub-precinct to for part of the Tech Central precinct, of which Atlassian Central will be a catalytic development to achieve this vision.

Figure 5 Site Photos



Picture 1 View southwards from Railway Square



Picture 2 View southwards from Lower Ground in Ambulance Avenue



Picture 3 View North-East from existing hardstand onsite



Picture 4 View south-east from existing hardstand onsite



Picture 5 View east from Lee Street into Ambulance Avenue



Picture 6 View south-west of northern wall of Site to from Ambulance Avenue

Source: Urbis

3.2. LEGAL DESCRIPTION

The Site is known as 8-10 Lee Street, Haymarket. It is an irregular shaped allotment. The allotment has a small street frontage to Lee Street, however this frontage is limited to the width of the access handle.

The Site comprises multiple parcels of land which exist at various stratum levels. All the lots are in the freehold ownership of Transport for NSW, with different leasing arrangements:

- **Lot 116 in DP 1078271:** YHA is currently the long-term leaseholder of the Site which covers the areas shown in blue below.
- **Lot 117 in DP 1078271:** This is currently in the ownership of TfNSW and the applicant is seeking the transfer of the leasehold on this land to provide for an optimised basement and servicing outcome for the Site.
- **Lot 118 in DP 1078271:** This is currently in the ownership of TfNSW and the applicant is seeking the transfer of the leasehold for part of the air-rights above part of this allotment to allow for an optimised building envelope for the project. The proposal also intends to use a part of Lot 118 in DP 1078271 within Ambulance Avenue for Day 1 bike access, secondary pedestrian access and fire service vehicle access however this provision will be subject to agreement with TfNSW.
- **Lot 13 in DP 1062447:** This is currently in the ownership of TfNSW but TOGA (who hold the lease for the Adina Hotel) have a long-term lease of this space in the lower ground area.

The Site has an area of approximately 3,764sqm which includes 277sqm of air rights that apply from RL 40.

Figure 6 Existing Land Titles and Air Rights



Picture 7 Basement Level 2



Picture 8 Basement Level 1 – Lower Ground



Picture 9 Upper Ground



Picture 10 Level 1 and Above

Source: LTS

3.3. EXISTING USE

The Site is currently used by the Railway Square YHA to provide backpackers accommodation. This use has operated on the Site since the early 2000's and currently accommodates some 250 beds for low-cost tourist accommodation and supports approximately 25 jobs.

The YHA utilise the existing Parcels Shed building, which is part of the wider “*Central Railway Station Group including buildings, station yard, viaducts*” which is a State Heritage listed item.

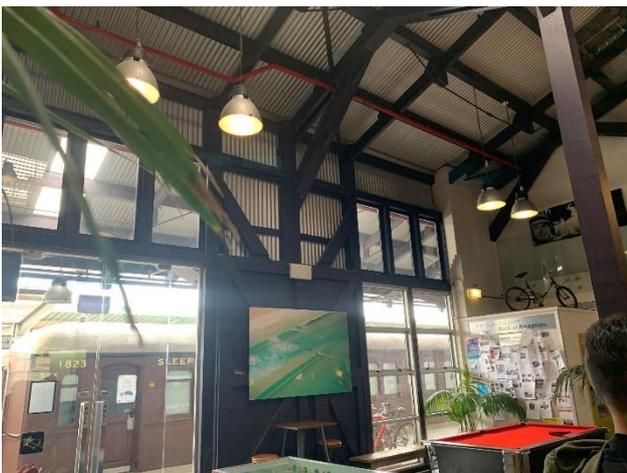
As the building has had a range of uses since its original construction, the building includes a mix of original features, as well as alterations to the building structure, materials and form.

The building was originally single storey, however the use of the building for a YHA has introduced a mezzanine level and includes accommodation in a mix of share rooms in old railway carriages and private rooms. The original building beams and roof structure have been retained.

The western part of the site is occupied by a hardstand which is utilised for vehicles associated with the Railway Square YHA.

At the Lower Ground level there are a number of uses associated with the operation of Central Station, including a catering company which provides catering services for intrastate and interstate trains. It is noted that vehicle access to the Lower Ground level is currently via Ambulance Avenue to the north of the Site.

Figure 7 Photos of Existing YHA fitout within the Parcels Shed



Picture 11 YHA Games area



Picture 12 YHA Rooms over former Platform 0 on eastern side of Parcels Shed



Picture 13 YHA Lobby and mezzanine

Source: Urbis



Picture 14 View to Parcels Shed veranda / YHA entry.

3.4. TECH CENTRAL

Technology and innovation are at the heart of all successful global cities and represents an essential ingredient for strong economic, social and environmental growth. The role of 'knowledge' in our economy is particularly important in Australia the economy transitions from a commodities based economy reliant on mining, agriculture and raw materials industries, to more sustainable forms of economic growth that are not as intensive on our physical environments. The recent global pandemic has also highlighted the need to provide a strong local technology and innovation industry, to support the Australian economy through downturns and also provide local knowledge to create leading solutions to global issues.

This shift has generated a strong and critical need for the capital cities of Australia to harness and support the knowledge, technology and innovation industries to ensure the economy can grow and be resilient to change, and also importantly create the right environment to attract talent to our major cities.

The knowledge economy is thriving globally. Without a dedicated innovation and technology precinct, Australia is losing a large pool of local talent to technology precincts across the globe and there is a critical need to provide a local industry to attract and retain talent. The critical need (and strong economic benefits) of an innovation precinct in Sydney is widely accepted, supported and enshrined in national, state and local government policy. While there have been some attempts in Sydney to create an innovation precinct (such as in White Bay or Redfern/Eveleigh), these have not come to fruition for various reasons.

In December 2018 the Sydney Innovation and Technology Panel endorsed a report which seeks to establish a 15-year plan for the Sydney Innovation and Technology Precinct, or TechCentral, to support the growth of technology and innovation industries in Australia. The Central SSP and Western Gateway Sub-precinct were identified as the initial stage of establishing Tech Central. The recent gazettal of the planning control amendments required to facilitate the proposed development means the physical realisation of TechCentral can proceed.

This project will deliver the new global headquarters for Atlassian which will be the anchor for the new Sydney Innovation and Technology Precinct, while also providing key tourism accommodation to support the innovation industry and contribute to creating a vibrant late-night precinct.

3.5. SITE CONTEXT

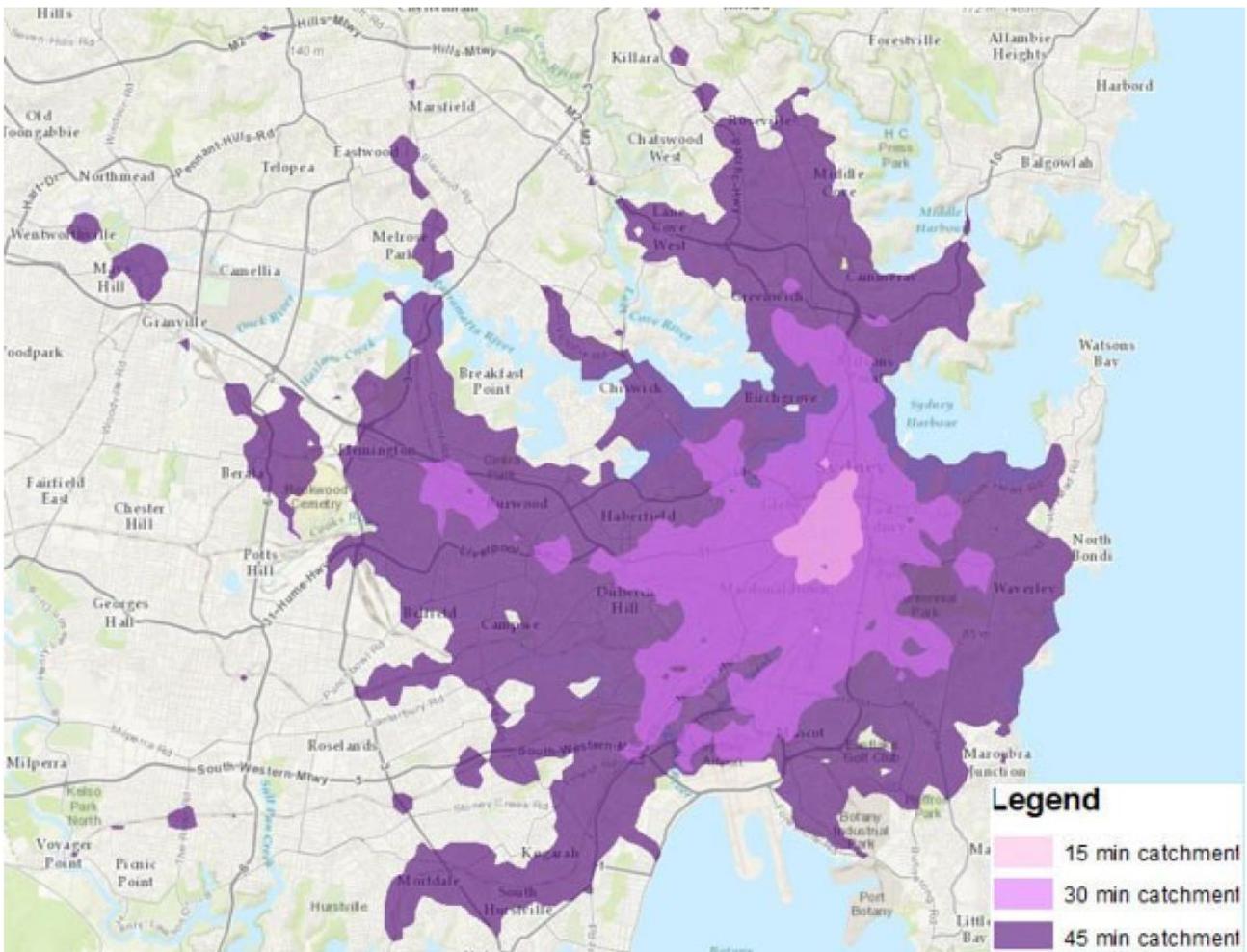
The key elements immediately surrounding the Site are highlighted in the following sections. It includes significant transport infrastructure including Central Station, Railway Square and Broadway/George Street.

The Western Gateway Sub-Precinct forms part of the State Heritage listed Central Station group of buildings, and within the Railway Square / Central Station Special Character Area.

3.5.1. Transport Infrastructure

The Site is situated directly adjacent to Central Station, which is the most connected transport node in NSW. It is serviced by heavy rail, light rail and bus interchange providing transport services to the whole of the Sydney Metropolitan Area, as well as some regional NSW centres. The broader transport network from Central is currently undergoing significant revitalisation, with the recent expansion of the light rail network and the introduction of a Metro system, which will improve connectivity across the Sydney Metropolitan Area and increase the speed of connections to and from Central Station.

Figure 8 Existing public transport catchment of the Site



Source: JMT Consulting

3.5.2. Surrounding land uses

The Site is surrounded by a mix of land use, including existing commercial buildings largely occupied by government departments and agencies, Surry Hills which houses a number of creative and innovation companies, and South Eveleigh.

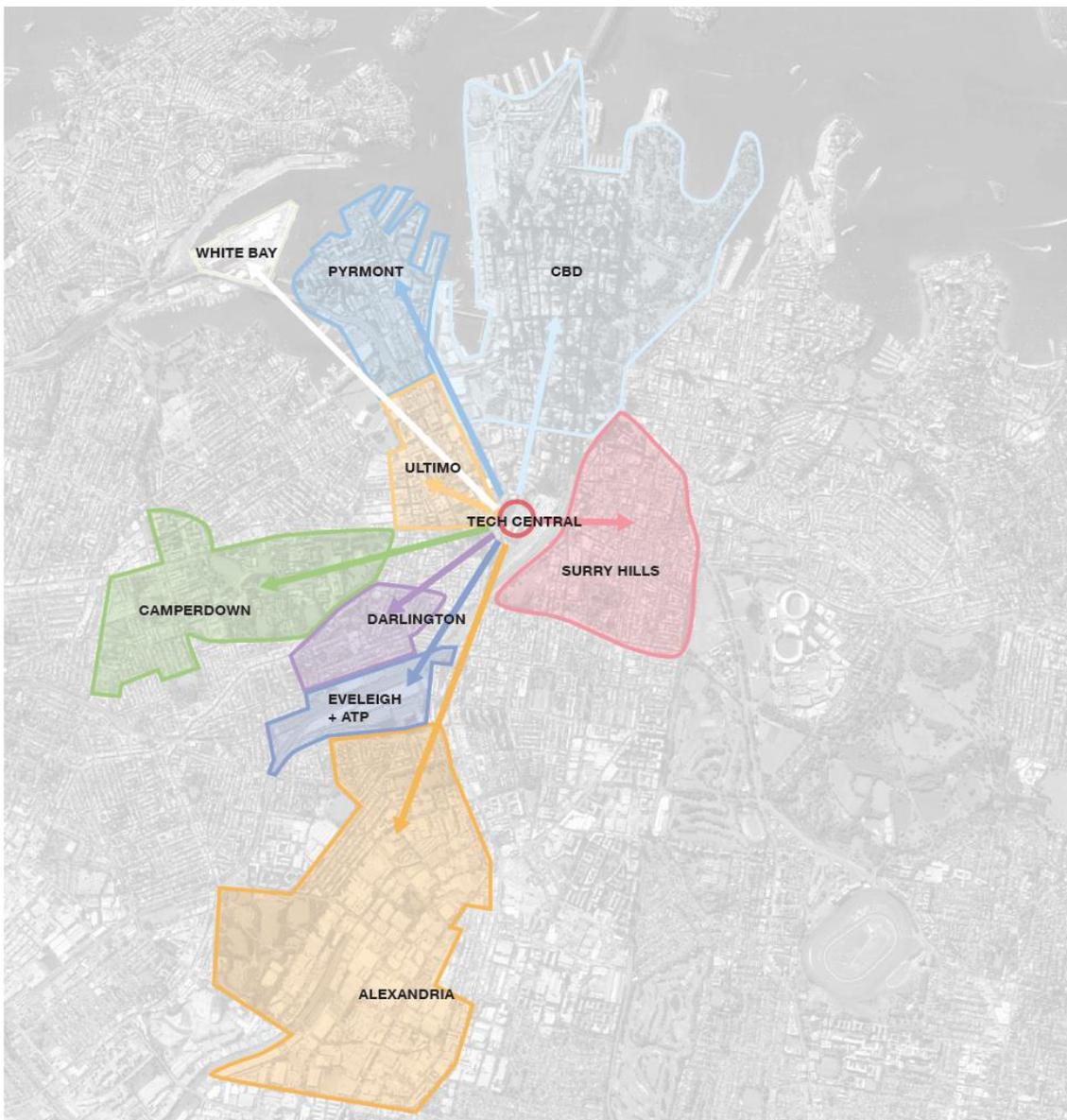
It is at the centre of the technology spine running from Pyrmont to Alexandria, the education precinct which runs from Darlington to Ultimo and across to Kensington, and the creative district running from Surry Hills to Camperdown.

The key surrounding land uses include:

- **Railway Square:** Located to the north of the Site, this is a mix of vehicle hardstand and landscaping which is used for coach drop-off. It is envisaged by that this space will become the third square of Sydney, to be known as Central Square, and will be a key public domain space for the southern gateway of Central Sydney.
- **Dexus / Frasers Site:** Located to the south of the Site, this property comprises three commercial buildings of 8-storeys with basement carparking. The buildings are largely leased to State and Federal Government agencies and departments. It is understood this site will soon be redeveloped for a mix of land uses. The Dexus / Frasers Site is identified as Block B in the Western Gateway Sub-precinct and recently had the planning controls amended as part of the *State Environmental Planning Policy Amendment (Western Gateway Sub-precinct) 2020*.
- **Toga Site:** Located to the west of the Site, this building is occupied by the Adina Apartments and is an adaptive reuse of the former Parcels Post Office. The Toga Site is identified as Block C in the Western Gateway Sub-precinct and Henry Deane Plaza.

In addition, the Site is well connected with a number of major educational institutions which support successful technology and innovation precincts, including University of Technology Sydney, The University of Sydney, University of Notre Dame, and Ultimo TAFE.

Figure 9 Key Surrounding Precincts



Source: Bates Smart

3.6. HERITAGE CONTEXT

The Site is currently occupied by the Parcels Shed which is listed as a heritage item on multiple registers:

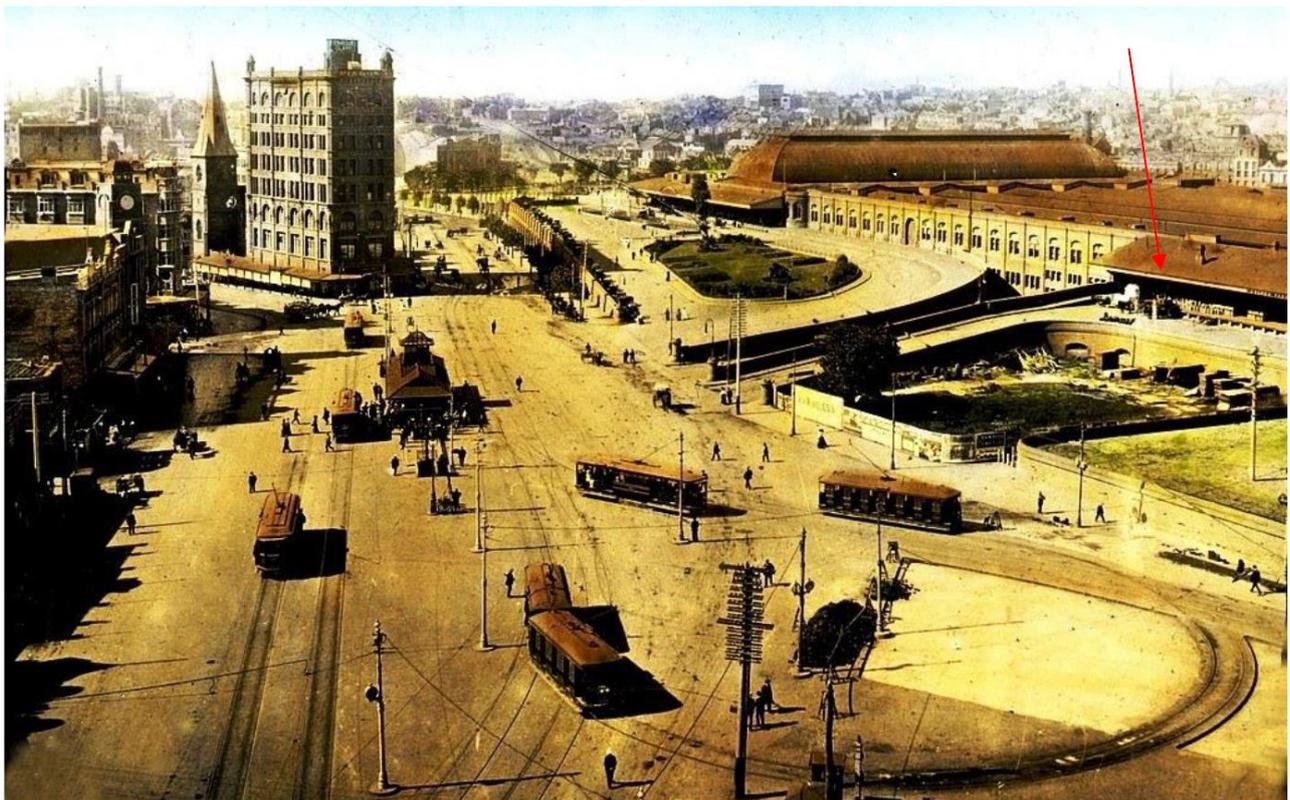
- Included in the heritage listing of the whole of Sydney Terminal Central Railway Stations Group' on the State Heritage Register (SHR No.01255) under the *NSW Heritage Act 1977*;
- Included in the heritage listing for 'Central Railway Station and Sydney Terminal Group' on TfNSW s.170 Register under the *NSW Heritage Act 1977*;
- Part of the Central Railway Station listing in Schedule 5 Part 1 of the *Sydney Local Environmental Plan 2012*.

In addition to the heritage listings of the Site, it is also located within the immediate vicinity of a number of state and locally listed heritage items.

- Central Railway Station - a State listed heritage item which includes the Parcels Shed. Central Railway Station has both indigenous and non-indigenous heritage value,
- Former Inwards Parcels Post Office – a State listed heritage item which operated in conjunction with the Parcels Shed, and now used as a hotel.

The heritage significance of the Site has resulted in the proposed development retaining the existing Parcels Shed building and key design considerations have been given to the heritage significance of the surrounding Central Station lands. This is discussed in more detail in **Section 8.5**.

Figure 10 View of Railway Square c 1906-1913, with Parcels Shed indicated by red arrow



Source: Flickr

4. PROJECT DESCRIPTION

4.1. OVERVIEW

The proposed SSDA will facilitate the development of a new mixed-use development comprising 'tourist and visitor accommodation' (in the form of a 'backpackers') and commercial office space within the tower form. Retail, lobby and food and drink premises at the Lower Ground level and Upper Ground level.

Atlassian Central at 8-10 Lee Street will be the new gateway development at Central Station which will anchor the new Tech Central precinct proposed by the NSW Government. The new building will be purpose-built to accommodate the Atlassian Headquarters, a new TfNSW Pedestrian Link Zone, and the new Railway Square YHA backpacker's accommodation, and may include commercial floorspace to support Tech Startups.

The new development is to be built over the existing heritage former Inwards Parcels Shed (the Parcels Shed) located on the western boundary of Central Station with the Adina hotel to the west. The works includes a 39-storey mixed-use tower with basement loading dock facilities and end of trip facilities (EoTF) accessed off Lee Street, 2 storey lobby utilising the Parcels Shed building, lower ground and upper ground retail, YHA hostel and commercial tower with staff amenities to the mid-level and roof top areas and a pedestrian Link Zone works for TfNSW.

The building design has been conceived to support the delivery of a site plan designed to connect with future developments to both the south and east and integrate with a cohesive public realm for the broader Sydney community in accordance with NSW government strategic planning.

The tower design is a demonstration project for Atlassian, representing their commitment to environmental sustainability and contemporary workplace settings through tower form and construction systems along with a set of emblematic outdoor workplaces stacked in the tower form.

The existing Parcels Shed will be adaptively re-used in accordance with best practice heritage process and form the upper level of a 2-storey entry volume that connects visually with the 2 level Link Zone. Over the roof of the Parcels Shed, a new privately owned but publicly accessible landscaped area will be created as the first part of a new upper level public realm that may extend to connect to a future Central Station concourse or future Over Station Development.

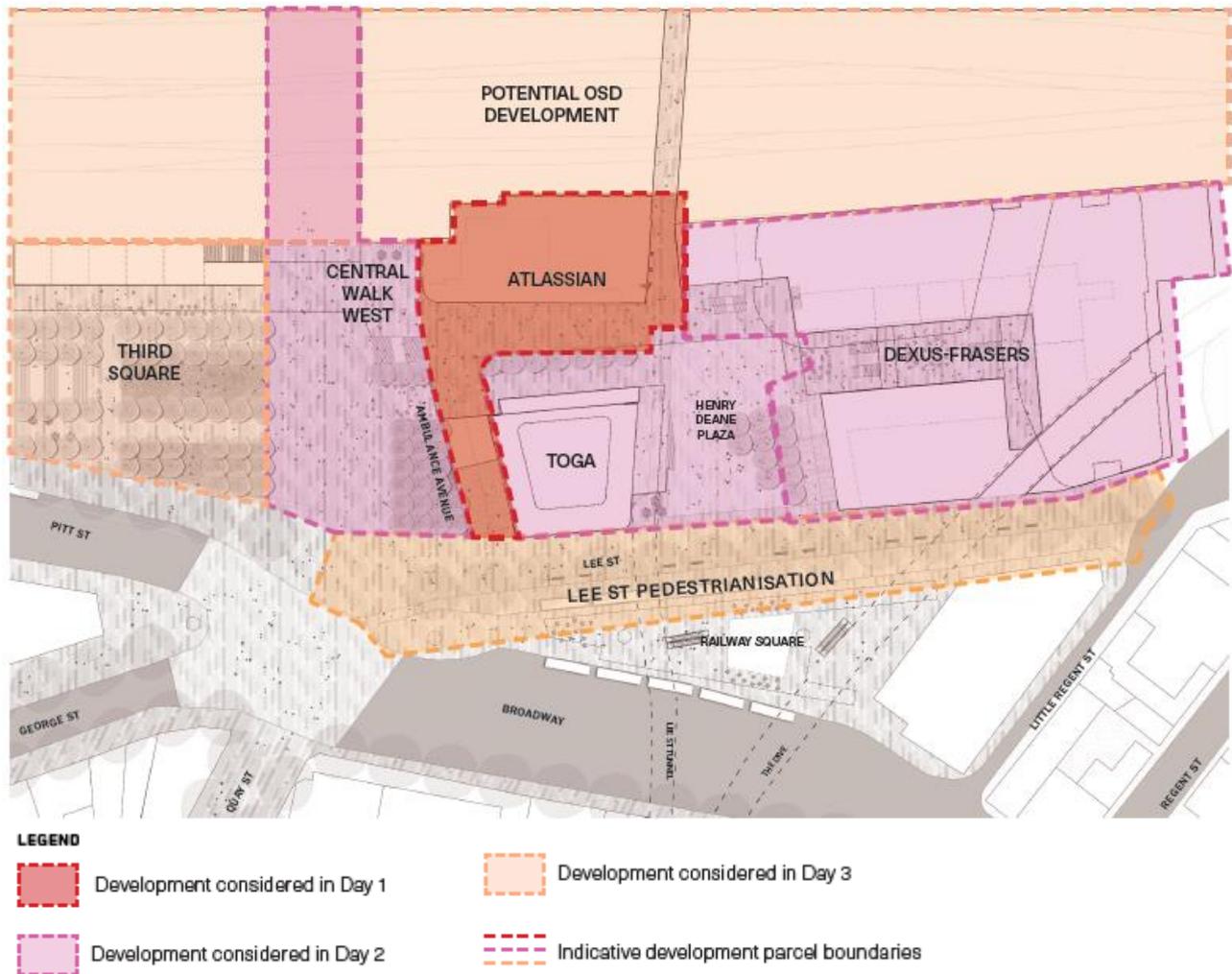
The proposed mixed-use tower directly adjoins a live rail environment to the east and public domain to the north, west and south. These works will consider these rail environments and have been designed to ensure that all TfNSW external development standards are achieved. This ensures there is no impact to the operation or safety of these TfNSW assets.

Interfaces from the overall site and especially the State works Link Zone have been designed in consultation with the adjoining stakeholders. These stakeholders include TfNSW to the north and south, Toga and the Adina Hotel operator to the west and the Dexus-Frasers' site to the south. Connections via the Link Zone, through the basements, and off the proposed new Link Zone dive ramp will be designed to enable existing and future developments to function in both the day 1 scenario and end state when all developers have completed their works.

As the first development within the Western Gateway Sub-precinct which is undergoing broader urban renewal, the design has considered a range of operational scenarios, which are summarised as:

- Day 1 – assuming the Atlassian Central development is the only development realised within the Western Gateway Sub-precinct.
- Day 2 – assumes Central Walk is open, and the redevelopment of the other sites within the Western Gateway Sub-precinct (Dexus-Frasers and possibly the Adina Hotel) are redeveloped.
- Day 3 – Assumes completion of 'Central Square' to the north of the Site and the pedestrianisation of Lee Street.

Figure 11 Future Development Scenarios



Source: SHoP BVN

The design has considered the operation of the Site under all of these scenarios, however this SSDA is seeking approval for Day 1 operations.

The key elements of the development include:

- A total GFA of 70,256sqm;
- Maximum height of RL200.2m;
- Adaptive reuse of the Parcels Shed;
- Landscaping and public domain improvements including:
 - a privately owned publicly accessible landscaped roof on the Parcels Shed.
 - Link Zone providing an activated north-south pedestrian connection at both the Upper Ground and Lower Ground levels linking the future Central Square and Central Walk to Henry Deane Plaza; and
 - Landscaping within the Atlassian Central building which will create a range of private landscaped habitats which respond to the ventilation and sunlight conditions of the space;
- Basement loading, bike storage and parking for service vehicles;
- Identification of top of building signage zones; and
- Dewatering and augmentation of physical infrastructure and utilities as required.

The key numerical aspects of the project are set out in Table 1 and described in further detail in the following subsections.

Table 1 – Proposed Development Numerical Overview

Project Element	Summary of the Project		Description
Site Area	3,764 m ² (including 277sqm of air rights that apply from RL 40)		
Proposed GFA	Commercial Premises		
	<i>Office Premises</i>	58,683 m ²	This space would accommodate Atlassian's Global Headquarters, which would accommodate up to 3,860 jobs for both the Atlassian business and may provide floorspace for technology and innovation startups. This space would be on Levels 7-39 of the proposed new office tower.
	<i>Lobby/Retail/Food and Drink Premises</i>	2,579 m ²	The Lower Ground, Upper Ground, and Parcels Shed roof levels will also provide space for expansive lobby, retail, food and beverage and other potential uses which integrate with the ground plane.
	Tourist and Visitor Accommodation		
	<i>Backpackers Accommodation</i>	7,952 m ²	This space would accommodate 5 plus mezzanine of accommodation for the Railway Square YHA. This space would be on Levels 1-6 of the new tower.
	Shared Area		
	<i>Basement</i>	492 m ²	Basement Level 1 includes end of trip facilities for both the commercial and tourist and visitor accommodation uses within the building. These fall within the definition of GFA under the Sydney LEP.
<i>Shed Roof / OSD</i>	465 m ²		
	Total GFA	70,256 m ²	The proposed GFA for the development comprises a mix of land uses and is below the LEP maximum GFA for the Site.
Building height / storeys	RL 200.2m / 39 storeys		The proposal sits below the maximum building height of RL 200.2m and the sun access plane for Prince Alfred Park.
Loading and servicing bays	2 x Medium rigid vehicle bays 3 x Small rigid vehicle bays 4 x Van / courier bays 1 x Medium rigid vehicle bay for the Adina Hotel		The proposal servicing areas will support but Atlassian and the YHA, as well as provide a single servicing space required for the operation of the Adina Hotel.
Bicycle parking	336 EOT plus 30 for visitors		The proposal will provide bike parking for both workers and visitors to the Site.

Project Element	Summary of the Project	Description
Hotel Beds	Approximately 492 beds	Room configurations vary from queen/twin rooms to 6-bedroom dormitory rooms.

4.2. PROJECT VISION

Atlassian recognise the importance of technology and innovation industries collocating to compete in the international tech space. The Atlassian Central development is underpinned by their vision to support the establishment of Tech Central at Central Station, with the key objectives to:

- Develop a Sydney based global headquarters for Atlassian, cementing their long-term roots in the Australian technology industry.
- Deliver the anchor development for Tech Central at Central Station, to support the collocation of other tech businesses.
- Draw 24/7 activation to the Western Gateway Sub-precinct through a broad range of land uses, including the new Railway Square YHA hostel and retail spaces located at the Lower Ground and Upper Ground levels.
- Establish a Designing with Country Framework to facilitate an understanding of the indigenous history and heritage of the site and effectively portray this history through the design of the development. Incorporate Designing with Country principles and heritage recognition of the site through meaningful interpretation.
- Adaptively reuse the Parcels Shed, and sympathetically design to respond to the State significant heritage context of the Site.
- Construct a building which reflects innovation in sustainable building design and construction, and delivers innovative and highly flexible workspaces for employees.
- Support the creation of quality public realm for pedestrians which offers a diverse experience for residents and workers to relax socialise and support the sharing of ideas.
- Incorporate Public Art which reflects the core values of Atlassian as well as providing an authentic response to the context of the Site and precinct.

Figure 12 Atlassian Tower development view of north-western façade



Source: SHoP BVN

4.3. DESIGN CONCEPT

As detailed in **Section 2.6**, the project design is the outcome of a Competitive Design Process which included five Competitors. The design was selected as the winning scheme by the Competition Jury being the scheme *'most capable of achieving design excellence'*.

A comprehensive design statement has been prepared by SHoP and BVN and is included within the Design Report at **Appendix E**.

The design comprises a number of components within the building and its surrounds. These comprise:

- Public Realm and Landscape – which includes the Upper Ground Level and Lower Ground Level pedestrian connection via the Link Zone between Ambulance Avenue to the north and Henry Deane Plaza to the south.

- Link Zone – publicly accessible area at the Upper and Lower Ground level which will become a TfNSW asset and form part of the broader Western Gateway Precinct public realm.
- Parcels Shed – State Heritage listed building which will be adaptively reused to accommodate lobby uses for the tower.
- The Shed Roof – privately owned publicly accessible landscaped area which will contribute to the broader public realm and provide pedestrian connectivity to the future over rail development.
- YHA Levels – Levels 1-6 of the tower building which will be vertically connected through an internal staircase and provide a mix of room typologies
- Commercial Office levels – Levels 7 – 37, to be used by Atlassian and other technology related tenants.
- Crown – Levels 32 – 37 combining a mix of enclosed and open-air space following the sun access plane.

Figure 13 Design Contextual Response and Urban Identity



Source: SHoP BVN

As previously noted, the proposed development is the first within the Western Gateway Sub-precinct which is undergoing broader urban renewal. The design has considered the operation of the Site under various scenarios of adjacent redevelopment, however this SSDA is seeking approval for Day 1 operations on which only the Atlassian development site is operational.

4.4. ATLASSIAN HEADQUARTERS

Founded in 2002 by Scott Farquhar and Mike Cannon-Brookes, Atlassian is an Australian Technology provider.

Atlassian has experienced exponential growth to become a global company with over 5,000 employees across 12 offices. While the company has grown significantly, it has been focused on ensuring that the company culture remains the same, and this is a critical part of making sure every Atlassian Office is designed to support and deepen the company culture and cultivate innovation.

While operating globally, the Atlassian Founders are committed to establishing their Headquarters in Sydney and supporting the growth of Tech Central.

Atlassian Central is aligned to this vision and will deliver the anchor building for Tech Central. The project vision has been very carefully constructed by Atlassian to ensure that it responds to the Site and its heritage context, but also the core values of the business.

The Atlassian Founders are vocal advocates for sustainability, and have put this at the core of the building design for their design for Atlassian Central. Sustainability has been a core principle which has guided the building design, construction materials, materiality, workspace functionality and shared spaces within the Atlassian Central development.

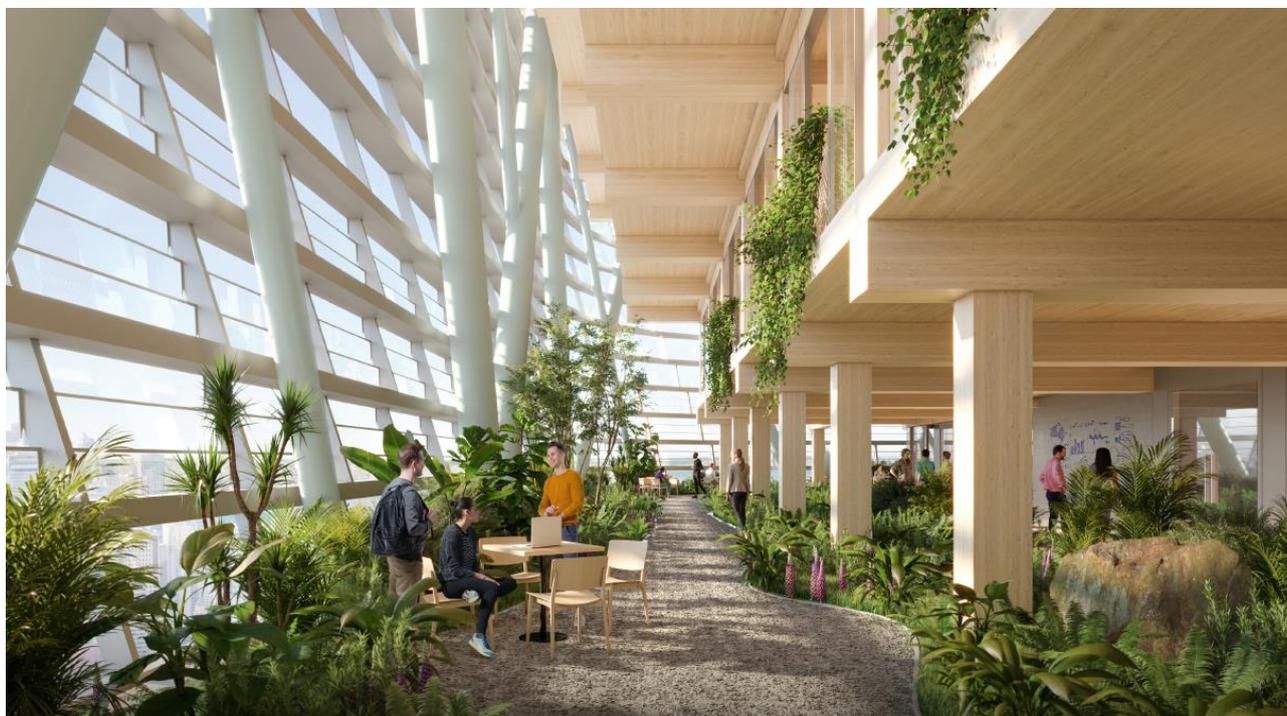
Atlassian Central has been designed with 33 commercial office floors, which will be occupied by Atlassian. The development will bring all Atlassian Sydney employees together from three office locations in Sydney.

Atlassian recognise that their workspace requirements are constantly changing, and to this end the building has been designed to accommodate maximum flexibility to support and encourage creative use of space and inspire creativity within employees. Atlassian Central has been designed to deliver a diverse and flexible range of workspaces to cater for the different needs of employees and enable adaption as these needs and

demands change. Spaces range in their access to natural ventilation, mechanical ventilation, access to sun light, and creation of communal and collaborative spaces.

The structure and spatial arrangements create 'Habitats' which are a series of work and amenity zones. The Habitats are a module of four floors, which have a tiered setback from the façade, with each mega-floor supported by generous edge landscaping which will provide occupants direct access to plants and fresh area.

Figure 14 Perspective view of Habitat Level 1 – Mega-floor level



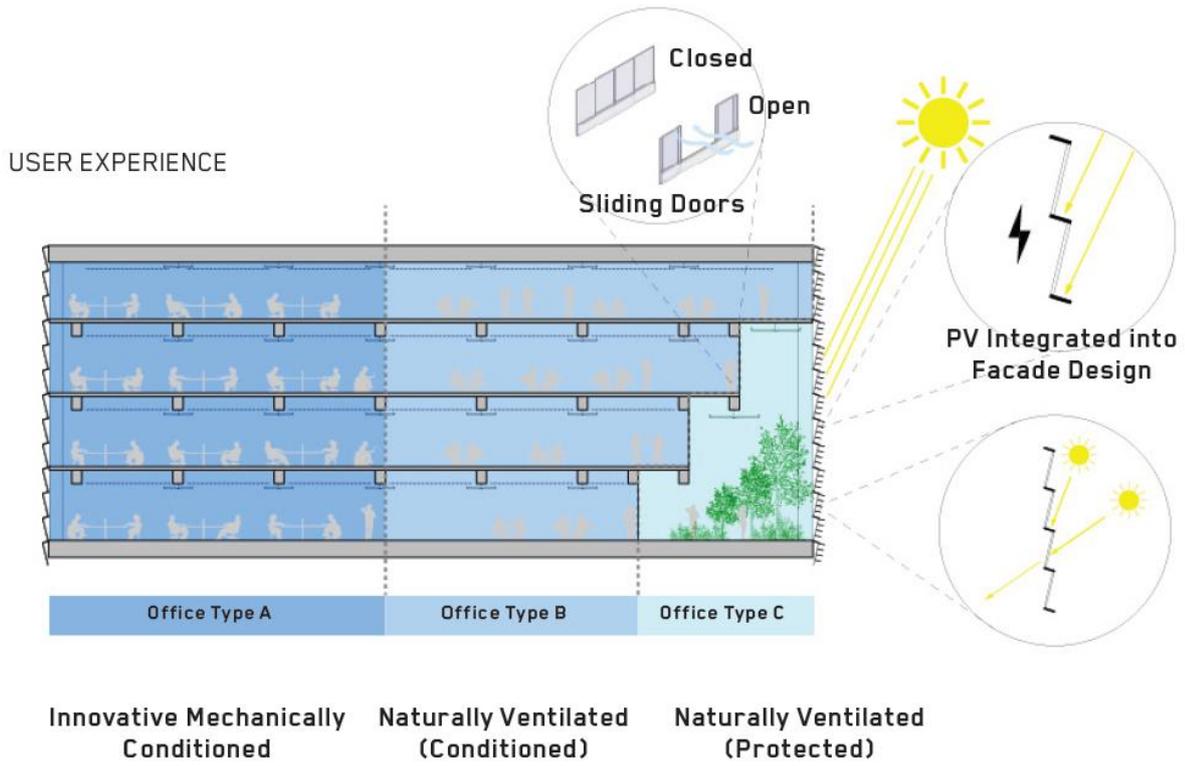
Source: SHoP/BVN

A key aspect of Atlassian Central is the location and diversity of common spaces for employees within the building. The Atlassian 'Town Hall' is the most significant of these spaces, and this space will be located within the levels which are accessed by both commercial lift cores which ensures democratic access for all Atlassians.

The Atlassian and commercial floors of the tower accommodate:

- Commercial office space comprising a mix of shared spaces, meeting rooms and a range of office environment typologies including:
 - Office Type A which will be innovative mechanically conditioned.
 - Office Type B which will be naturally ventilated (conditioned).
 - Office Type C which will be naturally ventilated (protected).
- Services from the main low rise lift core for Levels 7 to Level 19
- Serviced from the main high rise lift core for Levels 19 to 31
- Serviced from an internal lift core from Level 31 to 37, as well as the rooftop mechanical plant and services areas on Levels 38 and 39.
- Occupiable terraced areas are proposed on Levels 35 to 37, and a non-trafficable landscaped terrace is proposed on Level 38 and 39.
- The five topmost levels of the building for the Tower Crown which combine a mix of enclosed and open-air space which follow the sun access plane. These levels will accommodate a mix of amenities including health and wellness, café and dining, meeting and lounge spaces, as well as planted terraces.

Figure 15 Indicative Workplace User Experience within the Atlassian Tower



Source: SHoP BVN

Figure 16 Conceptual Perspective of Atlassian Tower Crown



Source: SHoP BVN

4.5. RAILWAY SQUARE YHA

The relocated Railway Square YHA will be located within Levels 1 to 6 of the tower, and will be accessible from the southern lift lobby at the Upper Ground level.

The Railway Square YHA floors will accommodate:

- Approximately 492 beds located on Levels 2 to 6.
- Communal facilities on Level 1 including:
 - The YHA reception;
 - Guest kitchen;
 - Guest lounge and dining area;
 - Group lounge area;
 - Games area;
 - Media area; and
 - Lockers and amenities
- Office administration area on Level 1.
- YHA Head Office space on Level 1
- Plant and services areas on Level 6 and Level 6 mezzanine.

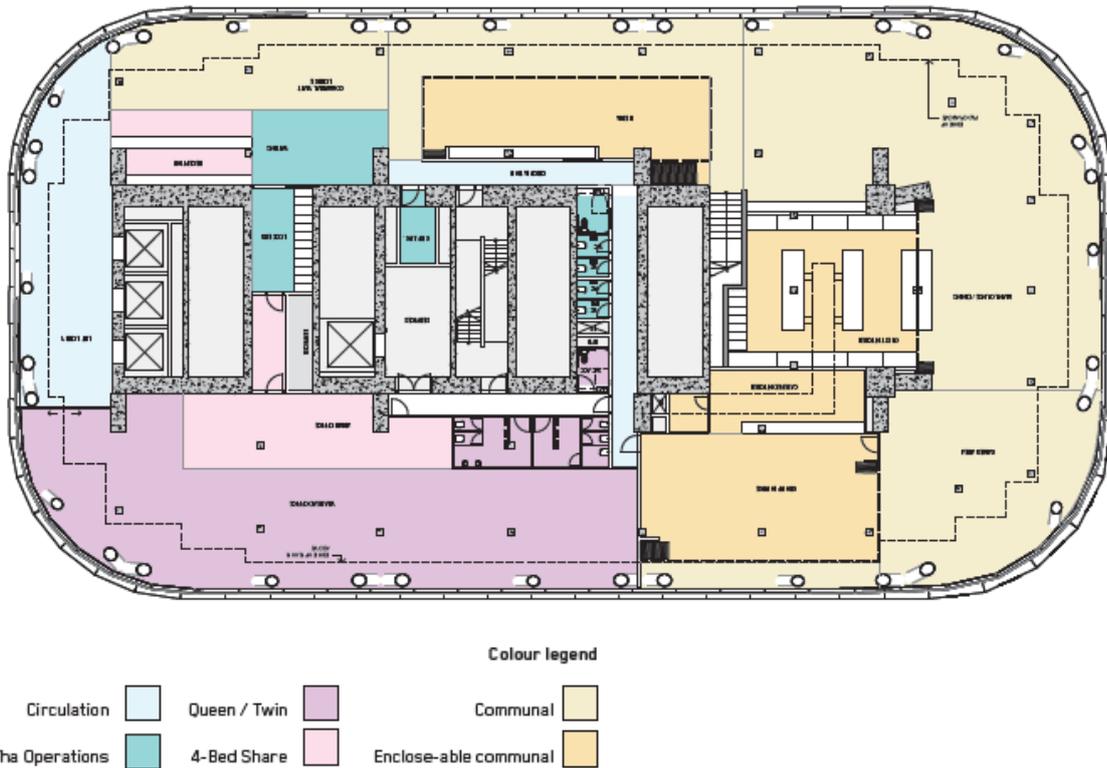
Similar to the Atlassian workspace, the design of the YHA has incorporated sustainable design innovation, including utilising a mix of natural and mechanical ventilation, and sustainable building materials.

Figure 17 YHA Levels



Picture 15 Typical Accommodation Level

Source: SHoP BVN



Picture 16 Level 1 YHA Amenities and Head Office

Source: SHoP BVN

4.6. FAÇADE DESIGN AND MATERIALS

At the heart of the building design is to create a variety of office environments to support different needs and demands of workers, positively contribute to reducing the energy demands of the building and achieve high sustainability aspirations. This has resulted in the design of the façade being multi-layered to support different environment and different functionality.

The outermost façade layer comprises selective operable glazing, being angle-tuned horizontal louvres. These louvres will allow fresh air into the building, while mitigating noise, and strong winds, and will be self-shading to minimise direct heat gain in the building. In addition, the louvres will include integrated photovoltaic arrays which will provide a dual function of generating clean energy for the building and also providing self-shading during the day to assist in minimising direct heat gain in the building.

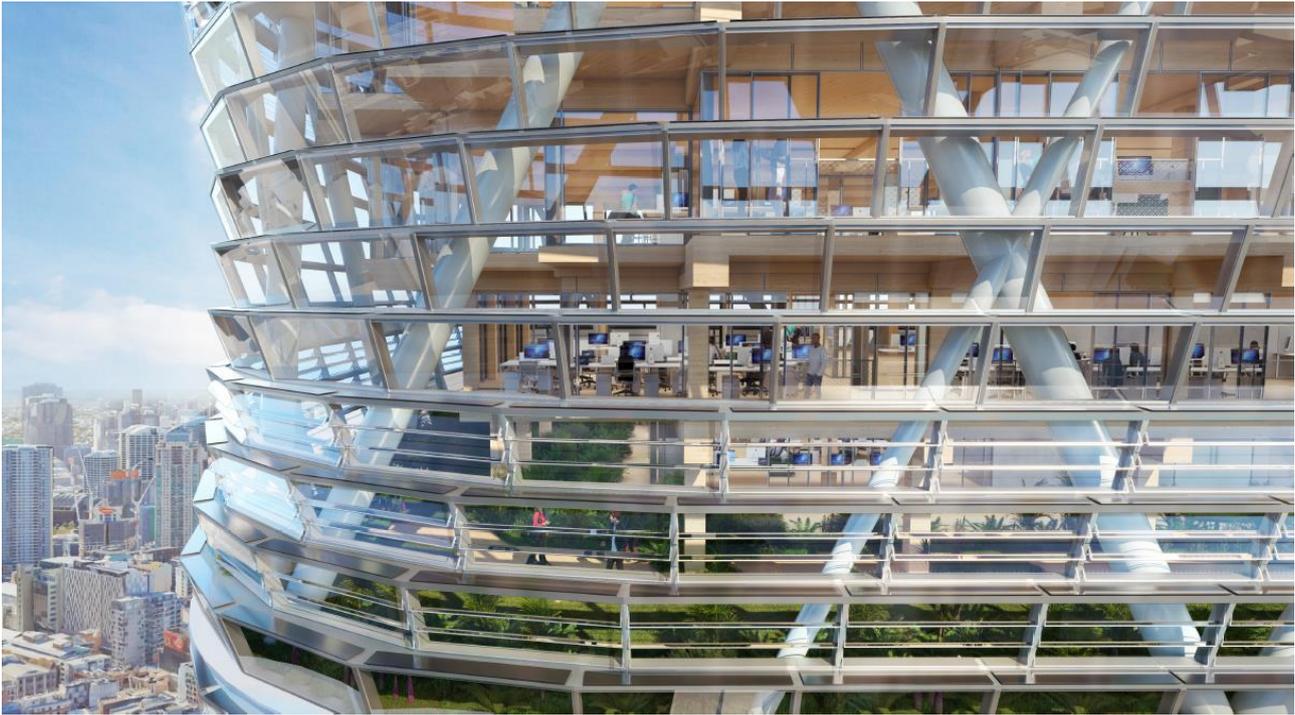
A secondary internal layer is proposed to provide thermal and weather enclosures in strategic locations to support the thermal comfort, humidity and fresh air within other commercial office habitats and YHA rooms.

The design intent of the exterior facade materiality is based on a lighter palette scheme that contrasts with the saturated colour scheme of natural materials at the interior of the building, including mass timber and landscape areas.

The outer facade is composed of staggered light grey aluminium panels supported by a steel structure that wrap around the exoskeleton columns in between steel mega floors. The reading of mega floors is important to the design and achieved with exterior metal fascia.

The staggered panels integrate glass louvers to respond to the climatic conditions within.

Figure 18 Perspective of external façade of the tower facing North



Source: SHoP BVN

4.7. LANDSCAPE DESIGN

The proposal includes a landscaped area which has been designed to connect with future developments to the south and east of the Site which will positively contribute to the creation of Tech Central and integrate cohesively with the broader public realm.

The creation and location of these landscaped areas has been designed in consultation with adjoining stakeholders including TfNSW to the north, south and east, Dexu /Fraser's to the south, and Toga to the west. This is to ensure that the public domain and landscaping function both at Day 1 when the Atlassian Central development is completed, as well as in future Day 2 and Day 3 scenarios as the Western Gateway Sub-precinct progresses through its revitalisation.

The landscaped areas across the Site have been designed to respond to their function at Day 1 are at the Upper Ground Level and the Lower Ground Level, over the roof of the Parcels Shed in a new privately owned publicly accessible landscaped space, within the building and at the Crown of tower. The landscape response to each of these areas varies at Day 1.

The Lower Ground Level has limited landscaping including along the ramp from Lee Street which in Day 1 primarily services vehicle access to the Site, however the Landscape Strategy details a future Day landscaping when the integrated basement for the Western Gateway Sub-precinct is delivered.

The Upper Ground level includes Landscaping above the Dive Ramp and along the western boundary of the Site adjacent to the Adina Hotel. The location of the landscaping and materials proposed have been selected to accommodate future pedestrian movement flows through this area.

Figure 19 Upper Level Link Zone Concept – Day 1

Design Intent

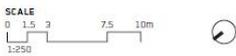
In Day 1, the Upper Level Link Zone Ramp is comprised by a dive structure into the basement of the tower. These are to be demolished by Day 2, along with the stair on the south-western end of the Lower Level Link Zone.

On Day 2, the landscape design for Upper Link Zone Ramp and RL21 is to be completed.

Total landscaped area provided in Day 1: 79.8m²

LEGEND

- 1 The Ramp
- 2 Upper Level Link Zone RL21
- 3 Y&A Courtyard
- 4 Retail (potential) and informal spill-out under-awning
- 5 Landscaped Upper Level western edge
- 6 Shed roof eave line
- 7 Public stairs from Henry Deane Plaza to RL21 (Day 1)
- 8 Central Station
- 9 Basement dive structure (Day 1)
- 10 Adina Hotel
- 11 Decus-Frazer's Site
- 12 Henry Deane Plaza
- 13 Safety balustrade (refer architect's documentation)

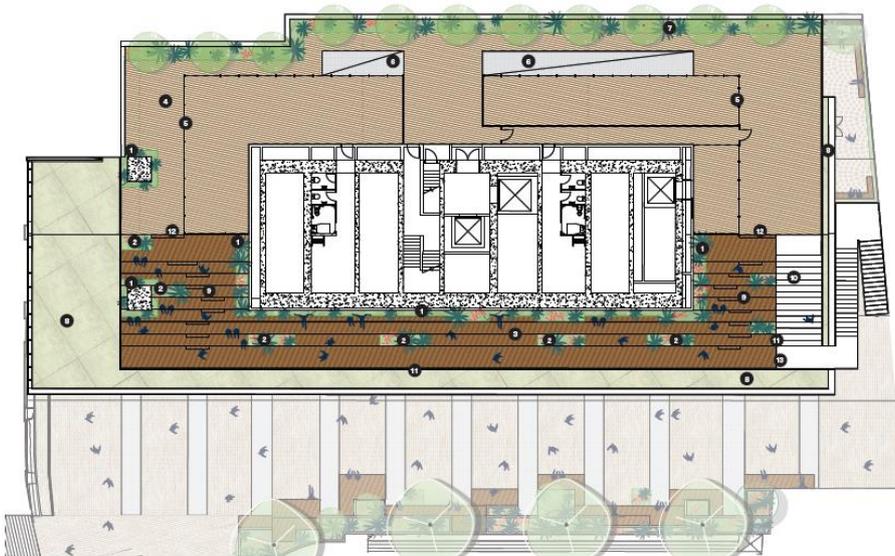


Source: Aspect Studios

The Shed Roof landscaping will provide a journey upwards to the future over rail development. It will combine landscaping, retail offerings and seating in the form of bleachers to the west. These elements are pulled back from the northern end of the Parcels Shed to respect the heritage views from the north.

The design of this space has been through an iterative process to ensure that it works to achieve wind comfort and safety criteria for the Upper Level Link Zone as well as users of the Shed Roof/OSD Level. It has been designed to ensure that the heritage significance of the Parcels Shed is not adversely affected by the pavilion form and integrates with the overall architectural vision for the Site.

Figure 20 The Shed Roof



Picture 17 Roof Shed Landscape Concept



Picture 18 Roof Shed Indicative Perspective northeast.

Source: SHoP/BVN

The landscaped areas within the Atlassian Central tower will be private spaces which encapsulate 3 key principles:

- Creating an experience that is shaped by the local landscape.
- Integrated sustainable and biophilic design.
- Creating a sensory approach through diversity of spaces.

These principles break the buildings landscape strategy into three different typologies:

- Immerse Habitat (Levels 7, 11, 15 and 19)
- Discover Habitat (Levels 23, 27 and 31)
- Respite Habitat (in the Crown Levels 35-39)

These concepts have been developed through plant palette selection which considered the level of natural ventilation and sunlight the spaces receive.

Figure 21 Tower Landscape Concept

Design Intent

Atlassian is a global enterprise that once began as a Sydney startup.

In developing the new HQ for the Atlassian company, we seek to hone in on the characteristics that make the Sydney Basin such a unique bio-region. Due to the incredible diversity found within, more than 40 percent of the land is being used for nature conservation. This provides an abundant natural palette to draw inspiration from.

We establish 3 key principles:

- Creating an experience that is shaped by the local landscape
- Integrating sustainable and biophilic design
- Creating a sensory approach through a diversity of spaces

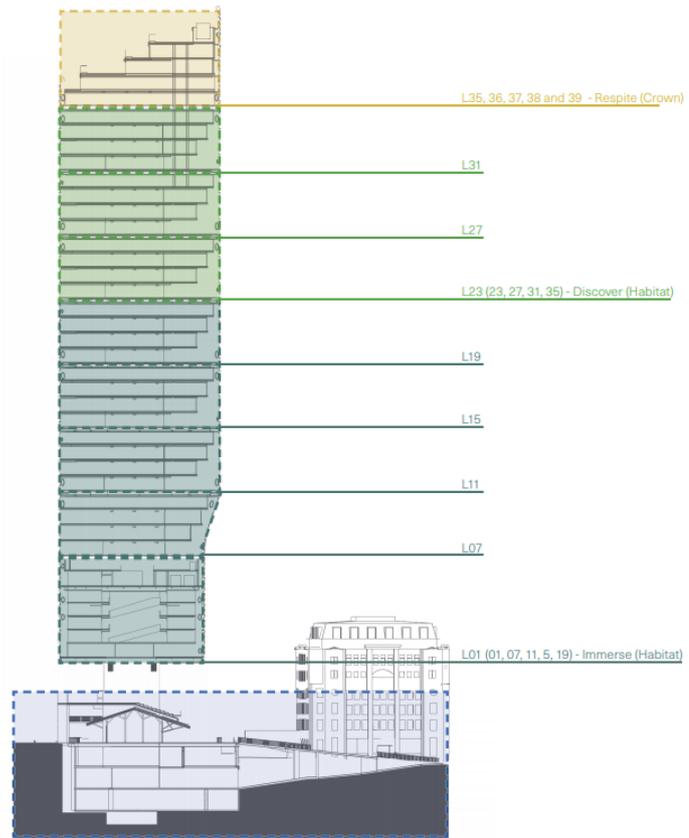
The architecture of the tower is treated as a natural landmark: from the rocky outcrop of the heritage shed, one moves upward through the tower through a series of natural habitats that draw from the natural habitats found in the Sydney basin. As such, the journey takes us through several layers of lush, deep planting, whose spatial characteristic is expressed by the word "Immerse".

In the second half of the tower, a clearing occurs and the planting changes to a more sensory nature. The spatial characteristic here is best expressed by the word "Discover".

Finally, one reached the top of the tower, where a stacked sequence of balconies orient themselves towards the ocean. Here, we take on the planting of the heath escarpments on the ocean cliffs. The spatial characteristic here is best expressed by the word "Respite".

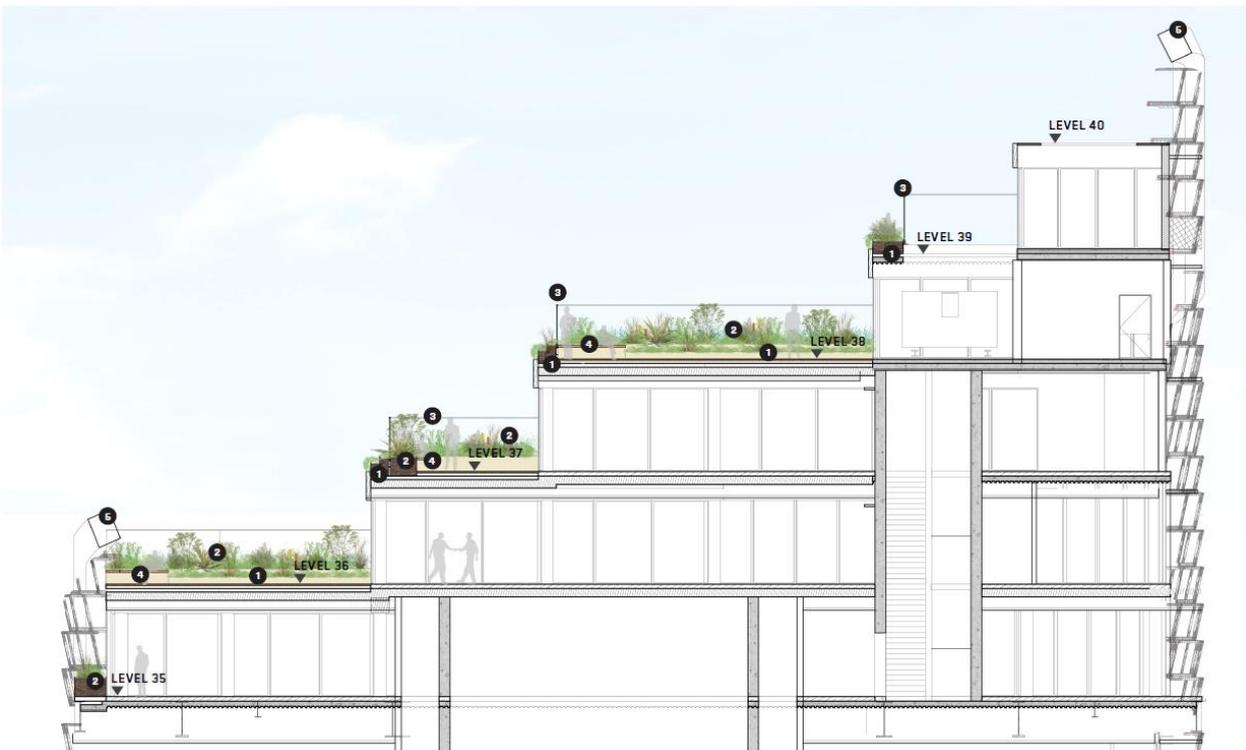
LEGEND

- The Shed & The Public Domain
- Typical Habitat - 'Immerse' theme
- Typical Habitat - 'Discover' theme
- Park Levels
- Crown levels - 'Respite' theme



Picture 19 Landscape Habitat themes within the Tower

Source: Aspect Studios



Picture 20 Crown Levels – 'Respite' themed

Source: Aspect Studios

4.8. PUBLIC DOMAIN AND LINK ZONE

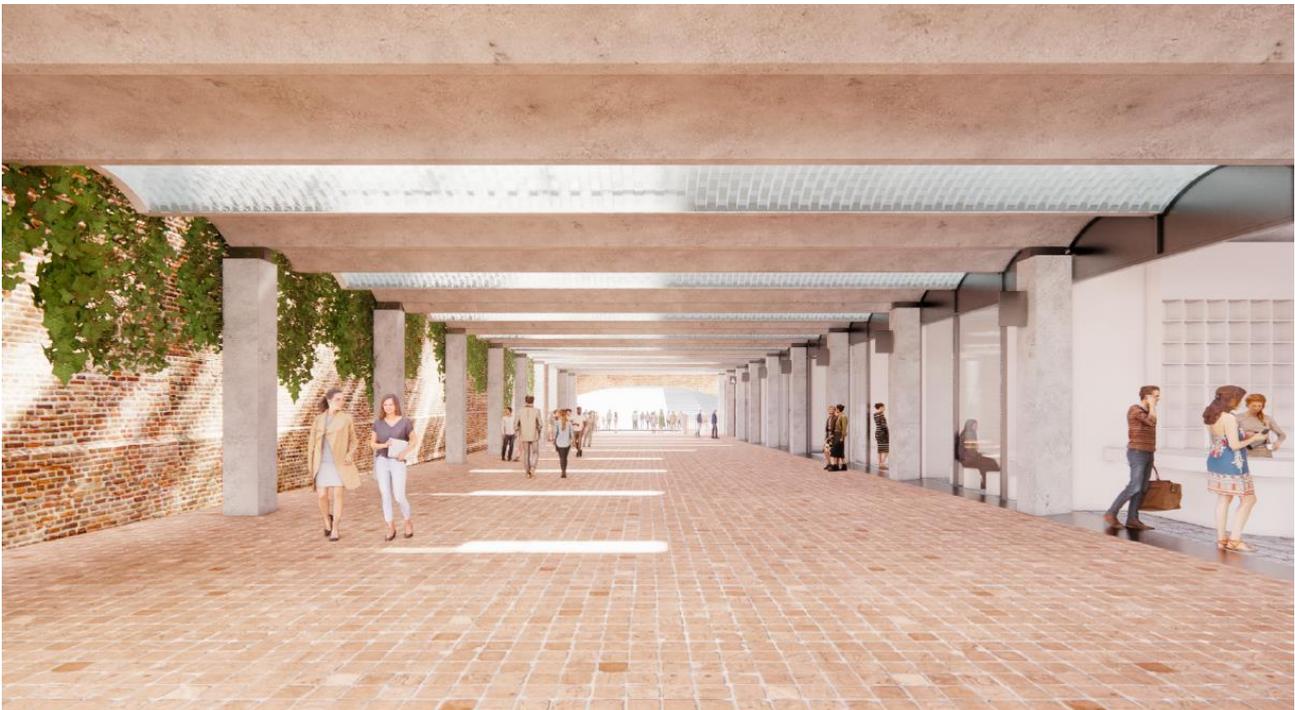
The Public Domain within the Site is largely limited to the Link Zone at both the Upper Ground Level and Lower Ground Level which will provide north-south pedestrian connectivity through the Site. However, acknowledging the importance of public domain being cohesive throughout the precinct, and recognising the significance of renewal which will occur within the Central Precinct, the proposal includes a public domain strategy which presents the framework which the projects public domain works will deliver and how it will support the delivery of public domain in and around the Site. The Public Domain Strategy has been designed to support the development of a precinct wide public domain strategy as part of the finalisation of the Western Gateway Sub-Precinct Design Guide.

The Lower Ground Link Zone will be delivered as part of the proposal. It will run adjacent to the western site boundary and will provide pedestrian connectivity from the future Central Square to the north to Henry Deane Plaza and the Dexu / Frasers site to the south. It will be activated by the lobby and retail tenancies which will provide a safe and dynamic environment for commuters to journey through.

While the Lower Ground Link Zone will be delivered in Day 1, the northern end of the Link Zone is anticipated to be opened for bicycle access only subject to agreement with TfNSW. Access for the fire brigade to the fire control room entry off Ambulance Avenue will be provided directly off the accessway. This provides an opportunity for Atlassian to curate the use of this space and activate the full extent of the Link Zone. In Day 2, access to the Lower Ground Link Zone will be fully operational, which will be when access to the north will be opened to Central Square for pedestrians.

The Upper Level Link Zone will be accessed from the Atlassian Lobby, Lee Street Ramp or stairs from the Lower Ground Link Zone. However, the design contemplates how the Link Zone will operate in Day 2 and Day. In Day 2 access to the Upper Level Link Zone will be enhanced as the vehicle access from Lee Street is removed and the Lee Street Ramp will be reinstated to support pedestrian movements from Lee Street into the Upper Level Link Zone. The Upper Level Link Zone does not reach its peak pedestrian use capacity until Day 3 when the Dexu/ Frasers site and the Toga Site are redeveloped, however this space has been designed to accommodate the Day 3 peak pedestrian movement requirements.

Figure 22 Lower Level Link Zone



Picture 21 Lower Ground Link Zone

Source: SHoP/BVN



Picture 22 Upper Level Link Zone

Source: SHoP/BVN

In addition, a publicly accessible privately owned open space area is proposed above the Parcels Shed Roof. This is referred to as the 'OSD Level'. This area provides an additional open space element within the Site, and also provides pedestrian linkages through to the future over rail development to the east of the Site.

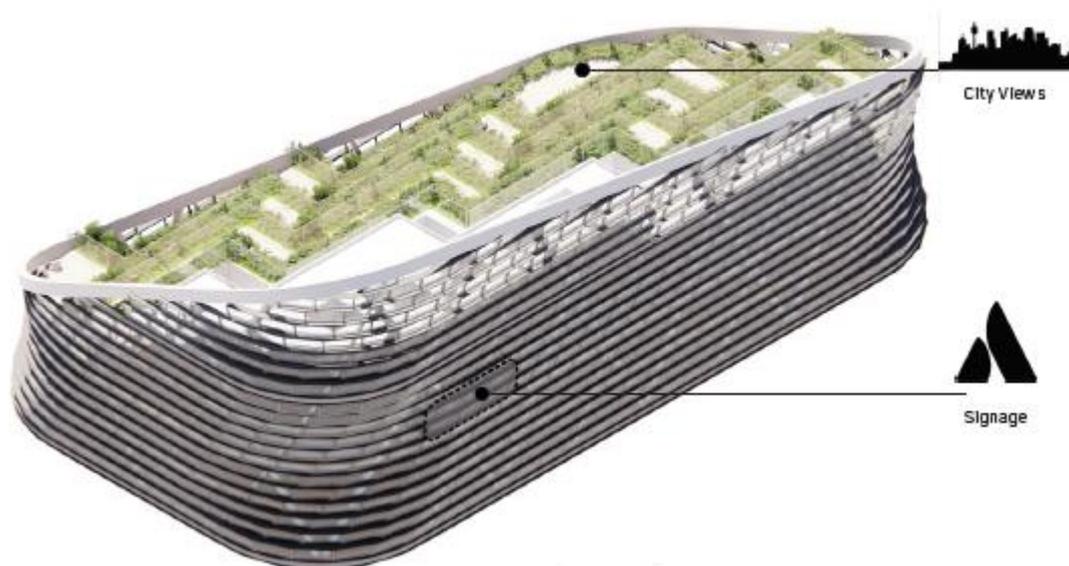
The OSD Level comprises a mix of landscaping, tiered seating and an enclosed pavilion on the eastern portion of the Parcels Shed roof. The design is lightweight and cantilevers off the core. The creation of this space and the inclusion of each of these elements as been incorporated through an iterative design process which ensures this space is suitable in terms of wind comfort and safety criteria, integrates with the overall heritage significance of the Parcels Shed and tower architecture, and provides a unique open space environment that can be enjoyed year round.

4.9. SIGNAGE ZONES

The proposal includes a signage zone for top of building signage on the western elevation. This signage zone is located on the façade of the 'Crown' levels of the building (Figure 23).

The signage zone is subject to this approval, however the actual signage within this zone will be the subject of a future application which will include details of the sign and illumination.

Figure 23 Proposed Signage Zone



Source: SHoP/BVN

4.10. PUBLIC ART

A Public Art Strategy has been prepared by Amanda Sharrad and is provided at **Appendix HH**. The Public Art Strategy seeks to set out the public art vision, objectives, opportunity sites and types of art that are optimal for each location. The Strategy also identifies a clear procurement strategy and implementation plan which identifies the commissioning process as well as clearly defined opportunities for collaboration with the design team and key stakeholders.

Atlassian's public art will champion and bring awareness to the ambitious eco-sustainable performance of the development whilst celebrating cultural heritage and values significant to the site with reference to the Atlassian Central Designing with Country Framework. It will provide a distinct and unique offering to the suite of high-quality public art throughout the city.

The Strategy identifies that locations which will be most physically and visibly accessible to the general public are the Atlassian Central Shared Two-Storey Lobby and upper external entrance in the Link Zone, as well as the Shed Roof 'elevated park'. There are direct synergies between these locations and the Designing with Country framework explored within the Architectural Design Report. Further opportunities for temporary works could also be explored throughout the public domain delivering social engagement in and around the development.

The proposed procurement strategy for public art will seek to reflect Atlassian's key principals of Sustainability, Diversity, Honesty, Engagement and respect for Heritage and Country which aligns with the key planning objectives for the site.

4.11. ACCESS AND TRANSPORT

The following sections discuss the access, parking and transport arrangements associated with the proposal. The Transport Impact Assessment prepared by JMT Consulting and contained at **Appendix M** provides further details of these matters.

4.11.1. Vehicular Access, Loading and Servicing

The Atlassian Central development proposes to rely in the high levels of public transport connectivity the Site benefits from due to its location at Central Station. On this basis, the Atlassian Central development proposes to provide the minimum volume of carparking possible, providing for loading and service vehicles, and accessible parking spaces. There are no parking spaces proposed for the tenants of Atlassian Central or spaces adjacent to the public domain. There are two parking spaces provided in basement B2. These spaces are dedicated to TOGA for operations of the existing Adina Hotel at 2 Lee Street, Haymarket.

Vehicle access to the Site will be off Lee Street, with a ramp down to the basement within the site access handle to the south of the Ambulance Avenue heritage wall. This will provide the Day 1 vehicle arrangements, however a longer-term vehicle access arrangement through a consolidated basement servicing all the sites within the Western Gateway Sub-precinct from an entry point near the intersection of Lee Street and Regent Street. This longer-term access arrangement would support the future pedestrianisation of Lee Street at Railway Square. A 'No Stopping' zone for future taxi/ride share drop off on Lee Street is proposed and is supported following discussions with the Sydney Coordination Office within TfNSW.

Within the Atlassian basement, nine service vehicle bays will be provided to support the Atlassian Central development, as well as a single service vehicle bay and two parking bays for the Adina Hotel. All vehicles will be able to enter and exit the site in a forward direction, including medium rigid vehicles via the use of a vehicle turntable.

4.11.2. Bicycle Parking and End of Trip Facilities

The bike parking and End-of-Trip facilities are located within Basement Level 1. They accommodate 336 bike storage racks and separate female and male end of trip facilities for employees plus 30 bike storage racks for visitors.

These facilities will be accessed via a dedicated bike stair from an entry off Ambulance Avenue under the Day 1 scenario, which will allow access to these facilities prior to entering into the lift core which connects to Levels 1 to 31 of the Atlassian Central development.

4.12. STAGING OF CONSTRUCTION AND ASSOCIATED CERTIFICATES

Due to the scale of the proposal and the complexity of the Site location, it is proposed that conditions associated with the development enable staging of construction and associated Construction Certificates. The works are proposed to occur in the following key stages:

Table 2 – Proposed Staging of Construction

Stage	Description	Associated Works
1a	Early Enabling Works & Heritage Shed Removal	Site establishment, Heritage works & reporting, archaeological investigations
1b	Hazmat, Demolition, Piling, Shoring, Bulk Excavation	
2a	Detailed Excavation, Inground Services & Structure & Civil Works to UG Level	Sewer diversions and connections, stormwater connections, In-ground tanks, HV connections, floor slabs to UGF, internal base-building partitions
2b	Superstructure works up to level 1 slab (inclusive)	OSD Level, Core to Level 1 slab, Level 1 slab, associated temporary works
2c	Superstructure works up to level 8 slab (Inclusive)	Inclined structure to Level 8, Exoskeleton installation (Levels 1 to 7), CLT installation through YHA floors
2d	Superstructure works up to level 22	Top out low-rise core, Exo-skeleton up to Level 19, Level 19 "megafloor" slab, Installation of CLT levels up to Level 18
2e	Super structure works up to level roof	Top out high-rise core, Exo-skeleton up to roof parapet, Remaining typical habitat

Stage	Description	Associated Works
		megafloors & CLT floors. Crown level CLT & concrete slabs
3a	Inground services, structure up to and including upper ground floor slabs	
3b	Building services up to UGF (inclusive)	Basement substations, plant rooms,
3c	Building services up to level 8 (inclusive)	
3d	Building services up to roof	
4a	Tower Facade	Façade, PV's, fire separation,
4b	Podium facade	
5a	Base building works up to upper ground floor slab	Internal partitions, ceilings, finishes, completion of fire egress system, completion of EOT
5b	Base building up to level eight (inclusive)	Internal partitions, ceilings, finishes, completion of fire egress system
5c	Base building up to roof (inclusive)	Internal partitions, ceilings, finishes, completion of fire egress system
6	Heritage reconstruction of parcel shed and heritage works	Completion of Commercial lobbies and retail
7	External works, OSD and public domain	
8	Fit out works (YHA)	

CDC's will be utilised for fit-out works associated with all Atlassian levels.

As identified above, within each of stage, a series of Construction Certificates will be sought to allow works to be undertaken in advance of other aspects of the project. The details of this approach are outlined in the draft Construction Management Plan prepared by BUILT Obayashi in **Appendix Z**.

4.13. WAYFINDING

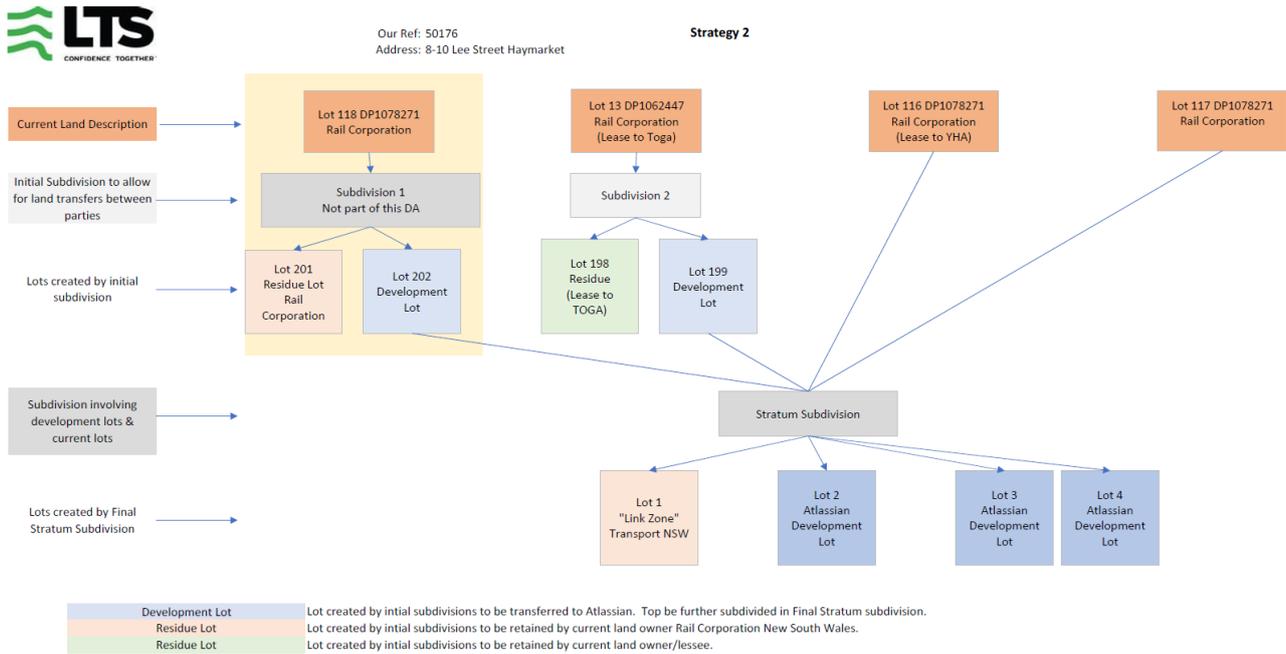
A holistic approach to wayfinding for the Site and the broader Western Gateway Sub-precinct is being developed. This requires consultation with the landowner and other stakeholders within the Western Gateway Sub-precinct and will be further developed at a precinct-wide level.

4.14. SUBDIVISION

Approval is also sought for the subdivision and stratum subdivision of the Site as outlined in **Figure 24** below. The subdivision strategy identified below seeks to facilitate an initial subdivision to enable the transfer of land between the relevant parties being Transport NSW, Atlassian, Toga, Youth Hostels Australia (YHA). A series of residual lots will result from the initial subdivisions to be retained by the current landowner, Rail Corporation NSW, or current lessees Toga and YHA.

Following the initial subdivision, a final stratum subdivision will occur to create the final lots for the development.

Figure 24 Subdivision Strategy



Source: LTS

The subdivision once complete will result in the creation of the following stratum allotments:

- **Proposed Lot 1** – Containing the pedestrian Through Site Link, otherwise known as the upper and lower link zones and associated infrastructure the subject of the State Works.
- **Proposed Lot 2** – “Atlassian Development Lot” – containing the Atlassian Building and associated infrastructure (excluding the YHA Accommodation).
- **Proposed Lot 3** – “Atlassian Development Lot” – containing the retained YHA leasehold and part of the YHA Accommodation and associated infrastructure to the extent that it relates to the YHA Accommodation.
- **Proposed Lot 4** – “Atlassian Development Lot” – containing a new leasehold interest to the YHA and the balance of the YHA Accommodation and associated infrastructure to the extent it relates to the YHA Accommodation.

Any required easements do not form part of this SSDA and are subject to separate negotiation and legal agreement between relevant parties.

4.15. PUBLIC BENEFITS AND CONTRIBUTIONS

As part of the proposed development, Atlassian are in direct negotiations with the NSW Government to provide significant contributions within the Western Gateway Sub-precinct. As part of these negotiations, Atlassian are committed to:

- Delivering the Upper and Lower Level Link Zones which will be high quality through-site pedestrian connections from the proposed Metro egress to Henry Deane Plaza which accommodates pedestrian forecasts to 2056.
- Providing an integrated Western Gateway Sub-Precinct Basement which enables future north-south connections through the Site to service Central Station and the other sites within the Western Gateway Sub-precinct.
- Facilitate the creation of a logical land tenure arrangement which enables the State to control public spaces and State assets within the Central Precinct.
- Providing opportunity for Government to remove vehicular access and pedestrianise Lee Street and Ambulance Avenue.

5. ENGAGEMENT AND CONSULTATION

This section describes the consultation that has been undertaken by the project team during the preparation of this EIS. Consultation has been carried out with the community and relevant stakeholders, service providers and Government agencies, including the DPIE, CoS, TfNSW as part of the preparation of the relevant technical reports. In accordance with the SEARs, consultation with the following bodies was undertaken:

- Government Architect of NSW
- CoS
- Roads and Maritime Services
- Office of Environment and Heritage (now Heritage NSW)
- Sydney Coordination Office within TfNSW
- Sydney Trains
- Sydney Metro
- Surrounding residents, businesses, and local community groups.

Community and stakeholder engagement sessions have been documented within the Consultation Report prepared by Urbis and provided at **Appendix GG** and are outlined in the following sections.

5.1. COMMUNITY ENGAGEMENT

5.1.1. Consultation Methodology

Community consultation has been undertaken with the local community, including identified landowners and occupants in the immediate surrounding area. This has occurred during the detailed design phase of the project, and is in addition to the engagement and communications process undertaken by TfNSW for the Central Precinct Western Gateway Sub-precinct Planning Proposal.

Various strategies were implemented for the consultation process, including:

- Establishment of a project website (www.atlassiancentral.com.au);
- A fact sheet which was distributed on 15 July 2020 to mailboxes of approximately 600 businesses and residential neighbours within the catchment area; and
- A dedicated engagement email and phone line to provide feedback which was listed on the fact sheet and website. The email and phone line will remain open until determination of the SSDA.

Further discussion of these methods is detailed within the Consultation Report (**Appendix GG**).

5.1.2. Consultation Feedback

The community engagement process generated minimal feedback, and overall the feedback received was neutral from the surrounding residents and businesses.

Feedback focused on the following key areas:

- Need for office space
- Bulk and height
- Solar access
- View impacts
- Central Precinct Western Sub-precinct Planning Proposal

The Engagement Outcomes Report prepared by Urbis provides more details of each of these feedback areas and the project response.

5.2. AGENCY ENGAGEMENT

The proponent and its consultants have consulted with the relevant Government agencies as outlined in Table 3.

Table 3 – Summary of Consultation with Government Agencies

Government Agency / Body	Consultation
City of Sydney Council	<ul style="list-style-type: none"> ▪ Regular engagement with Council's Chief Executive Officer regarding the Tech Taskforce ▪ Briefing on the proposal with senior planning officers ▪ Early discussions on design competition process ▪ Representation on the Design Competition Jury
NSW Government Architect's Office	<ul style="list-style-type: none"> ▪ Briefing on draft Design Excellence Strategy. ▪ Early discussions on design competition process. ▪ Representation (Chair) on the Design Competition Jury. ▪ Signatory to the Design Competition Report. ▪ Signatory to the Design Integrity Report. ▪ Design with Country engagement.
TfNSW (including Sydney Coordination Office)	<ul style="list-style-type: none"> ▪ Land ownership/leaseholder discussions ▪ Planning approval pathway discussions ▪ Ongoing briefings on project progression ▪ Sharing of information in relation to Central Station Infrastructure upgrades ▪ Partnership on the NSW Tech Industry Taskforce
Sydney Trains	<ul style="list-style-type: none"> ▪ Consultation on operational management. ▪ Meeting on decommissioning diesel trains.
Sydney Metro	<ul style="list-style-type: none"> ▪ Consultation via Transport for NSW through issue of formal RFIs ▪ Responses on RFI relating to Sydney Metro's works ▪ Summary provided in TTW's Infrastructure Impact Assessment Report
Environment, Energy and Science Group of the Department of Planning, Industry and Environment	<ul style="list-style-type: none"> ▪ Early discussions on potential to provide a dewatering system for the basement.
Heritage NSW	<ul style="list-style-type: none"> ▪ Meetings with Heritage NSW and the Heritage Council of NSW to discuss the proposed development and heritage response. ▪ Meeting with Heritage Council of NSW to provide updated presentation on proposed scheme
Environment Protection Authority	<ul style="list-style-type: none"> ▪ During the preparation of the Remediation Action Plan and Supplementary Site Investigation Report a review was undertaken by a NSW EPA Accredited Site Auditor who confirmed the site can be made suitable for the proposed use.
Sydney Water	<ul style="list-style-type: none"> ▪ Consultation with Sydney Water regarding building near their assets ▪ Application for Feasibility Section 73 issued along with Formal Letter in April 2020 ▪ Ongoing discussions to formalise approvals

Government Agency / Body	Consultation
	<ul style="list-style-type: none"> Refer to LCI Utilities Report
Ausgrid	<ul style="list-style-type: none"> Consultation with Ausgrid to establish power for their site. Letter of Offer and Design Information Package (DIP) both received from Ausgrid Ongoing discussions with Ausgrid to finalise design Refer to LCI Utilities Report for more details.
Local community	<ul style="list-style-type: none"> See Section 5.1 above
Aboriginal groups	<ul style="list-style-type: none"> Statutory consultation with Registered Aboriginal Parties (RAPs) as part of the preparation of the Aboriginal Cultural Heritage Assessment
Design Integrity Panel	<ul style="list-style-type: none"> Presentation of the SSDA scheme to the Design Integrity Panel (DIP) on 14th October 2020. The DIP endorsed the design and were satisfied that the resolution and design development maintained the design integrity of the competition winning scheme. The DIP also supported the inclusion of the eastern pavilion on the Shed Roof.
Central Design Review Panel	<ul style="list-style-type: none"> Three (3) formal presentations by the proponent's project team during the Planning Proposal process to the Central Precinct Design Review Panel (CDRP) which included representatives of State and Local government.
NSW Department of Premier and Cabinet	<ul style="list-style-type: none"> Ongoing discussions on the Innovation Precinct Partnership on the NSW Tech Taskforce
Department of Planning Industry and Environment	<ul style="list-style-type: none"> Planning approval pathway options Briefings with the applicant's project team
Jobs NSW	<ul style="list-style-type: none"> Engagement on the curation of the future innovation and technology precinct.
Tech Taskforce	<ul style="list-style-type: none"> Key Industry representative on the NSW Government's Tech Taskforce which included key innovation and support industry representatives, as well as State and local government agencies and departments.

6. STRATEGIC CONTEXT

The need for the project stems from, and is consistent with, the suite of strategic planning studies developed at a State, regional and local level that identify the development of a new Sydney innovation and technology precinct. The site falls within the Western Gateway Sub-precinct which represents the significant first stage in establishing Tech Central and will provide a substantial amount of new commercial floor space that will be a catalyst for the innovation and technology initiative in Central Sydney.

As outlined in the following sections and other supporting technical information appended to this EIS, Atlassian Centre will positively support the new Tech Central initiative through the delivery of a mixed-use building focused on supporting established and startup operators in the technology sector, tourist and visitor accommodation, retail activating land uses, and new public domain spaces.

6.1. NSW STATE AND PREMIER PRIORITIES

The Atlassian Central development is consistent with the key policy priorities of the Premier's Priorities. It will be a catalytic project for the growth of Tech Central which is aligned the key policy priority for building a 'strong economy'.

The need for the Australian economy to focus on supporting technology and innovation industries as become even more critical with the recent downturn in the economy and export of commodities, and through the delivery of the Atlassian Central, Sydney will secure its place in the global technology and innovation sector.

6.2. A METROPOLIS OF THREE CITIES - GREATER SYDNEY REGION PLAN 2018

Released in March 2018, the final version of *A Metropolis of Three Cities - The Greater Sydney Regional Plan (the Region Plan)* ensures land use and transport opportunities develop more equitably across Greater Sydney. The Region Plan conceptualises Greater Sydney as a metropolis of three '30-minute' cities and is presented with the District Plans to reflect the most contemporary thinking about Greater Sydney's future.

The Site sits within the Harbour CBD which is identified as an employment hub, supporting more than 500,000 jobs. Specifically, the Harbour CBD is to support an Innovation Corridor, as shown in Figure 25 below.

The Regional Plan includes several objectives which the Atlassian Central development will assist in achieving:

Objective 1 – Infrastructure supports the three cities.

Objective 12 – Great places that bring people together

Objective 13 – Environmental heritage is identified, conserved and enhanced.

Objective 14 – Integrated land use and transport creates walkable and 30-minute cities.

Objective 18 – Harbour CBD is stronger and more competitive.

Objective 21 – Internationally competitive health, education, research and innovation precincts.

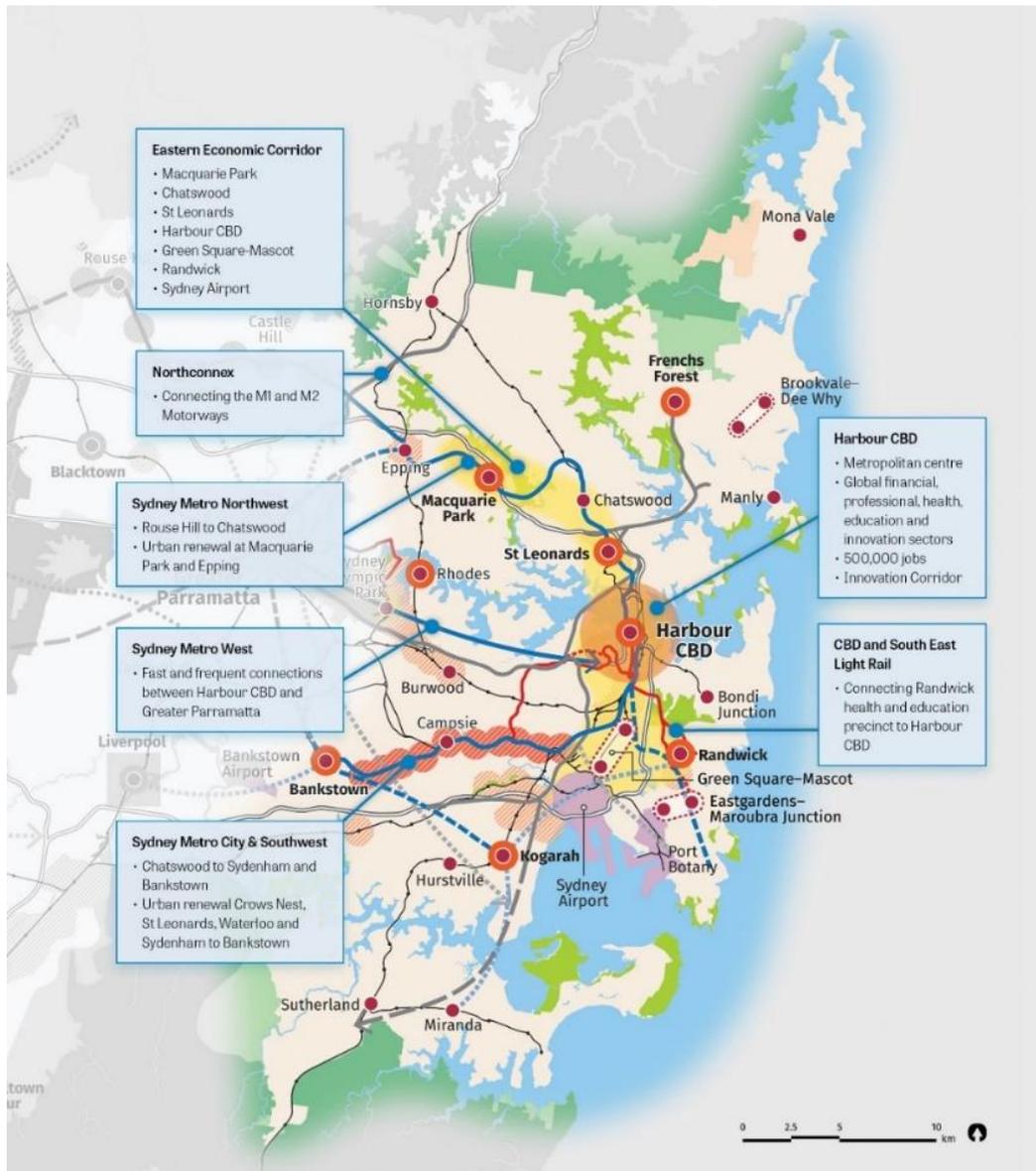
Objective 24 – Economic sectors are targeted for success.

Objective 31 – Public open space is accessible, protected and enhanced.

Objective 33 – A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change.

An assessment of the proposal against the key relevant objectives of the Regional Plan is provided in Table 4 below.

Figure 25 Greater Sydney Region Plan - Harbour CBD



Source: Greater Sydney Commission

Table 4 – Assessment of the proposal against the relevant objectives of the Greater Sydney Region Plan

Relevant Objective	Proposal Response
Infrastructure and Collaboration	
<i>Objective 1 – Infrastructure supports the three cities.</i>	The proposal seeks to enhance and optimise the use of the Site which is strategically positioned at one of the most well-connected transport nodes of Sydney. The Site is connected at a metropolitan, regional, national and global level, presenting a unique opportunity to support the development of the three cities of Sydney, and also engage in the international technology and innovation industry.
Liveability	
<i>Objective 12 – Great places that bring people together</i>	The Atlassian Central development seeks to deliver the catalyst development for the creation of Tech Central. The precinct will

Relevant Objective	Proposal Response
<p><i>Objective 13 – Environmental heritage is identified, conserved and enhanced.</i></p>	<p>stretch from Central to Eveleigh, connecting to the established South Eveleigh precinct. The scale of the precinct will support walkability and is also connected by existing and planned public transport infrastructure.</p> <p>The intent of the new innovation precinct is to support the co-location of technology and innovation companies at various sizes and levels of establishment, from small startup companies to large multi-nationals such as Atlassian. International case studies have shown that colocation within the technology and innovation industry increases opportunities to collaborate and improves the chances of startup companies succeeding.</p> <p>While the proposal will deliver the first building within the precinct, it will deliver an anchor tenant of the requisite scale to attract others to the precinct. It will provide floorspace for Atlassian, as well as other technology companies at various levels of establishment, initiating the creation of a technology ecosystem within a building, which will start the growth of Tech Central and new floorspace to support job growth in the Harbour CBD.</p> <p>The proposal will also deliver new public domain, including the ‘Link Zone’ which will be public accessible space located between the Parcels Shed and the Adina Hotel building. This will form the public domain gateway into the Technology Precinct and provide opportunity for social connection and community hubs.</p> <p>The Site includes the Parcels Shed, which is part of the State Heritage Listing for Central Station. The proposal seeks to retain the building, and adaptively reuse the structure as the lobby to Atlassian Central.</p> <p>The design has sympathetically considered the impacts on the heritage item, minimising the scale of the core intrusion and providing clearance between the Parcels Shed roof and the base of the tower form to allow space for the heritage value of the Parcels Shed to be enhanced and appreciated.</p> <p>Detailed consideration of the heritage impacts of the proposal on the Parcels Shed is provided in Section 8.5 and Appendix I.</p>
<p>Productivity</p>	
<p><i>Objective 14 – Integrated land use and transport creates walkable and 30-minute cities.</i></p>	<p>Aligned with the <i>Future Transport 2056</i>, the proposal will support integrated land use and transport and increase the number of jobs within a 30-minute city.</p> <p>The Site is located directly adjacent to Central Station which is one of the most well-connected transport nodes in Sydney, as well as within a walkable or cycling distance from three major tertiary education institutes, the Central Sydney ‘Core’, and the existing technology and creative industry hubs of Ultimo, Surry Hills and Redfern.</p>

Relevant Objective	Proposal Response
<p><i>Objective 18 – Harbour CBD is stronger and more competitive.</i></p>	<p>The Site is located within the Harbour City in the Regional Plan. The Harbour City includes all Central Sydney, which is largely focused on a strong financial service sector and support professional services, all with demand for premium-grade office space.</p> <p>However, as a global city, Sydney needs to accommodate more diversity of activities, including a robust creative sector, providing entrepreneurial and job opportunities. Atlassian Central will initiate the development of a new technology precinct, as well as provide enhanced low-cost visitor accommodation to contribute to the diversity of the Harbour City and support the creation of a World Class technology ecosystem.</p>
<p><i>Objective 21 – Internationally competitive health, education, research and innovation precincts.</i></p>	<p>Atlassian Central will support the growing technology and innovation industry and is aimed to deliver a world-class innovation precinct in Sydney.</p> <p>The Regional Plan identifies the need to grow an internationally competitive innovation economy. Atlassian Central will provide the catalytic development to strengthen the international competitiveness of the Harbour City of Sydney.</p> <p>The need to develop the precinct is aligned to national economic objectives, to address the Australian economy’s shift towards knowledge and innovation and to capture and retain talent in these fields.</p> <p>This proposal is being prepared by Atlassian, and the development of the building will be by Atlassian, demonstrating their long-term commitment to the precinct. The longevity of their investment in the precinct will see a high-calibre anchor at the inception of the precinct, strengthen Sydney’s presence within the global technology section.</p>
<p><i>Objective 24 – Economic sectors are targeted for success.</i></p>	<p>This objective is aligned to delivering the sector-specific industry development identified by the NSW Department of Industries and to target a return on cross-collaboration initiatives.</p> <p>The <i>Jobs for NSW Fund</i> identifies 11 target industries which it seeks to create 1 million new jobs by 2036. The creative and technology industries are amongst those targeted.</p> <p>Atlassian Central will provide the initiating project within Tech Central which will support growth in employment within the technology industry through attracting and retaining both domestic and international talent.</p> <p>It is anticipated that the Atlassian Central development will deliver approximately 4,038 new jobs onto the Site and initiate the development of the wider new Technology Precinct which aims to support approximately 25,000 new technology and innovation jobs.</p>
<p>Sustainability</p>	
<p><i>Objective 31 – Public open space is accessible, protected and enhanced.</i></p>	<p>Atlassian Central will create new publicly accessible spaces within the Western Gateway Sub-precinct. These include:</p>

Relevant Objective	Proposal Response
<p><i>Objective 33 – A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change.</i></p>	<ul style="list-style-type: none"> ▪ The new publicly accessible 'Link Zone' at both the Upper Ground level and Lower Ground level which will provide north-south movement through the Site. ▪ Privately owned, publicly accessible landscaped area above the Parcels Shed roof which has scope to provide connectivity over the Central railway lines should an elevated concourse be pursued by TNSW in the future. ▪ Increased pedestrian permeability and accessibility through the Site and Parcels Shed building through the location of the lobby spaces for the tower being located within this historic building structure. <p>The proposal will result in the intensified use of a strategically located site, which benefits from direct access to a wide range of public transport networks.</p> <p>Atlassian are strongly committed to positively contributing to a low-carbon city and best practice sustainability initiatives.</p> <p>The ESD Report prepared by LCI and Stantec outlines the sustainability measures incorporated in the Atlassian Central development which include use of renewable energy, energy and water efficient design and technology, sustainable and low carbon materials, waste reduction design and future proofing the building design. The implementation of these measures is considered to deliver a commercial building which reflects leading industry practices.</p>

6.3. OUR GREATER SYDNEY 2056: EASTERN CITY DISTRICT PLAN

Released in March 2018, the final version of the *Eastern City District Plan (District Plan)* is a 20-year vision that provides strategic guidance on the economic, social and environmental growth in the Eastern City District of Greater Sydney. The District Plans have been prepared to align the Region Plan and the detailed planning controls for local areas.

The District Plan sets out priorities and actions for the development of the Eastern City District, which includes the LGAs of Bayside, Burwood, Canada Bay, Inner West, Randwick, Strathfield, the City of Sydney, Waverley and Woollahra.

The Region Plan includes several key Planning Priorities which this proposal will contribute to achieving:

- **E7 – Growing a stronger and more competitive Harbour CBD**

Atlassian Central will deliver the first building to regenerate the Western Gateway Sub-precinct, with a focus on establishing a new technology precinct in the Harbour CBD. The precinct is aimed at growing an international presence and being a world-class technology centre.

The creation of an innovation precinct in the Harbour CBD will expand the role of Sydney in the global economy, attracting and retaining talent in these industries.

Atlassian Central will optimise the development potential of the Site to contribute both new commercial floorspace and tourist and visitor accommodation within the Harbour CBD. It will also provide unique commercial floorspace which has various modes of ventilation which will increase the diversity of commercial floorspace stock within the Harbour CBD.

- **E8 – Growing and investing in health and education precincts and the innovation corridor.**

The Atlassian Central development will link with established technology and innovation industry locations including South Eveleigh, Ultimo Innovation Precinct, creative industries in Surry Hills and educational institutions aligned to the technology and innovation industry. Atlassian Central will be the initiating project for the establishment of Tech Central which will work to grow the innovation corridor within the Harbour CBD.

- **E10- Integrated land use and transport planning and a 30-minute city**

Critical to creating a 30-minute city is to optimise land surrounding infrastructure assets. The Atlassian Central development is aligned to this objective, proposing to utilise the development potential of a site which at the most significant transport node in Sydney. The proposal will directly support approximately 4,038 new jobs on a site that currently supports 25 jobs.

- **E11 – Growing investment, business opportunities and jobs in strategic centres**

The Atlassian Central development will be a significant business investment in Sydney. As a major international technology company, the presence of Atlassian's head office in Sydney will present a substantial long-term commitment to Tech Central, which will attract other companies and Startups into the precinct.

The location within the Western Gateway Sub-precinct will provide connectivity to existing key infrastructure and established support industries, and linkages to other innovation precincts including Ultimo and South Eveleigh, creating a unique innovation strategic centre for Sydney.

- **E13 – Support growth of targeted industry sectors.**

The Atlassian Central development will directly support the growth and evolution of both the tourism and visitor economy as well as attracting talent and investment in technology and innovation which are identified target industries. The location of the Site at Central Station makes it a highly connected and accessible position to capitalise on the benefits for global attractiveness of the growth of these sectors.

6.4. TOWARDS OUR GREATER SYDNEY

Towards our Greater Sydney 2056 (Greater Sydney 2056) is draft amendment to the Regional Plan. Greater Sydney 2056 focuses on the regional significance of central and western Sydney and outlines a framework for strategic planning to make these parts of Sydney more productive, liveable, and sustainable.

The Site is within the Eastern City, which identifies the 'economic engine', and the Atlassian Central development aligns to this economic focus, by itself delivering more than 4,000 jobs onsite, and supporting the growth of Tech Central which is forecast to support 25,000 new jobs.

The priorities of Greater Sydney 2056 which are of relevance to the Atlassian Central Development are:

- Support the generation of over 817,000 additional jobs.
- Increase Greater Sydney's economic growth rate.
- Increase total economic activity by 75% to approximately \$655 billion.
- Increase knowledge-intensive jobs and health and education jobs.
- Focus on international students and inbound tourism.
- Deliver a smart city that enables knowledge-intensive jobs to thrive.
- Improve accessibility to jobs across all districts.
- Respect and enhance heritage areas and assets.
- Minimise and mitigate environmental impacts through the efficient use of energy and resources, recycling of water and materials together with the development of renewable energy sources.

6.5. NSW STATE INFRASTRUCTURE STRATEGY 2018-2036

The *NSW State Infrastructure Strategy 2018-2036 (Infrastructure Strategy)* is a 20-year vision for infrastructure and land use planning across NSW. The Infrastructure Strategy recognises the importance of

improving access to international gateways, and the limitations which the Central Sydney CBD has in terms of accommodating growth and supporting the clustering of innovation and technology industries.

The Atlassian Central development is aligned to the Infrastructure Strategy in terms of delivering the anchor development for the Central to Eveleigh corridor to harness the benefits of collocating the new technology precinct with existing education, health and transport infrastructure.

6.6. NSW FUTURE TRANSPORT STRATEGY 2056

The *Future Transport 2056 Strategy (Transport 2056)* is a 40-year plan to support transport infrastructure delivery in Greater Sydney and regional NSW. Transport 2056 is coordinated with land use strategies including the Regional Plan and District Plans.

Transport 2056 recognises the importance of transport to support productive economies, liveable communities and more sustainable transport solutions. The Atlassian Central development is aligned to the Transport 2056, as it will:

- Support the growth of the technology and innovation industry in Sydney which will support technology advancements in the delivery of enhanced transport networks;
- Aligned to the 'Successful Places' and 'Strong Economy' outcomes, locating a key Australian technology business at a critical transport node in Sydney to draw new uses and activation within this transit node rather than Central Station being limited to a transit precinct.
- Support active travel, with Atlassian Central not providing any passenger vehicle parking spaces within the Site, with vehicle areas being limited to service and accessibility requirements for the Site.
- Strengthen Sydney's Global Gateway status, by delivering the catalytic development to establish a World Class technology precinct which will connect people, services and goods in the technology industry.
- Provide improved pedestrian and bicycle movements through the Central Precinct, including the Western Gateway sub-precinct.
- Adopts world-leading sustainability initiatives which align to the Transport 2056 sustainability initiatives.

6.7. CAMPERDOWN-ULTIMO COLLABORATION AREA AND PLACE STRATEGY

The *Camperdown - Ultimo Collaboration Area and Place Strategy (Camperdown-Ultimo Strategy)* prepared by the Greater Sydney Commission identifies the opportunity major transport nodes, such as Central Station, offer to support the convergence of industries. It is through this convergence that the Camperdown-Ultimo Strategy recognises the unique opportunity the urban renewal of the Central Precinct provides to establish and attract technology and innovation industries to a new precinct focused on supporting their colocation.

The Atlassian Central development will support the achievement of the key actions in the Camperdown-Ultimo Strategy to deliver a new technology precinct within the Camperdown-Ultimo Collaboration Area, noting that the area includes key collaboration infrastructure including education, health and existing technology and innovation industries.

The inclusion of the YHA in the Atlassian Central development will support the growth of the new technology precinct, as well a support service to the key collaboration infrastructure surrounding the Site.

6.8. CENTRAL TO EVELEIGH URBAN TRANSFORMATION STRATEGY

The *Central to Eveleigh Urban Transformation Strategy (C2E Strategy)* prepared by UrbanGrowth NSW relates to approximately 50 hectares of government owned land. The C2E Strategy applies to three project areas, namely: Redfern-Eveleigh; Central Station; and Waterloo. The Western Gateway Sub-precinct is located within the Central Precinct. The C2E Strategy includes a number of key moves, which the proposal will positively contribute to achieving, specifically:

- **Key Move 6: Create centres of activity around stations** - The delivery of Tech Central within the Central to Eveleigh Corridor will contribute to the transformation of the Central Precinct from being a transport node to an activity centre. The Atlassian Central development will positively contribute to this objective, providing a mix of commercial, retail and visitor accommodation on the Site, as well as

contributing to the delivery of new public domain which will draw activity into the Western Gateway Sub-precinct and the broader Central Precinct.

- **Key Move 7: Create a centre for Sydney’s growing economies** – The Atlassian Central development will deliver new commercial floorspace for innovation and creative industries, from large established technology companies such as Atlassian and also smaller innovation and creative startup spaces. The inclusion of the YHA will also ensure that the growth will be supported by affordable accommodation, providing opportunity to attract talent at all stages in their careers both nationally and internationally.

In addition, the C2E Strategy includes an objective to support digital, technology and creative industries within the corridor. The Atlassian Central development will deliver the anchor tenant for the new Technology Precinct and positively contribute to this broader objective for the corridor.

Figure 26 Central to Eveleigh Urban Transformation Strategy – Key Technology Objective

Objectives

- To promote Redfern as a business innovation centre for digital, technology and creative industries as part of a large cluster from Ultimo through Chippendale to Eveleigh.
- To develop long-term office space and a Grand Central retail and civic precinct at Central Station.

Economic development and industry strategic directions

Actions

Create a major technical innovation and creative corridor

- Identify heritage buildings and spaces that can support innovation and creative industries
- Investigate ways to update transport and fibre infrastructure assets and services to support increased business productivity
- Facilitate partnership and communication between industry, government and local institutions to support innovation and startup ventures.
- Retain and supply of a diversity of business premises
- Create flexible, modern and diverse workplaces
- Retain a proportion of existing lower-cost work places typically in older warehouse and office buildings
- Harness the benefits of supporting businesses locating close to each other

Deliver place making, living and community strategies that support economic development

- Provide for wide housing choice (low to moderate cost of rental and purchase tenure) to support worker diversity (especially creative and startups on low incomes)
- Support live/work opportunities in existing residential premises, especially in heritage conservation areas
- Create a network of activity centres/corridors as places to meet, shop, create, learn and work
- Create pedestrian and bike routes between local centres and to the CBD and Chippendale, Ultimo and Surry Hills

Supporting partnerships

- Australian Technology Park owners and major local businesses
- University of Sydney and University of Technology, Sydney
- City of Sydney
- Existing technology, creative and innovation start up incubators
- Carriageworks

Source: UrbanGrowth NSW

6.9. BETTER PLACED – BUILT ENVIRONMENT

Better Placed: An Integrated Design Policy for the Built Environment of NSW (Better Placed) was released in September 2017 to guide the future of urban planning towards the creation of better designed places throughout NSW. Better Placed identifies seven objectives:

- **Better Fit:** Contextual, local and of its place
- **Better Performance:** Sustainable, adaptable and durable
- **Better for Community:** Inclusive, connected and diverse
- **Better for People:** Safe, comfortable and liveable
- **Better Working:** Functional, effective and fit for purpose
- **Better Value:** Creating and adding value
- **Better Look and Feel:** Engaging, inviting and attractive

The design of the project has been subject to an extensive review process involving a collaborative, cyclical and iterative process that has resulted in a more refined development proposal that resolves areas identified for further consideration by the Design Competition Jury. This iterative process has featured design review

and feedback loops from the Design Integrity Panel to deliver a project that retains key items of design excellence as derived from the approved Jury Recommendation. Supporting verification from the Jury members that the design integrity of the winning competition scheme has been maintained in the project is outlined in the Design Integrity Endorsement at **Appendix H**.

The detailed design of the project accommodates a built form that is sustainable, functional, sensitive to its context and visually distinctive as encouraged by objectives of Better Placed.

6.10. BETTER PLACED – HERITAGE

Better Place: Design Guide for Heritage was released by the Government Architect NSW in collaboration with the Heritage Council of NSW to encourage innovative, creative and sensitive design approaches for development that relates to or impacts items of heritage significance, whether it be built heritage or cultural heritage.

The design of the proposed development has been developed with regard for the many and varied layers of heritage and history applicable to the site. Each layer has been explored to inform the design to ensure the proposal responds appropriately to its context.

The development of the proposed design included consistent and collaborative input from Urbis's heritage consultants to help guide the design and manage the significance of the site.

Every element of the proposal has been meticulously reviewed to ensure that the final approach is the most appropriate approach after consideration of all alternative opportunities to achieve the same outcome. Wherever possible, the approach with the least intervention to significant fabric and spaces has been adopted. Where intervention to heritage fabric and spaces is unavoidable, all efforts have been made to minimise the impact and utilise salvage, reconstruction or interpretation to mitigate the impacts.

The new use of the Parcels Shed will allow for greater public accessibility to the Site and Central Precinct. The amendments to the ground plane of the Site supports the historic and significant use of the Central Precinct as a rail transport interchange.

The proposed design for the Parcels Shed adopts sympathetic and innovative design solutions to achieve the desired outcome for the building through an adaptive reuse process.

The proposed development is therefore consistent with the objectives of the Better Place: Design Guide for Heritage.

6.11. SYDNEY GREEN GRID

The *Sydney Green Grid* policy was prepared by GANSW in 2017. The policy seeks to promote the creation of a network of open spaces which are passive and active and accommodate the growing population of Sydney.

Sydney Green Grid divides metropolitan Sydney into six districts, with Central being located within the Central district. The Central district identifies project clusters where opportunities to expand the open space network present, which includes the Central to Redfern Corridor. Sydney Green Grid recognises the opportunity that urban renewal projects such as the Central to Redfern Corridor offer.

The Atlassian Central development will positively contribute to the objectives of Sydney Green Grid, through the delivery of new and well-connected open space. Key elements of the proposal which will positively contribute to achieving the objectives of the Sydney Green Grid are:

- a privately owned publicly accessible landscaped area on the Parcels Shed roof;
- Link Zone providing an activated north-south pedestrian connection at both the Upper Ground and Lower Ground levels linking the future Central Square and Central Walk to Henry Deane Plaza;
- Landscaping surrounding the tower core, which will provide a green connection between the public open spaces and the tower; and

While not part of the public open space, it is also noteworthy that the 'Habitat 1' levels within Atlassian Central will include a comprehensive landscaped area which can be enjoyed by workers and visitors of the commercial spaces. These will positively contribute to the visibility of greenness within the development and enhance the overall contribution of the Atlassian Central development to the achievement of the objectives of the Sydney Green Grid.

6.12. SUSTAINABLE SYDNEY 2030 STRATEGY

The *Sustainable Sydney 2030 Strategy* (the **2030 Strategy**) is the key Strategic policy of the City of Sydney. It provides the overall vision of the long-term growth of Sydney, ensuring it is sustainable, inclusive and economically diverse.

The 2030 Strategy identifies the importance of the Technology and Innovation industry in the ongoing growth of Sydney, and specifically the need to provide a tech ecosystem which will house the industry and support the growth of Startups. The 2030 Strategy has a *Draft Tech Startups Action Plan 2016* (the **Action Plan**) which recognises the fierce international competition to attract and retain jobs and economic benefits which Startups generate. The Action Plan was developed to create a policy framework which is supportive of attracting and companies and talent in these industries, including Startups and entrepreneurs.

The Action Plan includes five areas of focus to support technology and innovation industries locating in Central Sydney:

- Building a strong entrepreneurial culture
- Create skilled and connected entrepreneurs
- Increase the Startup ecosystem density
- Support entrepreneurs' access to funding
- Develop technology entrepreneurs' access to markets.

The delivery of the Atlassian Central development is consistent with the 2030 Strategy, as will support the achievement of several targets and strategic directions of the 2030 Strategy, including:

- **Target 1:** 70 per cent reduction in greenhouse gas emissions based on 2006 levels by 2030 and by 2050, achieve a net zero emissions city.
- **Target 2:** 50 percent of electricity demand met by renewable sources; zero increase in potable water use from 2006 baseline, achieved through water efficiency and recycled water; total canopy cover increased by 50 per cent from 2008 baseline.

Atlassian are a role model company in sustainability and have committed to the re100 program. The re100 program commits companies to accelerate change towards zero carbon and renewal energy

The Atlassian Central development will deliver a leading industry practice for commercial development by incorporating a number of sustainability measures including using sustainable and low-carbon materials, and water and energy efficient design and technology which will future proof the building and its functionality.

- **Target 5:** The city will contain at least 465,000 jobs (including 97,000 additional jobs) compared to the 2006 baseline) with an increased share in finance, advanced business services, education, creative industries and tourism sectors.
- **Strategic Direction 1:** A globally competitive and innovative city.
 - The Atlassian Central development is a long-term commitment by Atlassian to operate from their base in Sydney, and support the growth of technology and innovation sectors in Australia to become a globally recognised technology market.
 - While delivering a single building, Atlassian Central will be a catalytic project to support the establishment and growth of Tech Central. The development will provide an Australian anchor with a significant global presence and local scale to attract other technology and innovation companies to the precinct, and positioning Sydney as a global innovation hub.
- **Target 6:** Trips to work using public transport will increase to 80 per cent, for both residents of the city and those travelling to the city from elsewhere.
- **Strategic Direction 3:** Integrated transport for a connected city.
 - The location of the Site at one of the key transport hubs of Sydney will ensure that future employees and visitors of the Atlassian Central development will not be reliant on private vehicles to travel to and from the development. The proposal does not include any parking spaces for private vehicles, with the only vehicle access for the Site being for loading and servicing purposes.

- **Target 7:** At least 10 per cent of total trips made in the city are by bicycle and 50 per cent by pedestrian movement.
- **Strategic Direction 4:** A city for walking and cycling
 - Vehicle access for the proposed development is limited to service and operational vehicles. To support walking and cycling to the Site, end or trip facilities are provided including bike parking, lockers and showers in Basement Level 1.
 - In addition, the proposal has been designed to support pedestrian permeability through the Site, providing opportunity to improve connectivity between the broader Western Gateway Sub-precinct and potential future expansion of the Central Station transport network.
- **Strategic Direction 7:** A cultural and creative city
 - Atlassian Central will provide commercial floorspace for Atlassian and other tech businesses as various levels of establishment. Inclusion of the YHA will also support the clustering of ideas, knowledge and innovation, and provide access to this space for visitors from across Australia and around the world.
 - The concentration of innovation companies has seen accelerated collaboration and enhanced creativity. Supporting a range of technology businesses within the Atlassian Central development will bring together creativity from the initial development within the Western Gateway Sub-precinct.
 - The adaptive reuse of the Parcels Shed will also increase public access to the historic building and heritage interpretation of the cultural heritage of the Site and Western Gateway Sub-precinct.

6.13. DRAFT CENTRAL SYDNEY PLANNING STRATEGY

The *Draft Central Sydney Planning Strategy (CSPS)* was originally released by the City of Sydney in 2016. The CSPS was recently placed on public exhibition between 1 May and 10 July 2020 accompanied by a draft amendment to the Sydney Development Control Plan.

The CSPS provides the strategic framework of planning policy applying across the Sydney CBD. It establishes a 20-year growth strategy for Central Sydney, focused on the delivery of a green, global and connected city. The CSPS is focused on delivering additional floor space to accommodate employment growth, and identifies the need to look beyond the traditional height and floor space controls of the Sydney CBD Core, and explore opportunities for urban renewal within Central Sydney which are currently under-developed.

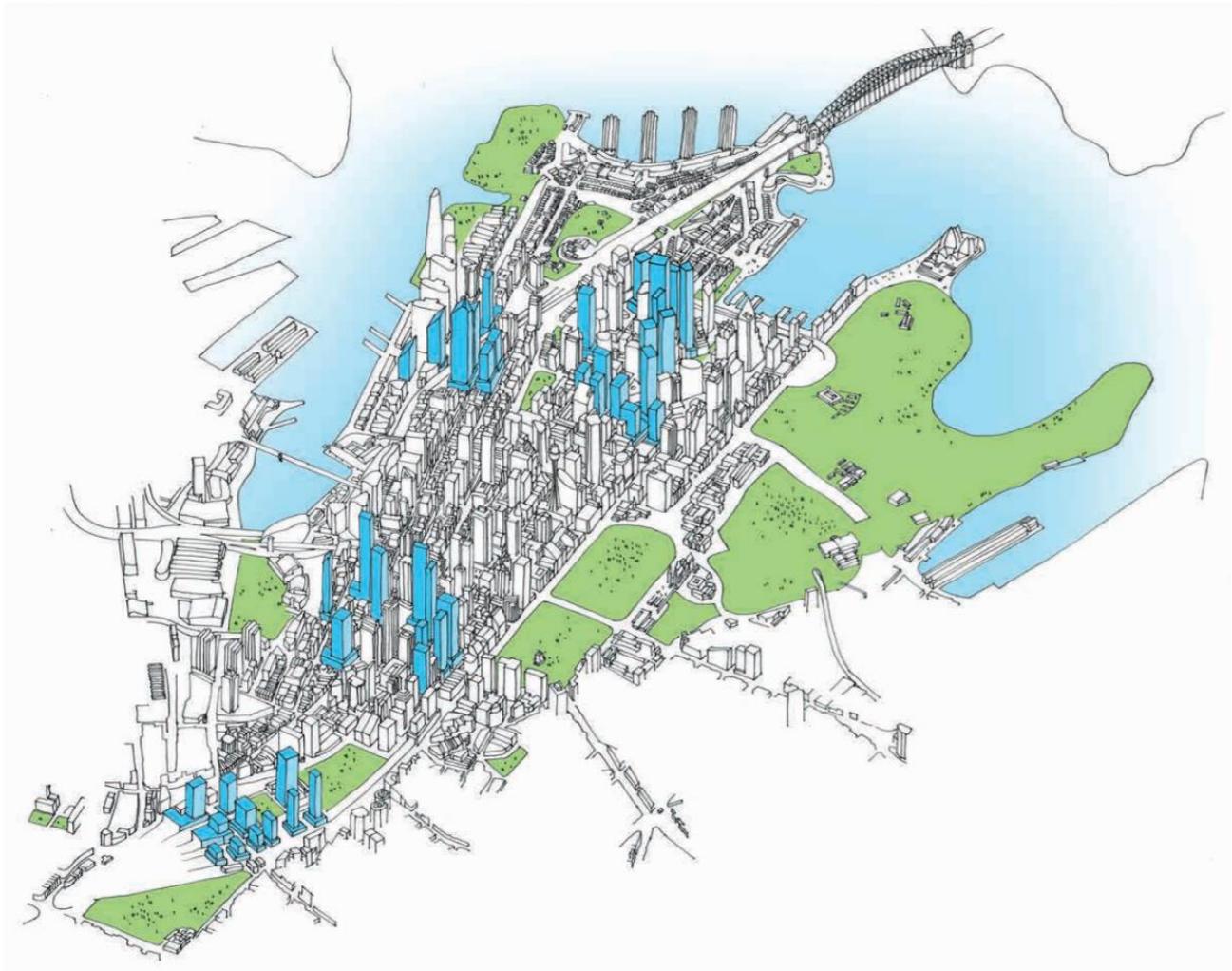
The CSPS includes a structure plan (Figure 27) identifies zones for high density development. The Site sits within one of the identified 'high density' tower cluster areas identified in the structure plan (Figure 28), which includes the Atlassian Central site. It also identifies new squares to expand the open spaces network within Central Sydney, which includes 'Central Square' at Railway Square north of the Site.

Figure 27 Draft Central Sydney Planning Strategy – Structure Plan



Source: City of Sydney

Figure 28 Draft Central Sydney Planning Strategy – Potential Tower Clusters



Source: City of Sydney

Targets for the CSPS include increasing jobs in Central Sydney by 1.24% per annum to 2036, and residents by 3.04% per annum to 2036. To achieve this growth, the CSPS outlines 10 key moves which the strategy applies to achieve these targets. The proposed Atlassian Central development is aligned to the following key movement priorities:

1. Prioritise employment growth and increase capacity

- Atlassian Central will deliver the anchor development of Tech Central. The Site currently supports 25 jobs, which are associated with the YHA. The redevelopment for the YHA and Atlassian is anticipated to support 4,038 new jobs on the Site, in addition to the existing YHA jobs
- The Atlassian Central development will support a true mixed-use development supporting retail, tourist accommodation, commercial floorspace and new public domain spaces. It also provides opportunities to improve pedestrian connections to and between surrounding transport infrastructure and future public domain spaces including 'Central Square' and Henry Deane Plaza.

2. Ensure development responds to context

- The proposal has been designed to sensitively respond to the receiving environment, including observing the solar access plan for Prince Alfred Park, adaptively reusing the Parcels Shed, and providing a considered design response to the heritage context of the Site and the broader Central Precinct.

1. Provide for employment growth in new tower clusters

- Aligned to the overall vision of the CSPS to increase employment capacity in Central Sydney, Atlassian Central is anticipated to support 4,038 new jobs on the Site, in addition to the existing YHA jobs. These jobs will be primarily within the technology and innovation sectors, however will also include jobs in

tourism, retail and support services. The development will be the anchor for Tech Central which will span the Central to Eveleigh corridor and is estimated to support 25,000 jobs.

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

- The Parcels Shed forms part of the State Heritage listing of Central Railway Station. The proposal seeks to retain and adaptively reuse the Parcels Shed and has been designed to sensitively respond to the heritage value of the site and broader Central Precinct.
- A complex methodology has been developed to retain the heritage significance of the Parcels Shed including detailed recording of the place, careful dismantling and salvage of fabric for reconstruction or donation through a salvage centre, and careful reconstruction for adaptive reuse.
- The proposed design of the adaptive reuse of the Parcels Shed adopts sympathetic and innovative design solutions to protect and enhance the heritage significance of the building through this reuse process.
- The new use of the building will allow for greater public accessibility into the building, the Site and the Western Gateway Sub-precinct. The amendments to the ground plane support the historic and significant use of the Central Precinct as a rail transport interchange and will support its ongoing and future renewal of the Central Precinct.

8. Move people more easily

- Central to Eveleigh is arguably the most well serviced urban renewal precinct in Sydney. The precinct is forecast to be able to accommodate approximately 500,000m² of floorspace, which would support approximately 25,000 future jobs. Locating these new jobs within Central to Eveleigh will have a significant impact on the volume of jobs accessible by public transport.
- The Atlassian Central development has been designed to rely on public transport and passive modes of travel for workers and visitors to the site. Vehicle access to the site will be limited to service and operational vehicles only. It is noted that the design has provided for vehicle access via the access handle off Lee Street for the Day 1 operation of the development, however vehicle access for the final state is anticipated to be via a shared Western-Gateway Sub-precinct wide basement which will be accessed near the intersection of Lee Street and Regent Street, which would remove all vehicle access to the Site from Lee Street.
- The design includes the widening of the existing openings into the Lower Ground Level from Ambulance Avenue to accommodate pedestrian movements from the Central Walk exit through the Link Zone.

9. Reaffirm commitment to design excellence

- Atlassian are committed to ensuring design excellence is achieved on the Site. A Design Competition was undertaken for the site in accordance with a Design Excellence Strategy and Design Competition Brief endorsed by the GANSW. Details of the design excellence process undertaken for the development are provided in **Section 2.6**.

6.14. CITY PLAN 2036 – LOCAL STRATEGIC PLANNING STATEMENT

Council's *Local Strategic Planning Statement (LSPS)* titled City Plan 2036 was endorsed by Council on 17 February 2020 and subsequently approved by the Greater Sydney Commission's Assurance Panel on 20 March 2020. The Sydney LSPS presents a 20-year planning vision for Sydney and will guide the future planning framework.

The Atlassian Central development consistent with, and will contribute to achieving the following key moves the LSPS identified to achieve its 20-year planning vision:

- **Priority I1 - Movement for walkable neighbourhoods and a connected city:** specifically through the being located at one of Sydney's most well-connected transport nodes, and providing new public domain spaces including the 'Link Zone' which will improve pedestrian permeability through the Western Gateway Sub-precinct.
- **Priority I2 - Align development and growth with support infrastructure:** delivering approximately 70,256sqm of new commercial, tourism and retail floorspace directly adjacent to established transport and educational infrastructure.

- **Priority L2 - Creating great places:** by adaptively reusing the Parcels Shed and creating new public domain spaces within Central Sydney.
- **Priority P1 - Growing a stronger, more competitive Central Sydney, and Priority P2 - Developing innovative and diverse business clusters in City Fringe:** delivering the Atlassian Central development as the anchor to Tech Central which will support the growth of Australia’s knowledge-based economy.
- **Priority S2 - Creating better buildings and places to reduce emissions and waste and use water efficiently,** with the commitment to redevelop the site adaptively reusing the Former Inwards Parcel Shed, and adopting innovative design and technology to minimise energy and water consumption and reduce waste.

6.15. CITY OF SYDNEY TOURISM ACTION PLAN 2013

The City of Sydney *Tourism Action Plan 2013 (Tourism Action Plan)* was released by the CoS in December 2013. The Tourism Action Plan outlines a number of initiatives in order to enhance the quality of the visitor experience and enable the ongoing growth of the tourism industry. This will ensure Sydney remains a highly desirable destination for global tourist travel. The Tourism Action Plan builds on the *City of Sydney Visitor Accommodation Action Plan 2013* and represents an update to this earlier plan.

The Tourism Action Plan recognises that Sydney is Australia’s premier destination city for tourism and the gateway to NSW. Of the total 10.5 million visitors to Sydney in 2012 approximately 4.3 million of these visitors stayed within the City of Sydney LGA.

The proposal seeks consent for a tourist and visitor accommodation in the form of a backpackers/hostel. Whilst this use already exists on the Site, the proposal seeks to expand the number of available beds and significantly improve the quality of this accommodation. This directly responds to the need for ongoing investment in the tourism economy and will contribute to the satisfaction of increasing accommodation demand in Sydney at all spectrums of the market. This investment will similarly create a more diverse sector resilient to international competition and will reinforce Sydney’s position as a premier international tourist destination.

6.16. CITY OF SYDNEY TECH STARTUPS ACTION PLAN

In recognition of the need to support the growth of the technology and innovation industry in Sydney, the City of Sydney prepared the *Tech Startups Action Plan (the Action Plan)* in 2016. The Action Plan recognises that the fragmented nature of the existing technology and innovation industry is a key limitation in the growth of this sector within Sydney. It recognises the importance of a connected ecosystem to support the competitive growth of these industries in Sydney.

The proposal will deliver the initial building within Tech Central, and an anchor tenant with the critical scale to attract others to the precinct to establish a tech ecosystem. The proposal delivers additional floorspace beyond the requirements of Atlassian to create an initial vertical tech ecosystem on a single site, enabling startups to sit side-by-side with established international businesses.

6.17. ADDITIONAL RELEVANT PLANNING POLICIES

In addition to the above, the project remains consistent with the key additional policies, guidelines and principles identified in the SEARs and as outlined in **Table 5** below.

Table 5 – Summary of consistency with relevant additional planning policies

Policy	Assessment
<i>Sydney City Centre Access Strategy (Access Strategy)</i>	<i>The Sydney City Centre Access Strategy (Access Strategy)</i> is an overarching multi-modal strategy which aims to rationalise and prioritise the various modes of transport which require space within the context of the Sydney CBD. This strategy identifies the various needs for transportation within Central Sydney and provides a mode neutral assessment of where specific modes should be located. The development of the Access Strategy was identified in the <i>NSW Long Term</i>

Policy	Assessment
	<p><i>Transport Master Plan</i>, and it builds upon the directions contained within the Master Plan.</p> <p>The Access Strategy identifies a number of transport improvements within the City, notably including the CSELR, CQPR and improvements to cycleways along Pitt Street. The project will equally benefit from these improvements and support the investment in the infrastructure by an increase in capacity.</p>
<p><i>Sydney's Cycling Future 2013</i></p>	<p><i>Sydney's Cycling Future 2013</i> 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. Atlassian Central is consistent with the outcome sought as the proposed basement will accommodate EoTF for commercial and the tourist and visitor accommodation employees, as well as storage for 336 bicycles for workers and 30 bicycle racks for visitors to encourage bicycle use as a viable method of transport.</p>
<p><i>Sydney's Walking Future 2013</i></p>	<p>Aims to promote walking as a means of effective transport within Sydney by encouraging investment in safe, permeable walking networks. The actions set out in Sydney's Walking Future will make walking the transport choice for quick trips under two kilometres and will help people access public transport. Increasing the number of people walking will help to reduce the burden on roads and contribute significantly to health and wellbeing.</p> <p>The plan notes that in the Sydney CBD, walking comprises approximately 92% of trips on an average day. Walking improvements identified for the Sydney CBD within the Plan include Wynyard Walk, the Pedestrian Improvement Program and a new pedestrian area on George Street to complement the CSELR.</p> <p>The proposal includes a highly activated and integrated Link Zone and ground plane aimed at delivering connectivity with the adjacent transport hub. Connectivity resulting from future development within the Western Gateway Sub-precinct and the surrounding area will increase walking network and pedestrian permeability. The public domain around the Site will be monitored by CCTV and passive surveillance design to improve safety and minimise opportunities for crime in the adjacent walking network.</p>
<p>4.1.13. NSW Planning Guidelines for Walking and Cycling</p>	<p>These guidelines function to improve the consideration of walking and cycling and their role in the creation of sustainable neighbourhoods and cities. The project aligns with these guidelines by providing highly activated public domain interfaces, wet-weather awning protection, provision of bicycle parking and EoTF and provision of wayfinding signage. These elements will contribute to a high-quality pedestrian and cycling environment.</p>

7. STATUTORY PLANNING FRAMEWORK

This section provides an assessment of the relevant statutory provisions applicable to the site contained in the relevant environmental planning instruments, strategic guides and development control plans.

7.1. ENVIRONMENTAL PLANNING & ASSESSMENT ACT 1979

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

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

The Atlassian Central development is classified as SSD as detailed in **Section 7.6** below. In accordance with Section 4.5 of the EP&A Act, the Independent Planning Commission is designated as the consent authority if there is a Council objection to the DA or there are more than 25 submissions, unless otherwise declared by the Minister as a State Significant Infrastructure related development.

Unless otherwise declared under Clause 8A of the *State Environmental Planning Policy (State and Regional Development) 2011*, the Minister will be the consent authority for the application.

Table 8 below provides an assessment of the proposal against the objectives contained within **Section 1.3** of the EP&A Act. This assessment demonstrates that overall, the proposal is consistent with the EP&A Act objectives.

Table 6 – Assessment of EP&A Act Objectives

Objectives	Comment /Response
<i>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.</i>	The proposal promotes the social and economic welfare of the community through the enhanced utilisation of a strategically positioned site to support the deliver of the initial development within Tech Central.
<i>To facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about the environmental planning and assessment.</i>	Inclusion of innovative ESD initiatives have been at the core of the proposed development. Details of the sustainability initiatives are included in Section 8.7 and Appendix Q .
<i>To promote the orderly and economic use and development of land.</i>	The proposal promotes the orderly and economic use and development of land through delivering a development aligned to strategic and statutory planning policy.
<i>To promote the delivery and maintenance of affordable housing.</i>	The proposal includes a new YHA which will provide affordable tourist and visitor accommodation.
<i>To protect the environment, including the conservation of threatened and other species of native animals and plants, ecologically communities and their habitats.</i>	The site is located within an established urban area and currently does not include any vegetation. A BDAR waiver has been issued from the DPIE on 21 September which determine the proposed development will not adversely impact on threatened species or habitats. The BDAR waiver is included in Appendix Y .

Objectives	Comment /Response
<i>To promote sustainable management of built and cultural heritage (including Aboriginal cultural heritage).</i>	The proposed has been sympathetically designed to respond to the built and cultural heritage of the Site and surrounding area. This is outlined in the Statement of Heritage Impact (Appendix I) Conservation Management Pan (Appendix J) and Archaeological Statements (Appendix K and Appendix L).
<i>To promote good design and amenity of the built environment.</i>	The design of the proposed development has been through a Competitive Design Process, and the amenity impacts of the development have been accessed in Section 8 .
<i>To promote proper construction and maintenance of buildings, including the protection of the health and safety of their occupants.</i>	The construction methodology has been considered in the draft Construction Management Plan is attached in Appendix Z
<i>To promote the sharing of responsibility for environmental planning and assessment between different levels of government in the State.</i>	The proposed development has involved extensive consultation with all levels of government. As the proposal is SSD, it is noted that the consent authority is the Minister for Planning.
<i>To provide increased opportunity for community participation in environmental planning and assessment.</i>	Community consultation commenced and will continue throughout the assessment process. The Engagement Outcomes Report is attached in Appendix GG and discussed in Section 5 .

7.2. ENVIRONMENTAL PLANNING AND ASSESSMENT REGULATION 2000

Section 78A(8A) of the EP&A Act requires that all development applications for SSD be accompanied by an EIS prepared by or on behalf of the proponent in the form prescribed by the EP&A Regulations. Schedule 2 of the EP&A Regulations provides that environmental assessment requirements will be issued by the Secretary of the DPIE with respect to the proposed EIS.

This EIS has been prepared to address the requirements of Schedule 2 of the EP&A Regulations and the SEARs dated 20 December 2019.

7.3. BIODIVERSITY CONSERVATION ACT 2016

The purpose of the *Biodiversity Conservation Act 2016* (**Biodiversity Act**) is to

“maintain a healthy, productive and resilient environment for the greatest well-being of the community, now and into the future, consistent with the principles of ecologically sustainable development”.

Section 7.9(2) of the Biodiversity Act requires that an SSD that is assessed under Part 4 of the EP&A Act to be accompanied by a biodiversity assessment. However, section 7.9(2) of the Biodiversity Act allows for exemption from the requirement where the development is not likely to have any significant impact on biodiversity values.

A request seeking a waiver for the requirement for a BDAR associated with SSD-10405 was submitted to the NSW DPIE on 10 September 2020. This was accompanied by an assessment of the proposal development against the relevant provisions of the *Biodiversity Conservation Act 2016* and the *Biodiversity Conservation Regulation 2017*.

The assessment determined that as the Site has been entirely cleared of vegetation and the highly urbanised nature of the surrounding area, proposal is unlikely to have a significant impact on any biodiversity values as defined in Section 1.5 of the Biodiversity Conservation Act 2016 and clause 1.4 and clause 6.1 of the *Biodiversity Conservation Regulation 2017*. Accordingly, a request to waive the requirement for a BDAR was made.

The NSW DPIE granted a waiver on 21 September for the proposed development under Clause 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.
- A BDAR is not required to accompany the SSDA application.

Consequently, a biodiversity assessment has not been submitted with this EIS, and a copy of the BDAR waiver is provided in **Appendix Y**.

7.4. AIRPORTS ACT 1996

Under section 183 of the *Airports Act 1996* (**Airports Act 1996**), a 'controlled activity' (as defined in section 182) cannot be undertaken unless that carrying out of the activity is in accordance with an approval granted under the relevant regulations.

Consultation with Sydney Airport Corporation Limited (**SACL**) and the Civil Aviation Safety Authority (**CASA**) will occur in the post-lodgement phase as required.

7.5. HERITAGE ACT 1977

The project is Integrated Development under Division 4.8 of the EP&A Act, in particular with regards to clause 57(1) of the *Heritage Act 1977*. Consultation with the Department of Premier and Cabinet, including the Heritage Council and NSW Heritage was undertaken during the preparation of this EIS due to the proposed impact on the State heritage listed Inwards Parcels Shed. Details of the consultation process are provided in **Section 5.2**.

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

The *State Environmental Planning Policy (State and Regional Development) 2012* (**SRD SEPP**) outlines development which is State significant development (**SSD**) and State significant infrastructure (**SSI**).

The Atlassian Central development is classified as SSD as it falls within the requirements of Clause 13(2) of Schedule 1 of the SRD SEPP, being:

13(2) Development for other tourist related purposes (but not including any commercial premises, residential accommodation and serviced apartments whether separate or ancillary to the tourist related component) that—

- (a) *has a capital investment value of more than \$100 million, or*
- (b) *has a capital investment value of more than \$10 million and is located in an environmentally sensitive area of State significance or a sensitive coastal location.*

The capital investment value of the proposal is \$546,066,000 (excluding GST), of which the 'tourist related' part of the project has a CIV of \$70,172,000 (excluding GST) as outlined in the Quantity Surveyor Report included in **Appendix C**.

It is noted that Part 2 of the SRD SEPP states that Development Control Plans do not apply to development which is SSD.

The Atlassian Central development is proposed to accommodate a new Railway Square YHA and Headquarters for Atlassian. The establishment of the Atlassian headquarters at Central Station is to anchor the creation of Tech Central which attract and retail global talent in this industry.

The commercial office component of the project is intrinsically, inextricably, and sufficiently related to the adaptive re-use of the State Listed Heritage Item and the tourist related (backpacker's) component of the project as:

- The project comprises of adaptive re-use works to the Parcels Shed State Heritage Listed item and the built form of the commercial tower will be physically integrated with shared lobbies, interaction spaces and pedestrian linkages at the ground and lower-ground levels. The circulation and services are intertwined with common lifts and lobbies, use of the forecourt and other major services and facilities. The design promotes the retention and adaptive re-use of the Parcels Shed and encourages innovative design solutions to integrate the YHA and commercial office components of the building in a harmonious manner. Both Atlassian and YHA have been involved throughout the design process, including the preparation of the Design Competition Brief and design development to ensure that appropriate interaction occurs.
- YHA are the existing lease holder for the Site, where they currently operate the Railway Square YHA within the Parcels Shed. The delivery of the commercial component of the development would not be achievable without the joint commitment of the YHA and Atlassian to adaptively reuse the Parcels Shed, providing improved facilities for both parties as well as enhanced heritage conservation outcomes.
- Atlassian and YHA are working in collaboration to provide an integrated building 'ecosystem' with the YHA backpackers component providing easy, affordable, on-site tourist accommodation. The nature of technology and Startup firms is transitioning from a 9-5 workday, to a much more flexible and 24-7 workspace given the connectivity required with other global businesses and offices in different time zones. Atlassian and other Start-ups potentially within the building will therefore benefit from the co-location with YHA which operates beyond the normal working hours of a typical office, and will be activated with other uses in the precinct such as the food and beverage, retail and similar uses that enhance the day and night economies.
- Technology and innovation companies are globally connected, with several international business travellers frequenting the Atlassian headquarters on a daily basis, often in need of low-cost accommodation in close proximity to Atlassian and the innovation precinct.
- The tourist accommodation is an essential component of a 'campus' style technology and innovation precinct, not dissimilar to universities and education facilities which provide on-site accommodation.
- The composition of land uses which the development of a 'tourist and visitor accommodation' and commercial building with associated retail uses will bring 24/7 activation for the Western Gateway Sub-precinct.
- The proposed development of the mixed-use building will enable the delivery of enhanced heritage conservation and restoration works for the Parcels Shed and increase public access to the building.

7.7. STATE ENVIRONMENTAL PLANNING POLICY (STATE SIGNIFICANT PRECINCTS) 2005

State Environmental Planning Policy (State Significant Precincts) 2005 (SSP SEPP) identifies certain land within NSW as being of state significance. The SSP SEPP does not identify the site as being part of a state significant precinct, and therefore the provisions of the SSP SEPP do not apply to the proposed development.

7.8. STATE ENVIRONMENTAL PLANNING POLICY (INFRASTRUCTURE) 2007

State Environmental Planning Policy (infrastructure) 2007 (ISEPP) aims to facilitate efficient delivery of infrastructure across NSW. The ISEPP requires development 'in or adjacent to rail corridors' to include consultation with rail authorities through various stages of the process. This has been undertaken throughout the design development process and preparation of the SSDA, as discussed in **Section 5.2**.

The ISEPP identifies matters for consideration when assessing development within or adjacent to certain types of infrastructure, including rail corridors. Specifically, the following clauses are applicable to the proposed development:

- Excavation in, above, below or adjacent to rail corridors (clause 86 of Division 15 Railways)
- Impact of rail noise or vibration on non-rail development (clause 87 of Division 15 Railways)
- Development near proposed metro stations (clause 88B of Division 15 Railways).
- Traffic generating development (clause 104 of Division 17 Roads and traffic).

In accordance with Clause 85, notice must be provided by the consent authority to the relevant rail authority within seven days after an application is made for their consideration of the proposal development. The proposed development is adjacent to a rail corridor which is used by Sydney Trains and Sydney Metro, and these rail authorities, as well as TfNSW, are to be given notice in accordance with Clause 85.

The Atlassian Central development includes more than 10,000sqm of commercial GFA, and therefore is classified as traffic generating development. This requires a referral to the NSW Roads and Maritime Authority (now part of TfNSW). However, as the proposal only proposes vehicle spaces for operational and loading vehicles and does not include any on-site private vehicle parking for the Atlassian Central development, it is not considered to substantially impact on the surrounding road network. The traffic impacts associated with the Atlassian Central development are assessed in the Traffic and Transport Impact Assessment attached at **Appendix M** and discussed in **Section 8.8**.

7.9. DRAFT STATE ENVIRONMENTAL PLANNING POLICY NO. 55 – REMEDIATION OF LAND

State Environmental Planning Policy No 55 – Remediation of Land (SEPP 55) outlines a state-wide planning approach to the remediation of land with the aim for remediation of contaminated land to reduce the risk of harm to human health and the environment.

Clause 7(1) requires that the consent authority consider whether land is contaminated, and if so, can be remediated to a level suitable for the intended use, prior to issuing a development consent.

A Supplementary (Contamination) Site Investigation (**SSI**) (**Appendix CC**) was undertaken by Douglas Partners and follows previous geotechnical and contamination investigations by Douglas Partners at the Site. The report concludes that the Site can be made suitable for the proposed development subject to the implementation of a number of recommended measures being undertaken, including the preparation of a Remediation Action Plan (**RAP**) which has been prepared and attached at **Appendix DD**.

7.10. DRAFT REMEDIATION OF LAND STATE ENVIRONMENTAL PLANNING POLICY

In January 2018, the DPIE exhibited the *draft Remediation of Land State Environmental Planning Policy (Draft Remediation SEPP)*, which seeks to provide an updated framework for the management of contaminated land in NSW. It is proposed that the new draft Remediation SEPP will:

- Provide a state-wide planning framework for the remediation of land;
- Maintain the objectives and reinforce those aspects of the existing framework that have worked well;
- Require planning authorities to consider the potential for land to be contaminated when determining development applications and rezoning land;
- Clearly list the remediation works that require development consent; and,
- Introduce certification and operational requirements for remediation works that can be undertaken without development consent.

As outlined in **Section 7.9**, Contamination investigations and a RAP have been prepared for the Site by Douglas Partners (**Appendix CC** and **Appendix DD**) which confirm that the Site can be made suitable for the proposed uses.

7.11. STATE ENVIRONMENTAL PLANNING POLICY NO. 64 – ADVERTISING AND SIGNAGE

State Environmental Planning Policy No. 64 – Advertising and Signage (SEPP 64) aims to ensure that advertising and signage is compatible with the desired amenity and visual character of an area and provides effective communication in suitable locations and is of high-quality design and finish. It does not regulate the content of signs and advertisements.

The proposal includes a top of building signage zone on the western elevation of the building, however signage within this zone will be subject to a future application.

7.12. DRAFT STATE ENVIRONMENTAL PLANNING POLICY (ENVIRONMENT) 2017

The *Draft State Environmental Planning Policy (Environment) (Draft ESEPP)* pertaining to the Sydney Harbour catchment area, which includes the Site. Specifically, the Draft ESEPP provides a revised planning framework to protect and maintain the significance of the Sydney Harbour Catchment and streamline the heads of consideration for development. The proposal is considered against each of the key aspects which the heads of consideration seek to protect and maintain:

- **Water quality and flows within watercourses**

The management of water flow and quality post-development has been considered by TTW, and is discussed in **Section 8.12** and **Appendix R**

- **Native plants, animals, habitats and ecosystems**

GHD have undertaken assessment of the biodiversity value of the site and sought a BDAR waiver for the proposed development. The BDAR waiver concluded that the:

proposed development (SSD 10405), as described in your waiver request, is not likely to have any significant impacts on biodiversity values.

The delegated Environment Agency Head in the Energy, Environment and Science Group has also determined that the proposed development is not likely to have any significant impacts on biodiversity values in a letter dated 14 September 2020 and a copy of that letter is attached.

Therefore, a waiver under section 7.9(2) of the BC Act is granted for the proposed development and a BDAR is not required to accompany the SSD application.

- **Recreational, scenic and environmental amenity**

The proposal building will have an overall height of RL 200.2m. The visual and environmental amenity impacts of the proposal have been considered in the Visual Impact Assessment attached in **Appendix S** and an assessment of the environmental amenity impacts is provided in **Section 8.6**. Specifically, the project continues to protect and maintain the significance of the Sydney Harbour Catchment and provides additional vantage points from which the significance of the Harbour can be appreciated.

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

The *Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005 (SREP)* is a deemed State Environmental Planning Policy by way of Ministerial Direction. The Site sits within the Sydney Harbour Catchment and therefore the SREP applies to the proposed development.

The proposal has been considered against the relevant planning principles within the SREP as summarised in Table 7 below.

Table 7 – SREP Planning Principles

SREP Clause	Provision	Proposed Development
13(h)	<i>development is to improve the water quality of urban run-off, reduce the quantity and frequency of urban run-off, prevent the risk of increased flooding and conserve water,</i>	The Atlassian Central development includes civil, stormwater and flood management measures which will ensure that storm and wastewater are safely treated and disposed of without adversely affecting the health and ecology of Sydney Harbour.
15(b)	the heritage significance of particular heritage items in and around Sydney	The Site is located within the Central Station heritage precinct and includes the Parcels

SREP Clause	Provision	Proposed Development
	Harbour should be recognised and conserved,	Shed. The building design sensitively response to the built and cultural heritage significance of the Site as discussed in Section 8.5 and the associated technical documents in Appendix J, Appendix K, and Appendix L.

7.14. SYDNEY LOCAL ENVIRONMENTAL PLAN 2012

The *Sydney Local Environmental Plan 2012 (LEP 2012)* is the principle environmental planning instrument that applies to the Site. The aim of LEP 2012 is to reinforce the role of the City of Sydney as the primary centre for Metropolitan Sydney, support business, educational, cultural and tourism-related activities within the LGA, promote ecologically sustainable development and encourage economic growth.

An assessment of the Atlassian Central development against the relevant provisions within the Sydney LEP is provided in the following subsections.

7.14.1. Zoning and Permissibility

The Site is zoned B8 Metropolitan Centre, within which the proposed uses of *tourist and visitor accommodation, retail premises and commercial premises* are permitted with consent. 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.

The project is consistent with these objectives, notably the first objective to recognise and provide for the pre-eminent role of business, office and tourist premises within Central Sydney. The delivery of commercial premises and tourist and visitor accommodation is commensurate with Sydney's global status and will further Australia's participation in the global economy, whilst the diversity of the proposed land uses will similarly serve visitors, employees and the wider community. The intensification of the use of the Site is appropriate for the location of the Site within the Sydney CBD.

The Site location in direct proximity to Sydney's major public transport hub, Central Station, including heavy and light rail, future metro, bus, road, and pedestrian and cycling networks achieves a high level of accessibility that will encourage use of alternatives to private motor vehicles. Similarly, the delivery of EoTF and bicycle parking on the Site will facilitate a mode shift to sustainable methods of transport.

The improvement to the site interface Henry Deane Plaza and the broader Central Precinct demonstrates a public benefit that will contribute to the ongoing vitality and vibrancy of the Western Gateway Sub-precinct and broader Central Precinct. The delivery of this activation is achieved through architectural and urban design strategies including siting of retail uses along the proposed 'Link Zone' and an increase in the permeability through the Site. This similarly enables opportunities for passive surveillance, improving the amenity and safety of the adjacent pedestrian and street network.

7.14.2. Key Development Standards

The proposed development has been assessed against the relevant development standards contained within the Sydney LEP in the table below.

Table 8 – Sydney LEP 2012 – Compliance Table

Clause	Control	Proposal
4.3 Height of Buildings	The maximum height of building control under this clause is 7.5m.	<p>Clause 6.53(6)(a) prescribes that despite Clause 4.3 a height limit of RL200.2m applies to the Site.</p> <p>The proposed development has a maximum height of RL200.2 which complies with the LEP height limit.</p>
4.4 Floor Space Ratio	The maximum FSR under this clause is 3:1.	<p>Clause 6.53(7)(a) prescribes that despite Clause 4.4 a maximum GFA of 77,000sqm applies to the Site.</p> <p>The proposed development has an overall GFA of 70,256sqm and therefore complies.</p>
5.10 Heritage Conservation	The consent authority may, before granting consent to any development on land on which a heritage item is located require a heritage management document to be prepared that assesses the extent to which the carrying out of the proposed development would affect the heritage significance of the heritage item or heritage conservation area concerned.	<p>A Heritage Impact Statement (HIS) has been prepared by Urbis and is provided at Appendix I. The HIS identifies the existing heritage items on the site and within the proximity of the site and assesses the potential impacts of the proposal on these items.</p> <p>The HIS identifies that the proposal has an obvious and irreversible impact on the Parcels Shed and other elements within the Central Station listed heritage item curtilage.</p> <p>The HIS concludes that this impact is considered to be acceptable in the context of the overall benefits of the proposal to the precinct and the City.</p>
6.19 Overshadowing of certain public places	Development consent must not be granted to development that results in any part of a building causing additional overshadowing, at any time between 14 April and 31 August in any year of Prince Alfred Park (beyond the shadow that would be cast by a wall with a 20 metre frontage height on the boundary	The Atlassian Central building form does not exceed the solar access plane for Prince Alfred Park between 10am and 2pm. The overshadowing analysis contained in Appendix E demonstrates that the proposed development results in an outcome that generally does not increase overshadowing impacts to protected areas, in particular Prince to Alfred Park. A minor intrusion occurs as a result of glass balustrades associated

Clause	Control	Proposal
	<p>between the park and the railway land) between 12.00–14.00.</p>	<p>with the building Crown which are incorporated along the terrace areas to provide wind protection and improve amenity within these spaces. These balustrades are designed as cantilevered laminated glass panels mechanically fixed to the floor slabs along the bottom end. Only glass will protrude beyond the sun access plane and filter light rather than create a shadow. The glass will create a filtered light an illuminance level of a maximum 0.8, where a shadow is 0 and unobstructed sunlight is 1.00.</p> <p>Due to the minor impact the balustrades will have on the level of light received in Prince Alfred Park, this minor discrepancy is considered reasonable.</p> <p>Detailed discussion on overshadowing and sun access plane projection is contained in Section 8.6.1 below and in the Architectural Design Report in Appendix E.</p>
<p>6.21 Design excellence</p>	<p>Deliver the highest standard of architectural, urban and landscape design. Development consent must not be granted to the following development to which this clause applies unless a competitive design process has been held in relation to the proposed development—</p> <p>(a) development in respect of a building that has, or will have, a height above ground level (existing) greater than—</p> <p>(i) 55 metres on land in Central Sydney, or (ii) 25 metres on any other land,</p> <p>(b) development having a capital investment value of more than \$100,000,000,</p> <p>(c) development in respect of which a development control plan is</p>	<p>The proposal is the subject of a competitive design competition which was undertaken in accordance with the <i>City of Sydney Competitive Design Policy</i> as well as the relevant requirements of the <i>GANSW Design Excellence Competition Guidelines</i>. A detailed summary of this process is provided at Section 2.6 of this EIS.</p> <p>In addition, the Design Competition Report and subsequent Design Integrity Panel Endorsement is provided at Appendix G and Appendix H respectively.</p> <p>It is noted that Clause 6.53(9) removes the application of Clause 6.21(5)-(7) applying to Block A (the Site) and Block B (Dexus-Frasers Site). This removed the requirement for a development control plan to be prepared under Clause 7.20 (aligned with Clause 6.53(5)(b)) and also removed the eligibility for additional floor space for</p>

Clause	Control	Proposal
	required to be prepared under clause 7.20, (d) development for which the applicant has chosen such a process	demonstrating design excellence. The proposal does not rely on any of these provisions.
6.53 Western Gateway Sub-precinct	Sets out site-specific controls for the Western Gateway Sub-precinct.	A detailed assessment of this clause is provided in Section 7.14.3 of this EIS.
7.20 Development requiring or authorising the preparation of a DCP	A DCP is required for sites outside of Central Sydney if the site area is more than 5,000 sqm or if the development will result in a building with a height greater than 25m above existing ground level. However, this obligation can be satisfied by the approval of a staged development application for the site.	Clause 6.53(5)(b) states that Clause 7.20 does not apply to development within the Western Gateway Sub-precinct. It is noted that a Design Guide is being prepared for the Western Gateway Sub-precinct, however the Design Guide currently remains in draft. An assessment of the proposal against the Western Gateway Sub-precinct design guide is provided at Section 7.15 of this EIS and the Design Report in Appendix E .
7.3 Car parking not to exceed maximum set out in this Division	The LEP sets a maximum provision of car parking based on site area. The site is located on Category D land.	The Atlassian Central development proposes no onsite car parking for staff or visitors and minimal provision of parking for service vehicles through the implementation of a dock management plan. It is noted that there is a requirement for two parking spaces and a service vehicle space to be provided for the Adina Hotel Site which are located within the Atlassian basement. Accordingly, the proposal does not exceed the maximum parking rates outlined in the LEP.
7.14 Acid Sulfate Soils	Ensure development does not disturb, expose or drain acid sulfate soils and cause environmental damage.	The site is classified as containing Class 5 acid sulfate soils. The accompanying Supplementary Geotechnical Investigation prepared by Douglas Partners (Appendix EE) has found that the site does not lie within an area known for acid sulfate soils and

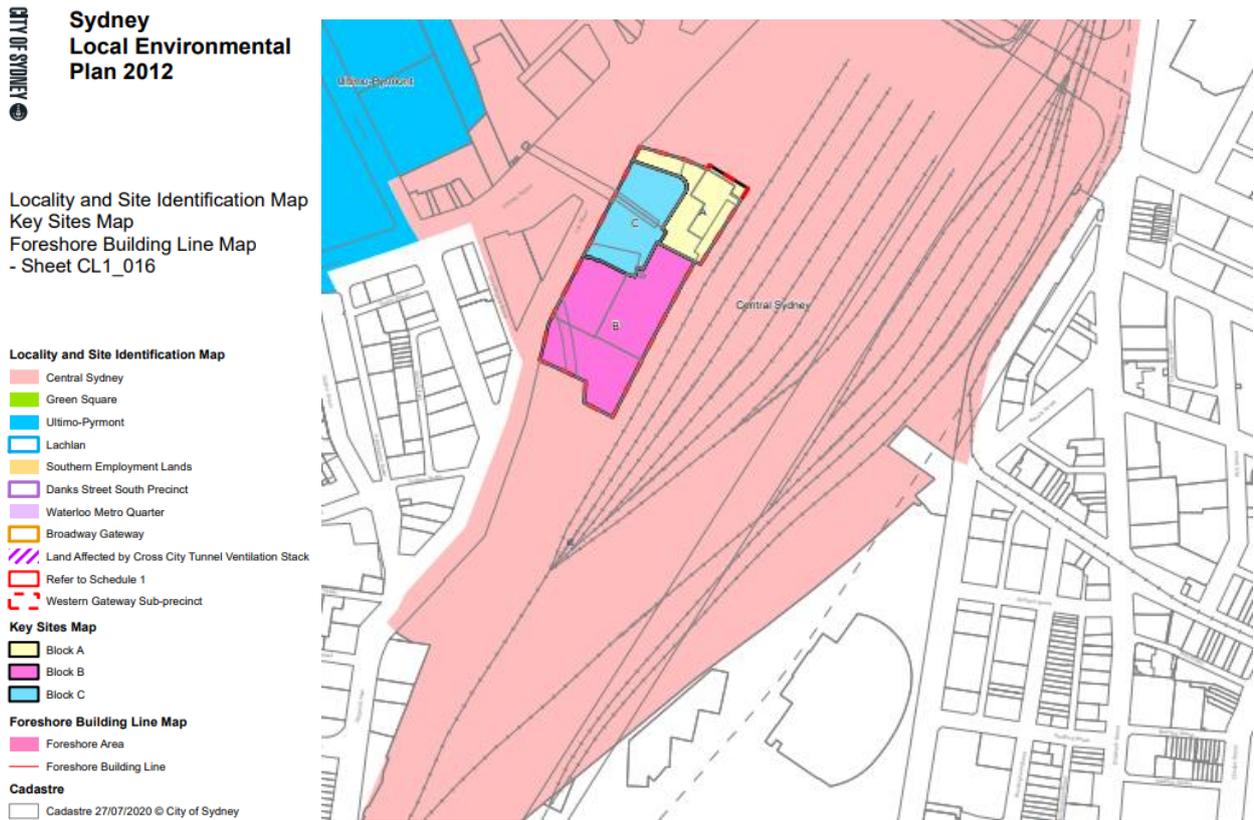
Clause	Control	Proposal
		therefore no further assessment is required.
7.15 Flood Planning	Minimise flood risk to life and property associated with the use of land and significant adverse impacts on flood behaviour and the environment.	<p>Council's <i>Darling Harbour catchment flood study (Oct 2014)</i> and <i>Darling Harbour floodplain risk management plan (Sept 2016)</i> identify localised areas around the site that have the potential for significant flood depth in the 1% AEP flood event.</p> <p>The Civil Report prepared by TTW and EOC (Appendix R) provides flood mitigation measures to manage flood impacts and will allow for future integration with stormwater and flood mitigation for the Central Precinct Redevelopment.</p> <p>The Civil Report concludes that the proposed development and flood mitigation complies with the floor planning requirements of City of Sydney's requirements.</p>
7.16 Airspace Operations	Provide for the effective and on-going operation of the Sydney (Kingsford-Smith) Airport by ensuring that such operation is not compromised by proposed development that penetrates the Limitation or Operations Surface for that airport.	<p>The proposed development has a maximum building height of RL 200.2.</p> <p>The proposed height does not exceed the Radar Terrain Clearance Chart (RTCC, 244m AHD) or the PANS-OPS Approach Surfaces (290m AHD).</p> <p>The Obstacle Limitation Surface (OLS) across the Site is 140m AHD however and therefore the proposed development will require an 'airspace height' approval from the Commonwealth Department of Infrastructure and Regional Development under the <i>Airports Protection of Airspace Regulations (APAR)</i>.</p> <p>See Section 8.19 of this EIS.</p>
7.26 Public Art	Consent must not be granted for public art unless the consent authority is satisfied that the development:	A Public Art Strategy has been prepared by Amanda Sharrad and is provided at Appendix HH . The Public Art Strategy seeks to set out the public art vision, objectives, opportunity sites and types of art that are optimal for each location.

Clause	Control	Proposal
	<p>(a) will not involve the display of an advertisement, and</p> <p>(b) will not increase the gross floor area of any building, and</p> <p>(c) will not have a significant adverse impact on any heritage conservation area, heritage item or other object or place of heritage significance, and</p> <p>(d) will not have a significant adverse impact on the amenity of the public domain, including by overshadowing, wind or noise impacts, and</p>	<p>The Strategy also identifies a clear procurement strategy and implementation plan which identifies the commissioning process as well as clearly defined opportunities for collaboration with the design team and key stakeholders.</p> <p>Atlassian’s public art will champion and bring awareness to the ambitions eco-sustainable performance of the development whilst celebrating cultural heritage and values significant to the site with reference to the Atlassian Central Designing with Country Framework. It will provide a distinct and unique offering to the suite of high-quality public art throughout the city. Further detail is provided at Section 4.10.</p>

7.14.3. Western Gateway Sub-precinct

Clause 6.53 is a site-specific provision within Division 5 of LEP 2012 which relates to all land within the Western Gateway Sub-precinct. The Site is identified on the ‘LEP 2012 Key Sites Map as ‘Block A’, as illustrated in the extract in Figure 29. The proposal has been assessed against each of the key provisions of Clause 6.53 in **Table 9** below.

Figure 29 Sydney Local Environmental Plan 2012 Locality and Site Identification / Key Sites Map



Source: Sydney Local Environmental Plan 2012, NSW Legislation website

Table 9 – Assessment against relevant provisions of Clause 6.53 of the Sydney LEP 2012

Clause	Provision	Proposal
6.53(3)	<i>Development consent must not be granted to development that results in any part of a building in the Western Gateway Sub-precinct causing additional overshadowing (within the meaning of clause 6.19(2)), at any time of year, of Prince Alfred Park between 10.00–14.00.</i>	The Atlassian Central building form does not exceed the solar access plane for Prince Alfred Park between 10am and 2pm. The overshadowing analysis contained in Appendix E demonstrates that the proposed development results in an outcome that generally does not increase overshadowing impacts to protected areas, in particular Prince to Alfred Park. A minor intrusion occurs as a result of glass balustrades associated with the building Crown which are incorporated along the terrace areas to provide wind protection and improve amenity within these spaces. These balustrades are designed as cantilevered laminated glass panels mechanically fixed to the floor slabs along the bottom end. Only glass will protrude beyond the sun access plane and filter light rather than create a shadow. The glass will create a filtered light an illuminance level of a maximum 0.8,

Clause	Provision	Proposal
		<p>where a shadow is 0 and unobstructed sunlight is 1.00.</p> <p>Due to the minor impact the balustrades will have on the level of light received in Prince Alfred Park, this minor discrepancy is considered reasonable.</p> <p>Detailed discussion on overshadowing and sun access plane projection is contained in Section 8.6.1 below.</p>
6.53(4)	<p><i>Development consent must not be granted to development in the Western Gateway Sub-precinct unless the consent authority has taken into consideration any guidelines made by the Planning Secretary relating to the design and amenity of the Western Gateway Sub-precinct.</i></p>	<p>The proposal is assessed against the draft Western Gateway Sub-precinct Design Guide in Section 7.15 below.</p> <p>The assessment demonstrates that the proposal is generally consistent with the objectives of all relevant provisions of the Design Guide.</p>
6.53(5)	<p><i>The following do not apply in relation to a building in the Western Gateway Sub-precinct—</i></p> <p>(a) <i>clause 6.3 and Subdivision 2 of Division 1,</i></p> <p>(b) <i>clause 7.20.</i></p>	<p>The proposal does not seek to rely on any additional floor space under Subdivision 2 f Division 1 or Clause 6.3.</p> <p>It is noted that Clause 6.53(5)(b) removes the requirement for a site specific DCP to be prepared for the Site.</p>
6.53(6)(a)	<p><i>Despite clause 4.3, development consent may be granted to development that results in either or both of the following—</i></p> <p>(a) <i>the height of a building in Block A exceeding the maximum height shown for Block A on the Height of Buildings Map, but only if the height of the building will not exceed RL 200.2 metres,</i></p>	<p>The Atlassian Central development is located on Block A and does not exceed RL200.2 metres.</p>
6.53(7)(a)	<p>(7) <i>Despite clause 4.4, development consent may be granted to development that results in either or both of the following—</i></p> <p>(a) <i>the floor space ratio for a building in Block A exceeding the maximum floor space ratio shown for Block A on the Floor Space Ratio Map, but only if the gross floor area of all buildings in Block A will not exceed 77,000 square metres,</i></p>	<p>The proposed development is located on Block A and has an overall GFA of 70,256sqm. This does not exceed 77,000sqm as allowable under this clause.</p>

Clause	Provision	Proposal
6.53(8)	<i>Development consent must not be granted under subclause (6) or (7) unless the consent authority is satisfied that the resulting building will not be used for the purposes of residential accommodation.</i>	The Atlassian Central development comprises <i>tourist and visitor accommodation, retail premises and commercial premises</i> all which are permissible with development consent within the B8 Metropolitan Centre zoning. Further the proposed does not include ' <i>residential accommodation</i> '.
6.53(9)	<i>Clause 6.21(5)–(7) do not apply to development in Block A or Block B.</i>	The proposal does not rely on any additional floorspace under Clause 6.21(7).

7.15. DRAFT WESTERN GATEWAY SUB-PRECINCT DESIGN GUIDE

In accordance with Clause 6.53(4) of LEP 2012, a draft guideline has been prepared for the Western Gateway Sub-precinct. The Draft Western Gateway Sub-precinct Design Guide (**the Design Guide**) has been prepared by TfNSW in consultation with DPIE, City of Sydney Council and the key stakeholders for Blocks A and B. The Design Guide was exhibited with the Planning Proposal for the rezoning of the Western Gateway Sub-precinct, and an amended version was prepared in June 2020.

While still a draft document, in accordance with Clause 6.53(4) of LEP 2012, the Atlassian Central development has taken the Design Guide into consideration in designing the proposed development.

An assessment of the relevant provisions of the Design Guide is detailed in Table 10 below. It is noted that a comprehensive assessment of the design of the proposed development against the Design Guide is also undertaken in the Architectural and Design Report at (**Appendix E**).

Table 10 – Draft Western Gateway Sub-precinct Design Guide Assessment

Provision	Comment
3.1 Place and destination	
3.1.1 Open space and public domain Objectives (a) <i>Provide a high quality public domain that supports a functional and elegant solution to level changes across the site.</i> (b) <i>Provide a contiguous, clear and direct pedestrian connection linking Lee Street to the future Over Station Development.</i> (c) <i>Ensure any future pedestrian connection to the Over Station Development is designed to achieve a minimum width that</i>	<p>A Public Domain Plan has been prepared by Aspect which demonstrates the high-quality, integrated public domain outcome for the Site can integrate with a broader network within the Western Gateway Sub-precinct. The Public Domain Strategy is provided at Appendix E.</p> <p>The proposed public domain response protects existing public open space around the Site including Henry Deane Plaza and Railway Square (future Central Square), and proposes to increase and enhance the area of public open space available within the Western Gateway Sub-precinct.</p> <p>In this regard, a Link Zone is proposed at both the upper ground level and lower ground level which will provide a public domain connection between the future Central Square to the north and Henry Deane Plaza to the south. The Link zone is aligned to the indicative pedestrian link with the Design Guide and is proposed to be a publicly accessible space which with sufficient and</p>

Provision	Comment
<p><i>reflects its role as a key pedestrian link and one of the western entrances to the future Over Station Development.</i></p> <p>(d) <i>Ensure that the design and width of the pedestrian connections through the sub-precinct are capable of comfortably accommodating the volumes of pedestrian flows and desire lines, anticipated under a future fully developed scenario for the Central Precinct</i></p> <p>(e) <i>Ensure that public domain facilitates the effective future integration of the sub-precinct with the city and the adjacent sub-precincts</i></p> <p>(f) <i>Ensure the public domain is comfortable to use for its intended purpose</i></p>	<p>unobstructed width to accommodate both anticipated pedestrian movement flow and a range of activating uses.</p> <p>In addition, the proposal includes a privately owned publicly accessible landscaped area above the Parcels Shed which will support increased usability of the Site for the public, and provide pedestrian connectivity to the future Over Station Development.</p> <p>The proposed public domain connections are generous in design and width to ensure these areas are capable of accommodating the expected pedestrian flow volumes.</p> <p>The proposed Public Domain Strategy is considered to satisfy the objectives of the Open space and public domain provision.</p> <p>The Public Domain response is discussed in more detail at Section 8.1 below.</p>
<p>3.1.2 Building massing and envelope</p> <p>Objectives</p> <p>(a) <i>Development is to provide adequate separation and setbacks between buildings to enable connection to the future over station development and to provide appropriate amenity within the development sites and the adjacent public domain.</i></p> <p>(b) <i>Development is to maximise the quality of pedestrian connections between Blocks A and B, having regard to the purpose, function and amenity of the connection and its role in the context of the Western Gateway sub-precinct as a public space or pedestrian movement corridor.</i></p>	<p>This provision requires that an appropriate clearance and curtilage is provided to existing heritage items including the Former Inwards Parcel Shed located on the Site.</p> <p>The proposed development provides a 30m separation to the future tower on Block B. This is able to be achieved without creating additional overshadowing to Prince Alfred Park beyond the Solar Access Plane controls. The proposal for Block A also aligns with the various setback requirements that apply in accordance with the building separation and setback diagrams provided within the Design Guide.</p> <p>The proposal complies with the requirement for a maximum 80% envelope efficiency as nominated by Design Guidance 2. The proposal delivers a maximum envelope efficiency of 65%.</p> <p>The built form has been designed in accordance with the building separation and setbacks as outlined in this guideline.</p> <p>The allowable GFA for this site is 77,000m² as gazetted by the recent amendment to Sydney LEP 2012.</p> <p>The tower underside is designed at RL 40 to comply with the Design Guide.</p> <p>The cantilevered building articulation zone along the western façade has a maximum depth of 5.0m and an underside no lower</p>

Provision	Comment
<p>(c) <i>Development is to provide a street wall podium height along the Lee Street frontage that responds to the scale of nearby existing buildings including the Mercure Hotel and Marcus Clarke Building.</i></p> <p>(d) <i>Development is to provide an appropriate clearance and curtilage to existing heritage items, in particular the Former Inwards Parcel Shed and Former Parcels Post Office Building.</i></p> <p>(e) <i>Building massing and envelopes should ensure that views to the Central Station Clock Tower against the sky are retained when viewed by pedestrians and vehicles as they enter Railway Square from Broadway (see Figure 6: Heritage Sightlines, Views and Vistas).</i></p> <p>(f) <i>Development is to support the provision of a wind environment for surrounding public domain that is appropriate for the intended purpose.</i></p>	<p>than RL70. The cantilevered building component along the southern façade has a maximum depth of 5.0m and an underside no lower than RL60.4</p> <p>Refer to the RWDI Pedestrian Wind Study (Appendix T) for detail on how the wind environment within the Atlassian Development, specifically the ground plane and the public domain areas, are appropriate for their intended use subject to mitigation measures.</p> <p>The wind report by RWDI demonstrates that the proposal is capable of achieving the applicable wind criteria for comfort and safety in the public domain of the Western Gateway Sub-Precinct, subject to the suggested wind mitigation treatments. The wind mitigation treatments should be able to integrate comfortably with the proposed architecture of the building.</p> <p>While a wind comfort criteria has not been set for areas outside of the public domain in the draft Western Gateway Design Guidelines, RWDI have also undertaken significant wind testing on the area above the Parcels Shed roof , to align with the aspiration to use the roof space and enabling a future connection into future over station development.</p> <p>The Shed Roof/OSD level are susceptible to significant wind impacts, particularly those from the southerly and westerly direction (more commonly in winter). This creates a unique challenge to occupation of this new open space area. Refer to Section 8.9 for a detailed assessment on wind impacts and mitigation measures.</p> <p>The mitigation measures provided have been wind tunnel tested or are recommended in-principle based on the results of the wind tunnel testing.</p> <p>Further discussion on the building massing and built form is contained in Section 8.2 of the EIS below.</p>
<p>3.1.3 Design excellence</p> <p>Objectives</p> <p>(a) <i>Development for new buildings within the sub-precinct must demonstrate design excellence.</i></p>	<p>The proposal is the subject of a competitive design competition which was undertaken in accordance with the City of Sydney Competitive Design Policy as well as the relevant requirements of the GANSW Design Excellence Competition Guidelines. A detailed summary of this process is provided at Section 2.6. In addition, the Design Competition Report and subsequent Design Integrity Panel Endorsement is provided at Appendix G and Appendix H.</p> <p>The Design Integrity Panel (DIP), which is made up of members of the former Design Competition Jury have endorsed the current design for DA lodgement. They are satisfied with the level of resolution and design development of the scheme and believe the design presented maintains the design integrity of the competition winning scheme which they identified as being capable of achieving design excellence.</p>

Provision	Comment
<p>3.1.4 Active frontages</p> <p>Objectives</p> <p>(a) <i>Development should maximise ground floor active frontages along streets, pedestrian through site links, lanes and public spaces within the Western Gateway sub-precinct and include outdoor dining and activation at both day and night.</i></p> <p>(b) <i>Active frontages within heritage facades should be maximised subject to heritage constraints.</i></p>	<p>A minimum of 75% of building frontages have been activated to the lower Link Zone activated with retail, commercial lobbies and other active uses. The upper link zone achieves 50% with active lobby frontages with outdoor café seating and public seating areas providing further activation to the veranda facing the upper Link Zone.</p> <p>The lower ground floor Link Zone has been designed with high quality durable finishes and active retail frontages create a pedestrian oriented and vital public domain. Voids and trafficable skylights provide light and ventilation to the lower link zone to maximise amenity to the space.</p> <p>Fine grain diverse retail tenancies are proposed facing the lower Link Zone to create an active and vibrant pedestrian connection.</p> <p>The existing Inwards Parcel Shed veranda provide shelter for pedestrians from the elements. TfNSW have stipulated no additional canopies are to be provide over the upper Link Zone</p> <p>Building entrances have been designed to be level with the adjoining upper and lower Link Zone areas.</p> <p>Staging has been considered in the design of the public domain to take into account the staggered delivery of the adjoining neighbours properties including both public and private development.</p> <p>The public domain has been designed with spaces which overlook the Central Station forecourt at the top of the up ramp and OSD level with landscaped spaces rest, sit and pause.</p> <p>Large areas of glazing will be provided to the lobbies to provide active frontages.</p> <p>There will be no grilles, vents, mechanical plant and other operational and security measures in areas that front onto the public domain.</p> <p>Refer to Architectural and Design Report at Appendix E.</p>
<p>3.1.5 Wind</p> <p>Objectives</p> <p>(a) <i>Development within the sub-precinct must ensure that the cumulative impact of development on the wind environment does not result in uncomfortable or unsafe wind conditions on public domain within and surrounding the development taking into</i></p>	<p>Refer to the RWDI Pedestrian Wind Study (Appendix T) for detail on how the wind environment within the Atlassian Development, specifically the ground plane and the public domain areas, are appropriate for their intended use subject to mitigation measures.</p> <p>The wind report by RWDI demonstrates that the proposal is capable of achieving the applicable wind criteria for comfort and safety in the public domain of the Western Gateway Sub-Precinct, subject to the suggested wind mitigation treatments. The wind mitigation treatments should be able to integrate comfortably with the proposed architecture of the building.</p> <p>While a wind comfort criteria has not been set for areas outside of the public domain in the draft Western Gateway Design Guidelines,</p>

Provision	Comment
<p><i>consideration the intended primary purpose of that space.</i></p> <p>(b) <i>The wind environment must be suitable for the intended uses.</i></p>	<p>RWDI have also undertaken significant wind testing on the area above the Parcels Shed roof , to align with the aspiration to use the roof space and enabling a future connection into future over station development.</p> <p>The Shed Roof/OSD level are susceptible to significant wind impacts, particularly those from the southerly and westerly direction (more commonly in winter). This creates a unique challenge to occupation of this new open space area. Refer to Section 8.9 for a detailed assessment on wind impacts and mitigation measures.</p> <p>The mitigation measures provided have been wind tunnel tested or are recommended in-principle based on the results of the wind tunnel testing.</p>
<p>3.1.6 Solar access</p> <p>Objectives</p> <p>(a) <i>To maintain a high level of daylight access to Henry Deane Plaza and other affected public domain areas during the period of the day when they are most used by the workforce, visitors and the wider community.</i></p>	<p>The Tower setbacks from the western and southern boundaries as well as the curved corners of the tower form will maximise solar access to Henry Deane Plaza. Sun will be enjoyed from the east and north including within the new publicly accessible areas including the Upper Link Zone and the Parcels Shed roof.</p> <p>A high level of solar access will be maintained to Prince Alfred Park.</p> <p>Refer to the Shadow Diagrams within the Architectural and Design Report at Appendix E as well as Section 8.6.1 of this EIS.</p>
<p>3.1.7 Views and vistas</p> <p>Objectives</p> <p>(a) <i>Development should preserve key views to the Central Railway Station Clock tower and enable future views from the future east-west over station pedestrian connection to the Marcus Clarke Tower.</i></p>	<p>A View Impact Assessment has been prepared by Urbis and is provided at Appendix S. In Addition, a Visual Impact Assessment with regard to Heritage has also been prepared and is submitted as an appendix to the Heritage Impact Statement provided at Appendix I.</p> <p>Part of the development includes the 30m building separation between the main façades of Block A and Block B with open sky between them to allow for view lines from the over station pedestrian connection through to the tower of the Marcus Clarke are not interrupted.</p> <p>The view impact on existing public views to Central Railway Station Clock tower has been minimised by reducing the mass of the tower with curved corners and convex facades, to maximise the visibility of the clock face.</p> <p>The proposed development also preserves the views of the Central Station South Wing and the former Parcels Post Office (Adina Hotel).</p>
<p>3.2 People and community</p>	

Provision	Comment
<p>3.2.1 Heritage</p> <p>Objectives</p> <p>(a) <i>Development should appropriately respond to items of heritage significance within the sub-precinct and ensure items of heritage significance are maintained and celebrated wherever possible.</i></p> <p>(b) <i>Development should retain and re-use any assessed heritage significant features, specific spaces and fabric of significance.</i></p> <p>(c) <i>Development should enable the sensitive adaptive re-use of any assessed heritage significant features, specific spaces and fabric of significance.</i></p>	<p>The following studies and reports have been prepared in support of this EIS and SSD DA.</p> <ul style="list-style-type: none"> ▪ Heritage Conservation Management Plan prepared by Urbis Heritage at Appendix J ▪ Statement of Heritage Impact have been prepared by Urbis Heritage at Appendix I. ▪ Historical Archaeological Assessment and Research Design prepared by AMBS Ecology + Heritage at Appendix K ▪ Aboriginal Cultural Heritage Assessment prepared by Urbis Heritage at Appendix L <p>In addition, to the above reports, the Architectural and Design Report at Appendix E also include the following sections to provide greater detail of how the proposed design responds the heritage contact.</p> <ul style="list-style-type: none"> ▪ Refer to the Designing with Country Section of the Urban Design Report. ▪ Refer to the Material Schedule for details of durable and robust materials selected for the project. ▪ Refer to the Architectural Drawings and Public Domain drawings for proposed details for the integration of the former Inwards Parcel Shed and the and adjacent public domain. <p>The proposed design for the space between the underside of the tower and the roof of the former Inwards Parcel Shed includes a proposed publicly accessible roof area which was part of the Design Competition scheme which reduces the gap between the former Inwards Parcel Shed roof and the underside of the tower.</p> <p>The minimum clearance of 10.8m between the topmost point of the roof of the Former Inwards Parcel Shed and the underside of any tower has not been achieved due to the introduction of the new publicly accessible level above the Shed roof which will connect directly to the future Central Station Over Site Development.</p> <p>The simple form of the Former Inwards Parcel Shed, including the form and shape of the roof, has been largely kept and celebrated by retaining its bolted timber post and truss system and sliding doors. New fluted glazing has been added to echo the past corrugated iron cladding.</p> <p>The building design and materiality celebrates the timber truss structure of the shed using clear and fluted glazing which reflect the corrugated Iron cladding used in the past on the Inwards Parcel Shed. The brick masonry base is retained while the new Link Zone incorporates Jack Arches reminiscent of the past lower ground spaces below the Inwards Parcel Shed. Connections with Central Station are treated respectfully with glazed walls to distinguish new from old.</p>

Provision	Comment
<p>3.2.2 Public Art</p> <p>Objective</p> <p>(a) <i>Development must include an overarching conceptual approach / curatorial rationale for the selection, commissioning and delivery of public art as part of future development applications in a way that ensures the strategic intent, vision, artistic integrity and quality of all public artworks is maintained throughout the process.</i></p>	<p>A Public Art Strategy has been prepared by Amanda Sharrad and is provided at Appendix HH. The Public Art Strategy seeks to set out the public art vision, objectives, opportunity sites and types of art that are optimal for each location. The Strategy also identifies a clear procurement strategy and implementation plan which identifies the commissioning process as well as clearly defined opportunities for collaboration with the design team and key stakeholders.</p> <p>Atlassian's public art will champion and bring awareness to the ambitions eco-sustainable performance of the development whilst celebrating cultural heritage and values significant to the site with reference to the Atlassian Central Designing with Country Framework. It will provide a distinct and unique offering to the suite of high-quality public art throughout the city. Further detail is provided at Section 4.10.</p> <p>The Public Art Strategy also draws reference from the Designing with Country strategic framework and integrates Public Art with Heritage Interpretation and landscape in the public Domain. Additional Public Art is proposed to be integrated into the Main Lobbies and the Link Zone.</p> <p>Refer also to The Heritage Interpretation document prepared by Freeman Ryan Architects and the Designing with Country Strategic Framework prepared by Kevin O'Brien of BVN in Section 2.7 of the Architectural and Design Report at Appendix E.</p>
<p>3.3 Mobility</p>	
<p>3.3.1 Pedestrian and cycle network</p> <p>Objectives</p> <p>(a) <i>Development will result in a high quality, integrated, permeable and accessible pedestrian and cycle network that gives priority to current and future pedestrian and cyclist movement.</i></p> <p>(b) <i>An east / west movement corridor will be provided between Blocks A and B, that is open to the sky and which provides pedestrian connection for people of all abilities between Lee Street and the</i></p>	<p>It is noted that the proposal provides for Day 1 outcomes only. The proposal provides improved pedestrian connectivity and permeability in the precinct. More broadly, the Western Gateway Sub-precinct envisages significant improvements to the pedestrian network which will enhance accessibility to the proposed development.</p> <p>The following pedestrian routes will be available to workers and visitors to the proposed development:</p> <ul style="list-style-type: none"> ▪ Central Walk connection with vertical transport provided via Ambulance Avenue, for passengers arriving via the Sydney Metro network, suburban rail network or Sydney Light Rail; ▪ Devonshire Street tunnel for passengers arriving via the suburban rail network; ▪ Lee Street pedestrian crossing for passengers arriving via bus at Railway Square; and ▪ The existing Lee Street surface footpath connecting with the redeveloped Henry Deane Plaza.

Provision	Comment
<p><i>future Over Station Development.</i></p>	<p>In addition, a new pedestrian Link will be established through the Lower Level Link Zone (RL16) and the Upper Level Link Zone (RL21) which will support Day 2 and Day 3 pedestrian movements from Central Walk and Central Square to Henry Deane Plaza and the broader future Technology Precinct to the south. The landscaped area on the Shed Roof, while privately owned will be publicly accessible and provide a pedestrian connection to the future over rail development to the east.</p> <p>A Green Travel Plan (GTP) has been prepared by JMT Consulting and is included in the Transport Impact Assessment at Appendix M. The GTP provides an assessment of the existing methods of public and active transport links to the site and outlines how the development intends to make travel to and from the site safer and easier.</p>
<p>3.3.2 Building entrances</p> <p>Objective</p> <p>(a) <i>Development will ensure building entrance points connect at grade to the adjacent public domain.</i></p>	<p>The entrance to the future Central Walk has been coordinated with existing levels to the north of Atlassian Heritage wall to provide level access into the Atlassian lobby. Flood mitigation consultation with TfNSW has occurred which mitigation flooding into the Atlassian Lobby and the Lower Link Zone.</p> <p>The entries to the Atlassian and YHA lobbies off both the Lower and Upper Link Zone will provide highly visible, direct and legible, access using revolving doors.</p> <p>In the Day 2 scenario a new northern entry into the Lower Atlassian Lobby will occur from Central Walk and the future western forecourt.</p> <p>A proposed landscaped area over the Parcels Shed roof will be a privately owned public accessible space providing pedestrian access to the future over rail development to the east.</p>
<p>3.3.3 Vehicular access and parking</p> <p>Objectives</p> <p>(a) <i>Development will enable a future integrated basement comprising all Blocks in the sub-precinct with a consolidated entrance and exit point to the south of the sub-precinct.</i></p> <p>(b) <i>Development is to be supported by vehicle access arrangements that adapt to the changing needs of the sub-precinct.</i></p>	<p>Vehicle access to the Site will be off Lee Street, with a ramp down to the basement within the site access handle to the south of the Ambulance Avenue heritage wall.</p> <p>This will provide the Day 1 vehicle arrangements, however a longer-term vehicle access arrangement will provide access through a consolidated basement servicing all the sites within the Western Gateway Sub-precinct from an entry point near the intersection of Lee Street and Regent Street. This longer-term access arrangement would support the future pedestrianisation of Lee Street at Railway Square.</p> <p>The basement levels have been designed with sufficiently sized basement structure suitable to support the future requirements of the Western Gateway Sub-precinct and broader Central Precinct. The basements have been designed to meet requirements for</p>

Provision	Comment
	<p>waste, service and loading vehicles with supporting loading dock, ventilation, access, egress and fire services.</p> <p>Access for emergency vehicles has been provided from Lee Street to the Upper Link Zone and the basement levels, if required.</p> <p>A disabled car space has been provided on Basement Level 2 which will be used by the Atlassian Central development. This car space will be provided with a charging station to service electric vehicles.</p> <p>For a detailed response to this guideline regarding basement design, loading, parking, connections, street impacts, an integrated servicing and basement strategy, refer to the Traffic and Parking Impact Assessment by JMT Consulting (Appendix M). The</p> <p>Also refer to the Loading Dock Management Plan included within the Traffic Impact Assessment. A draft Construction Pedestrian Traffic Management Plan is provided at Appendix O.</p> <p>As required by the Design Guide A Traffic Management Plan and Integrated servicing and basement Strategy has also been prepared to describe how the proposal will deliver an integrated approach that meets the needs of all end users.</p> <p>Refer Appendix M and Section 8.8 for additional detail.</p>
3.4 Sustainability	
<p>3.4.1 Sustainability and environmental performance</p> <p>Objectives</p> <p>(a) <i>Development should seek to achieve Actions 68,69 and 72 of the Eastern City District Plan</i></p> <p>(b) <i>Promote initiatives that contribute to the aspirational objective of achieving net-zero emissions by 2050, especially through the establishment of low-carbon precincts.</i></p> <p>(c) <i>Facilitate precinct-based initiatives that increase renewable energy generation, and which maximise energy and water efficiency</i></p> <p>(d) <i>Ensure the preparation and implementation of Environmental Sustainability</i></p>	<p>Refer to the ESD Report prepared by LCI Stantec provided at Appendix Q.</p> <p>The tower zig-zag façade form has been designed with integrated photovoltaics which provide sun shading to the interiors to minimise solar heat gain to the interiors and minimise energy usage.</p> <p>Biophilia and landscaped internal areas to the lower levels of each tower habitat and Level 1 to the outdoor space of the YHA.</p> <p>The core extension and mega columns between the Parcels Shed roof and underside of the tower will also have biophilia in their design, incorporating green walls and roofs.</p> <p>Also refer to the Noise and Vibration Management Plan by LCI Stantec at Appendix P.</p>

Provision	Comment
<p><i>Strategies that incorporate low-carbon, high efficiency targets aimed at reducing emissions, optimising the use of water, reducing waste and optimising carparking provision to maximise sustainability and minimise environmental impacts.</i></p> <p>(e) <i>Ensure development incorporates best practice sustainability and environmental performance measures and initiatives for individual development sites and the whole precinct that:</i></p> <p><i>a. minimise greenhouse gas emissions</i></p> <p><i>b. Demonstrate innovation in reducing greenhouse gas emissions through energy efficiency, renewable energy and other measures.</i></p> <p><i>c. reduce the urban heat island effect</i></p> <p><i>d. achieve high levels of waste separation and diversion from landfill</i></p> <p><i>e. minimise consumption</i></p>	
<p>3.4.2 Water management</p> <p>Objectives</p> <p>(a) <i>Development must ensure that there is no increase to existing flooding and a reduction in existing flooding.</i></p> <p>(b) <i>Development reduces the effects of stormwater pollution on receiving waterways.</i></p> <p>(c) <i>Development encourages sustainable water use practices and reduces demand on mains potable water.</i></p>	<p>The Integrated Water Management Strategy is covered in the following reports:</p> <ul style="list-style-type: none"> ▪ Civil, Stormwater and Flood Assessment prepared by TTW Civil at Appendix R; and ▪ ESD Report prepared by LCI Stantec at Appendix Q. <p>Flood Management in and around the Site has been reviewed and coordinated with TFNSW and any works in the Central Station Western forecourt and Ambulance Avenue. Consultation has also occurred with the City of Sydney Council Flood water technical officers.</p> <p>Stormwater will be collected onsite and reused for irrigation of landscaped areas.</p>

Provision	Comment
	WELS rated water fittings will be used throughout the development to minimise use of water in the development.
<p>3.4.3 Waste management</p> <p>Objectives</p> <p>(a) <i>Development must refer to the City of Sydney's Guidelines for Waste Management in New Developments</i></p> <p>(b) <i>Development is to include a waste management system that maximises resource recovery to:</i></p> <p><i>a. Reduce the amount of construction and demolition waste going to landfill.</i></p> <p><i>b. Reduce amount of waste generated in the operation of a development from going to landfill and maximise resource recovery.</i></p>	<p>The proposal responds to the relevant waste criteria designated within the City of Sydney's Guidelines for Waste Management in New Developments as well as requirements under the Design Guide.</p> <p>Refer to Waste and Servicing Management Plan by GHD Waste Consultants (Appendix AA). Also refer to the draft Construction Management Plan by BUILT Obayashi which confirms how the projects seeks to reduce demolition and construction waste streams being sent to landfill (Appendix Z).</p>

The assessment outlined above demonstrated that the proposed development achieves the overarching objectives of the Design Guide.

7.16. SYDNEY DEVELOPMENT CONTROL PLAN 2012

The *Sydney Development Control Plan 2012 (Sydney DCP)* provides detailed design controls for specific development types within the City of Sydney LGA.

In accordance with Clause 11 of the SDR SEPP, the provisions of Sydney DCP do not apply to State significant development. Notwithstanding, the Sydney DCP has been considered in the design of the Atlassian Central development. A summary of the key Sydney DCP provisions relevant to the proposed development are discussed in Table 11 below.

Table 11 – Consistency with Key Sydney DCP Provisions

Provision	Response
Section 2 – Locality Statements	
2.1.11 Railway Square/Central Station Special Character Area.	The proposed development is consistent with the objectives of the Railway Square/Central Station Special Character Area as it has been specifically designed to protect views from key vantage points to the Central Station Clocktower, minimise impacts on the heritage significance of the Parcels Shed and maintain solar access to Prince Alfred Park.
Section 3 – General Provisions	

Provision	Response
3.1.2 Pedestrian and bike network	<p>The proposed development will create an improved network of pedestrian connectivity through the Western Gateway Sub-precinct and the wider Central Precinct through creation of the Upper and Lower Link Zones. Sustainable travel behaviour is encouraged through minimum provision of car parking on the site, instead relying on the high levels of public transport connectivity the Site benefits from due to its location at Central Station. Ample provision of bicycle parking is proposed.</p>
3.1.4 Public open space	<p>The proposal protects existing public open space around the site (Henry Deane Plaza and the green space between Pitt Street and Railway Colonnade Drive) and proposes to increase and enhance the area of public open space available on the site.</p> <p>In this regard, a Link Zone is proposed at both the Upper Ground Level and Lower Ground Level which will provide a public domain connection between the future Central Square to the north and Henry Deans Plaza to the south. In addition, the proposal includes a privately owned publicly accessible open space area above the Parcels Shed which will support increased usability of the Site for the public.</p>
3.1.5 Public art	<p>A Public Art Strategy has been prepared by Amanda Sharrad and is provided at Appendix HH. The Public Art Strategy seeks to set out the public art vision, objectives, opportunity sites and types of art that are optimal for each location. The Strategy also identifies a clear procurement strategy and implementation plan which identifies the commissioning process as well as clearly defined opportunities for collaboration with the design team and key stakeholders.</p> <p>The Public Art Strategy also draws reference from the Designing with Country strategic framework and integrate Public Art with Heritage Interpretation and landscape in the public Domain. Additional Public Art is proposed to be integrated into the Main Lobbies and the Link Zone. Further detail is provided at Section 4.10</p>
3.2.1. Improving the public domain	<p>Sunlight to publicly accessible spaces</p> <p>The proposed development has been specifically designed to protect solar access to Prince Alfred Park to the south-east as required by the <i>Draft Central Sydney Planning Strategy (CSPS)</i>. In this regard, the proposed height of the building will not reduce the existing extent of solar access to the park at any time of day.</p> <p>Public views</p> <p>A Visual Impact Assessment has been undertaken and is provided at Appendix S. The proposed development retains views from key vantage points to the Central Station Clocktower, as required by the CSPS and the Railway Square DCP Locality Statement.</p> <p>The VIA concludes that based on the existing visual context of the site, the level of visual effect on each view factor and applying additional</p>

Provision	Response
	weight to key factors, the visual impact of the Atlassian Central development is acceptable.
3.2.2 Addressing the street and public domain	<p>Access to the proposed development will be off Lee Street via a 2-storey lobby volume that utilises the existing Parcels Shed building as the upper level and which connects visually with the Upper and Lower level Link Zones.</p> <p>Retail opportunities on the lower and upper ground lobby will contribute to the activity and safety of the surrounding streets and public domain.</p> <p>The site plan has been designed to connect with future developments to both the south and east and integrate with a cohesive public realm for the broader Sydney community in accordance with NSW government strategic planning.</p>
3.2.3 Active frontages	The proposed development incorporates pedestrian oriented retail / food and drink premises at the lower ground level and upper ground level which will activate the lower and upper ground floor plane along the Link Zone.
3.2.6 Wind effects	<p>A Pedestrian Wind Study has been prepared by RWDI and is provided at Appendix T.</p> <p>The Wind Study concludes that it is expected that wind conditions for all outdoor trafficable areas within and around the development can be safe and suitable for their intended uses for the majority of areas upon the implementation of mitigation measures.</p>
3.2.7 Reflectivity	<p>Glare and reflectivity of the facade have been analysed and in described in the accompanying External Reflected Glare Assessment report prepared by Inhabitat (Appendix V).</p> <p>The assessment has found that while glare does exceed the performance criteria at various times throughout the year, direct glare is the dominant source of glare in each of the scenarios assessed. Therefore, the reflected glare from the façade does not result in glare that would not already be experienced by the observer due to direct glare.</p> <p>Therefore, the proposed building façade with a 20% visible reflectance does not result in unacceptable reflected glare.</p>
3.3 Design Excellence and Competitive Design process	The proposed design is the result of a competitive design competition which was undertaken in accordance with the Endorsed Design Excellence Strategy in Appendix F . The outcome of the Design Competition is detailed in the Design Competition Report in Appendix G which concluded that the SHoP BVN design was the most capable of demonstrating design excellence. The Design Integrity Report is attached in Appendix H which confirms the DIP are satisfied are satisfied with the level of resolution and design development of the scheme and believe the design maintains the design integrity of the

Provision	Response
	<p>competition winning scheme. A response to the DIP feedback has been included in Appendix 10.2 of the Architectural Design Report submitted at Appendix E.</p>
<p>3.5 Urban Ecology</p>	<p>A comprehensive Public Domain Strategy has been prepared by Aspect Studio and is provided at Appendix E which demonstrates a high quality public domain outcome featuring locally indigenous plant species which have been selected to respond to the ventilation and sunlight conditions of each space.</p>
<p>3.6 Ecologically Sustainable Development</p>	<p>An ESD Statement has been prepared by LCI and is provided at Appendix Q.</p> <p>The ESD report concludes that the proposed sustainability measures will result in a development which will reflect leading industry practice and reduce waste, energy and water consumption.</p>
<p>3.7 Water and Flood Management</p>	<p>Water management and potential flood impacts have been addressed in the Civil, Stormwater and Flood Report prepared by TTW and EOC, provided at Appendix R.</p>
<p>3.8 Subdivision, Strata Subdivision and Consolidation</p>	<p>Approval is sought for the subdivision and stratum subdivision of the Site as outlined in the subdivision strategy in Section 4 of this EIS.</p> <p>The subdivision strategy seeks to facilitate an initial subdivision to enable the transfer of land between the relevant parties, being Transport NSW, Atlassian, TOGA, Youth Hostels Australia (YHA). A series of residual lots will result from the initial subdivisions to be retained by the current landowner Rail Corporation NSW or current lessees TOGA and YHA.</p> <p>Following the initial subdivision, a final stratum subdivision will occur to create the final lots for the development.</p> <p>The proposed subdivision will ensure lot sizes can support the proposed development and future development within the wider technology precinct. The proposed subdivision also respects the heritage significance of the Parcels Shed and the broader Central Precinct.</p>
<p>3.9.1 Heritage Impact Statements</p>	<p>A Heritage Impact Statement has been prepared by Urbis and is provided at Appendix I. The HIS identifies the existing heritage items on the site and within the proximity of the site and assesses the potential impacts of the proposal on these items.</p> <p>Whilst the HIS identifies that the proposal has an obvious and irreversible impact on the Parcels Shed and other elements within the Central Station listed heritage item curtilage, however the HIS concludes that the impact is acceptable in the context of the overall benefits of the proposal to the precinct and the City. The design has been developed to be responsible in the management of the heritage values of the place.</p>

Provision	Response
3.9.3 Archaeological assessments	A Historical Archaeological Assessment has been prepared by AMBS Ecology & Heritage and is provided at Appendix K .
3.9.4 Development of sites of State heritage significance or containing more than one heritage item	<p>The adaptive reuse of the State significant Parcels Shed is proposed as part of the Atlassian Central development. An assessment of potential heritage impacts is set out in the HIS at Appendix I.</p> <p>The proposal provides for extensive intervention into the heritage fabric of the Parcels Shed through demolition, dismantling, reconstruction and modification. The impacts of these major changes will be mitigated through the adoption of a complex methodology including detailed recording of the place, careful dismantling and salvage of fabric for reconstruction or donation through a salvage centre, and careful reconstruction for adaptive reuse.</p>
3.11 Transport and Parking	<p>A Transport Impact Assessment has been prepared by JMT Consulting and is provided at Appendix M. The proposal takes advantage of the Site's location adjacent to Central Station, Australia's busiest transport interchange, to minimise the provision of onsite car parking and focus on providing connections to sustainable modes of transport.</p> <p>Transport and parking are discussed further in Section 8.8 of this EIS.</p>
3.11.3 Bike parking and associated facilities	A large bicycle parking and EoTF area on Basement Level 1 is proposed for staff and visitors to encourage this mode of transport. Approximately 336 bicycle parking spaces for workers and 30 bicycle racks for visitors will be accommodated on site.
3.11.4 Vehicle parking	<p>There are no parking spaces proposed for the tenants or visitors of Atlassian Central or spaces adjacent to the public domain.</p> <p>Within the Atlassian basement, nine service vehicle bays will be provided to support the Atlassian Central development, as well as a single service vehicle bay and two parking bays for the Adina Hotel. All vehicles will be able to enter and exit the site in a forward direction, including medium rigid vehicles via the use of a vehicle turntable.</p>
3.11.10 Vehicle access for developments greater than 1000sqm GFA	<p>A two-staged approach to vehicle access is proposed which aligns with the broader development of the Western Gateway Sub-precinct.</p> <p>The staged approach comprises a 'Day 1' vehicular access scenario via a new driveway off Lee Street at Upper Carriage Lane, and an 'End State' vehicular access scenario via the southern end of Lee Street as part of an integrated basement from the redevelopment of Henry Deane Plaza.</p> <p>This aspect of the development is discussed further in Section 8.8 of this EIS.</p>
3.12 Accessible Design	An Access Impact Statement has been prepared by BMG and provided at Appendix FF .

Provision	Response
	<p>The proposed development has been assessed against the relevant accessibility requirements of the <i>Building Code of Australia</i> (BCA) and the <i>Disability Discrimination Act 1992</i> (DDA).</p> <p>The assessment concludes that compliance matters can be readily addressed at the Construction Certificate State and is capable of achieving BCA and DDA compliance.</p>
3.13.1 Crime prevention through environmental design	A assessment against CPTED principles has been undertaken by SHoP BVN and is included in the Design Report in Appendix E . The Assessment outlines design methods which have been incorporated into the development to manage crime including lighting, landscaping, materiality, physical design of spaces, activation, and management practices.
3.14 Waste	A Waste and Servicing Management Plan has been prepared and is provided by GHD at Appendix AA .
3.16 Signs and Advertisements	A top of building signage zone is proposed on the western elevation as part of the proposed development, however signage detailed will be subject to a future application.
3.17 Contamination	A suite of geotechnical and contamination investigations have been carried out across the site by Douglas Partners since August 2019. The latest Site (Contamination) Investigation and Remediation Action Plan (RAP) are provided at Appendix CC and Appendix DD respectively. The Site (Contamination) Investigation concludes that the site can be made suitable for the proposed development subject to recommendations. These are discussed further in Section 8.16 of this EIS.
Section 4 – Development Types	
4.2 Residential Flat, Non-Residential and Mixed Use Developments	
4.2.1 Building Height	<p>Clause 6.53(6)(a) of the Sydney LEP prescribes the height limit for the site as RL200.2m. The proposed development has a maximum height of RL200.2m which complies with the SLEP.</p> <p>The DCP requires commercial developments to have a minimum floor to floor height of 4.5m on the ground floor, 3.6m on the first commercial floor and any commercial floor above. The proposed development provides a floor to floor height of 5.7m in the Lower Ground Level and 5.5m or greater floor to floor height in the Upper Ground Level (lobby and retail levels). Within the tower 3.66m floor to floor heights for typical levels and 4.24m floor to floor at the top of each habitat within the tower form, thereby complying with the DCP requirements.</p>
4.2.3 Amenity	The proposed development will maintain adequate degree of amenity to surrounding properties and the public domain in regard to solar access and reflectivity.

Provision	Response
	No significant views are impacted by the proposed development.
4.2.4 Fine grain, architectural diversity and articulation	Architectural articulation, built form and scale are discussed in Section 8.1 and details of these design elements are provided in the Architectural and Design Report at Appendix E .
4.2.6 Waste and recycling management	A Waste Management Plan has been prepared by GHD which demonstrates that appropriate facilities have been provided to manage waste and maximise recovery of resources.
4.4.8 Visitor accommodation	<p>The existing YHA Railway Square, the long-term lease holder on the site, will be relocated into the lower levels of the tower component of the proposed development. This collaboration between the YHA and Atlassian will provide affordable tourist and visitor accommodation in this central location, and is a key aspect of the proposed development.</p> <p>The proposed tourist and visitor accommodation will be managed in a consistent manner to the existing YHA premises.</p>
Schedule 7 – Transport, Parking and Access	
7.5 The requirements for a Parking and Access Report	A Traffic and Transport Impact Assessment has been prepared by JMT and provided at Appendix M .
7.6 Green Travel Plan	A Green Travel Plan has been prepared and is included in the Traffic and Transport Impact Assessment at Appendix M .
7.8 Required parking spaces and design	<p>Given the location of the building immediately adjacent to Central Station with high levels of public transport accessibility, no car parking is proposed to be provided for the use of Atlassian staff or visitors as part of the development.</p> <p>The following minimum requirements for service vehicles apply:</p> <p>Commercial premises:</p> <ul style="list-style-type: none"> <i>(i) 1 space per 3,300sqm GFA, or part thereof, for the first 50,000sqm; plus</i> <i>(ii) 1 space per 6,600sqm, or part thereof, for additional floor area over 50,000sqm and under 100,000sqm; plus</i> <i>(iii) 1 space per 13,200sqm, or part thereof, for additional floor area over 100,000sqm.</i> <p>The proposed development comprises 70,256 sqm of GFA, therefore 18 service vehicles are required under the SDCP 2012.</p> <p>Nine service vehicles are proposed, however this is considered appropriate by the Traffic and Parking Consultant due to the site location and Dock Management Plan outlined in the Traffic and Transport Impact Assessment Report in Appendix M.</p>

8. ENVIRONMENTAL IMPACT ASSESSMENT

This EIS is required to consider and assess potential impacts from the proposal relating to the natural and built environment, the social and economic landscape, the suitability of the site for the proposed development and the overall public interest associated with the proposal. These aspects are assessed within the following sub-sections.

8.1. ANALYSIS OF ALTERNATIVES

This section identifies the feasible alternatives considered to the carrying out of the project as required under clause 7(1)(c), Part 3, Schedule 2 of the EP&A Regulation 2000. Four options to the project were considered.

- Scenario 1 – ‘do nothing’ and retain existing building;
- Scenario 2 – alternative uses;
- Scenario 3 – alternative location; and
- Scenario 4 – alternative design.

8.1.1. Do Nothing

The ‘do nothing’ scenario, involving the retention of the existing Parcel Shed building on the Site, and its continued use by the Railway Square YHA. This would also mean the continued operation of the basement levels for service and catering uses associated with the Central Station Railway operations.

No redevelopment of the Site would result in a net loss of opportunity to revitalise the Western Gateway Sub-precinct of the Central Precinct, with the potential for the future Central Walk and over station development (OSD) being restricted with limited access to the over rail area from the west.

Ultimately, the ‘do nothing’ scenario constitutes an underutilisation of a strategically important site within the Sydney CBD, and would limit opportunities for the future revitalisation of the Central Precinct and therefore is not considered a feasible medium or long-term option for the Site.

8.1.2. Alternative Uses

The Site could be used for a range of alternative land uses, particularly as the current zoning is broad and supports a wide range of land uses. Based on the location and market interest of development in and around the Site the following alternate land uses have been considered:

- Residential development
- Commercial Building (Non-Technology Related)
- Public Domain

Residential Redevelopment

Redevelopment of the site for residential use could be considered as an alternative land use for the Site.

Residential development on the Site would reduce the opportunity to locate employment on a strategically valuable Site and is inconsistent with the long-term strategic objectives and vision for the Western Gateway Sub-precinct. In addition, Clause 6.53(8) prohibits development within the Western Gateway Sub-precinct for residential use, recognising the strategic importance of the location.

Commercial Building

An alternative redevelopment of the Site could be to develop a non-technology related commercial building, without the tourist related component. This alternative would be a commercial only development.

Utilising the full extent of the building envelope to accommodate commercial uses would potentially increase the employment generated on the Site and also benefit from the proximity of the Site to key public transport connections. However, there is a recognised strategic direction for the Central to Eveleigh corridor to support the development of a new technology and innovation precinct, with the Western Gateway Sub-precinct being

the northern gateway to this new precinct. This would result in a lost opportunity to support the establishment of Tech Central, and the commitment of a key industry operator to anchor this precinct.

In addition, the loss of the Railway Square YHA on the Site would be detrimental to the overall vision of Tech Central, as it provides a key associated use which will positively support the sharing of ideas and bringing together of likeminded individuals. Further, targeted demographic of the YHA will also support accessibility to Tech Central to young talent and Startups who will benefit from co-mingling with those established in the technology industry.

For these reasons, for the Site to be used for purely commercial based activity is not considered to be a more appropriate use of the Site.

Public Domain

An alternative use of the Site could also be the creation of a new public domain space. This could be the extension to Railway Square and incorporated into the future Central Square of Sydney.

By utilising the Site as public domain, a new public space spanning from Railway Square to Henry Deans Plaza would be created. However, key aspects of the Site which would prevent the realisation of a new public domain space over the Site are the heritage significance of the Parcels Shed, and the need for the Central Square to have definition to the south.

The proposed development includes a Link Zone at both the upper ground level and lower ground level which will provide a public domain connection between the future Central Square to the north and Henry Deans Plaza to the south. In addition, the proposal includes a privately owned publicly accessible open space area above the Parcels Shed which will support increased usability of the Site for the public, while still retaining the heritage significant Parcels Shed and also supporting a broad range of employment generating and active uses on the Site.

Accordingly, the use of the Site exclusively for public domain purposes is not considered a viable alternative due to the heritage significance of the Site and existing Parcel Shed building, and that it would not maximise opportunities for visitor accommodation and new employment uses to be developed on the Site alongside public domain improvements.

8.1.3. Alternative Location

Another alternative is the delivery of the project at an alternate location.

This option would also be inconsistent with State and local strategic objectives for the site and the Sydney CBD. The alternative location scenario would not include the consolidation of like uses in what is known as the Western Gateway Sub-precinct being developed within the Sydney CBD, undermining the primary role of the metropolitan zone and eroding the economic strength of the commercial core. Further to this, the proposal would not maximise opportunities to leverage off the significant investment in transport infrastructure in the Sydney CBD, undermining the accessibility of Sydney as a tourist city and technology hub. The opportunity cost to the local community and broader metropolitan region would be significant and key economic, transport and social benefits presented by the proposal would not be realised.

Further to this, the ability to deliver the built form of the project may be constrained by physical constraints in another site such as solar access planes.

8.1.4. Alternative Design

As noted in the Design Competition Report, five alternative designs for the Site were explored in the design excellence process which was conducted in an open and transparent manner in consultation and disclosure with the GANSW, CoS and Probitry Advisor. The alternative designs were largely developed within the building envelope which is proposed as part of the Planning Proposal for the Western Gateway Sub-precinct and formed part of the Architectural Design Competition Brief. An assessment of the schemes was undertaken in accordance with the assessment criteria established within the Design Brief, and the then draft planning controls. This included the design, planning and commercial objectives, compliance with the Western Gateway Design Guide.

An extract of the alternative designs submitted in the design excellence process is provided within **Figure 30**. Whilst the alternative designs demonstrated a clear understanding of the Design Brief, site context and the strategic importance of the Site and surrounding context, the Jury found that the other four schemes did not demonstrate the level of resolution and design excellence that the SHoP and BVN scheme

demonstrated. Other matters that were relevant considerations by the Jury included compliance with the approved building envelope, allocation of floor space, response to the ESD requirements of the brief and exceedances of the project budget.

As outlined in the Design Competition Report (**Appendix G**), the SHoP and BVN proposal was considered to be superior with regard to its well-proportioned, refined and elegant tower form with expressed diagrid structure. The tower reads as a singular form with a shared external identity for all uses within the building whilst maintaining distinctiveness of the internal Atlassian and YHA spaces.

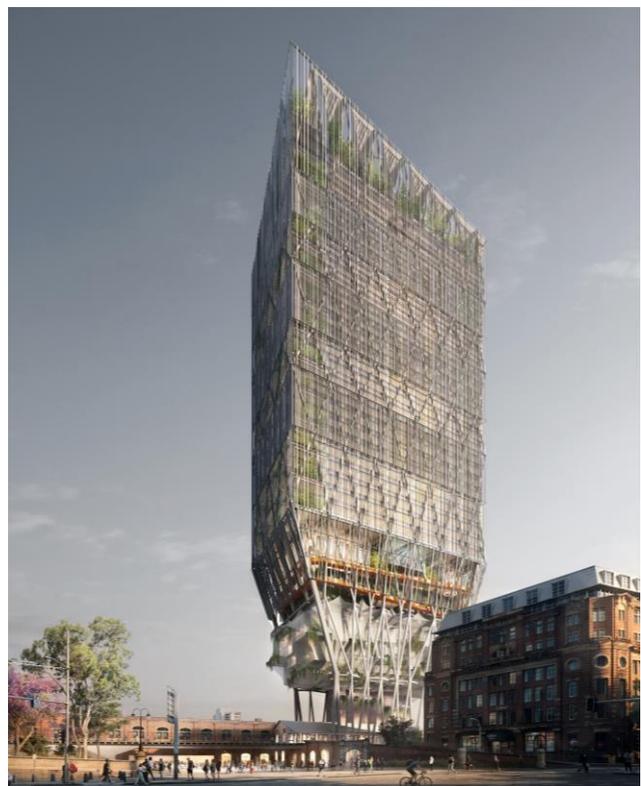
The Jury found the scheme represented a highly developed vision for function and operation of the various components of the development. Further discussion of the design development and design excellence of the project is contained within **Section 8.1** of this EIS.

As design development has been undertaken since the completion of the Design Competition, the design of the project represents a refined and considered design that responds to Site and environmental constraints and celebrates the strategic significance of the site location within the Western Gateway Precinct and the broader Sydney CBD.

Figure 30 Alternative Designs Considered



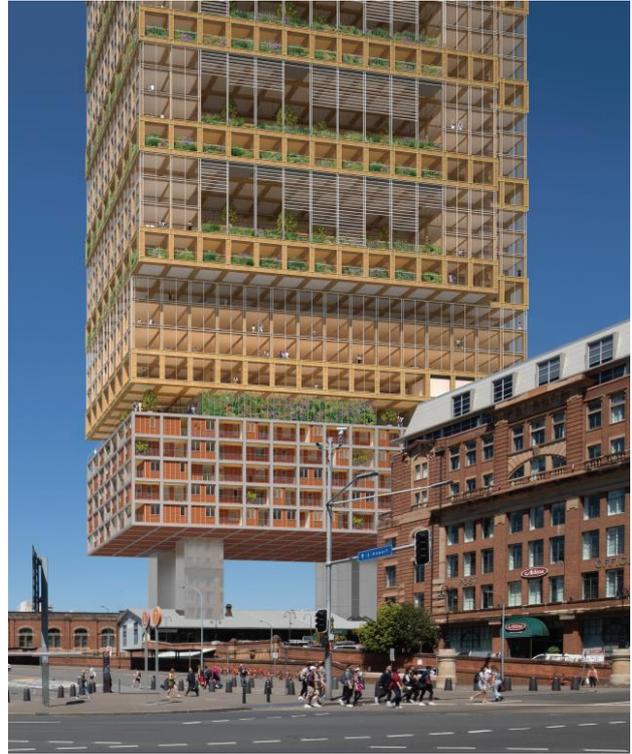
Picture 23 Alternative scheme prepared by 3XN /GXN



Picture 24 Alternative scheme prepared John Wardle Architects + SO-IL



Picture 25 Alternative scheme prepared MVRDV + COX



Picture 26 Alternative scheme prepared Shigeru Ban + Toland + PTW



Picture 27 Scheme prepared by SHoP BVN developed into this SSDA proposal

8.2. BUILT FORM AND URBAN DESIGN

The following section responds to SEARs Item 3 which requires this EIS to assess the proposal with respect to its integration with the surrounding context. This section includes an assessment of the rationale for site selection, as well as the height, bulk and scale of the proposed development in the context of the Central Precinct.

8.2.1. Site Selection

The site location is highly strategic and significant, located directly adjacent to Central Station, which is undergoing rapid transformation by the NSW State Government to allow for the integration of rail, metro and light rail transport infrastructure to improve connectivity in Sydney. These infrastructure upgrades will critically elevate the role and function of Central Station not only for transport, but also pave the way for the renewal and revitalisation of the precinct around the Station, which is ideally positioned for more intensive employment growth.

Atlassian has worked very closely with other leading industry groups to articulate, define, and importantly advocate for the Innovation Precinct (“TechCentral”) to be a policy priority of government. In response to this, in August 2018 the NSW State Government announced that it would be committed to establishing a new technology industry hub within the Central to Redfern/Eveleigh corridor, and would partner with Atlassian (and other leading industry experts) to ensure that the development of the precinct was informed by industry leaders and not just government.

The selection of the Site for the proposed development is the result of significant investment and strategic discussion between all layers of government and importantly with industry leaders. The Site is considered suitable for the Atlassian Central development as it achieves the following:

- **Alignment with National, State and Local policy directions** by providing a range of positive economic, social and environment impacts from the creation of a world class Innovation precinct at Central Station. An express objective by Atlassian is to send a signal to the world that Australia is “open for business” in leading the way with technology and innovation.
- **Prioritise high quality commercial office and tourism land uses** which are consistent with the City of Sydney’s vision in the draft Central Sydney Planning Strategy for Central Station and a future commercial core directly adjacent to a convergence of transport infrastructure.
- **The proposal will enhance and transform the existing accommodation offer** - The design will deliver an enhanced visitor reception area and more accommodation (approximately 492 beds). The design will provide new ancillary food and beverage and retail options within the precinct, as well as better ground plane connectivity to surrounding facilities, including the remodelled Central Station precinct and Railway Square. This will transform the visitor experience for YHA guests. The integration of the YHA into the design provides opportunity for on-site, low-cost visitor accommodation. This will be attractive to startup visitors, and education facilities in the nearby precinct. Providing on-site accommodation enhances the innovation linkages between startups and schools, strengthening collaboration and fostering enterprise culture.
- **Provide a number of strong public benefits that are in the public interest** including very significant employment generation (more than 4,000 jobs on-site) which will have a positive, transformative effect on the surrounding precinct, initiatives to encourage new startup companies to co-locate both on-site and within the Innovation precinct, through-site pedestrian links which connect the site and western portion of Central Station to the station concourse, creation of new high quality tourism accommodation, and significant investment in the public domain and ground plane.
- **Built form controls that are contextually appropriate for the highly strategic location and position of the Site.** The proposed building height aligns with the sun access planes which seek to protect Prince Alfred Park from additional shadowing while also sympathetic to the heritage significance of the site and surrounds.
- **Alignment with the built form controls as provided within the draft Western Gateway Sub-precinct Design Guide** which create a strong built form outcome.
- **Provides a very high quality, adaptive re-use of the Parcels Shed**, and will not be seeking to amend the State Heritage Listing applicable to the Site. The proposal has been subject to extensive heritage investigation and assessment as well as consultation with Heritage NSW in delivering an outcome that

not only integrates with its heritage context but sympathetically responds to this context whilst delivering a new chapter in the life of the precinct.

8.2.2. Built Form and Scale

In developing the building envelope for the Site (Block A), as well as Block B (the Dexus-Frasers site), a number of factors were inherent in setting the parameters for which the envelopes were created. This included:

- Solar access to Prince Alfred Park and other key public domain areas;
- Heritage context including setbacks and view corridors;
- Aeronautical limitations;

The Western Gateway sub-precinct Design Guidelines also identify specific design parameters for which development of Block A must respond. The proposed development aligns with these provisions and delivers an outcome which appropriately addresses height, bulk and scale within the context and character of the existing and future redevelopment of the Western Gateway Sub-precinct and broader aspirations for the Central to Everleigh precinct. Specifically, the proposal will:

- Support a building which will improve the quality and amenity of the public domain by creating:
 - Increased pedestrian permeability through the site through the delivery of a new north-south pedestrian link at both the Upper Ground and Lower Ground level (the Upper and Lower Link Zones) which will connect pedestrian movements from Central Walk and the future Central Square in the north to Henry Deane Plaza and the broader Technology Precinct to the south.
 - Creation of a new privately owned publicly accessible landscaped area above the Shed Roof which will also support pedestrian movements to the future over rail development to the east.
 - Enabling the pedestrianisation of Ambulance Avenue and parts of Lee Street.
- Preserves key view corridors, as detailed in **Section 8.6.2** below.
- Will positively improve the mix of land uses on the Site, including the delivery of more than 4,000 jobs on the site, mostly in the technology and innovation industry.
- Respond to the heritage context within which the site is located as well as provide for the sympathetic adaptive reuse of the Parcels Shed.
- While no tower form is currently permissible on the Adina Hotel site, the proposed Atlassian Central building will be setback approximately 23.1 metres from the Adina Hotel/Post Office building to a height of RL70, with a 14.1 metre setback from the Post Office building above RL70. This will provide space around this heritage building and also allow for a potential future tower above the Post Office building subject to planning controls changing to support this additional form.
- The building envelope has adopted a curtilage area above the Parcels Shed which has been selected to correspond to the height of the adjoining Post Office building. This curtilage provides a 9 metre setback from the western property boundary for twice the height of the Post Office building which will respond to the established street frontage height of the Post Office. This will provide a ground plane building response in the absence of a formal street frontage for the site.
- Ensure that the proposed development does not create unreasonable overshadowing and issues of solar access for Prince Alfred Park and other key public domain.
- Meet or exceed best-practice ecologically sustainable development outcomes, which have been developed within the proposed development from the outset.
- Achieve the applicable wind criteria for comfort and safety through the inclusion of several mitigation elements being located above the Shed Roof, including the creation of an enclosed pavilion with green roof. The form of the pavilion has been designed to sympathetically integrate with the Shed Roof and extend the publicly accessible space within the Site, while also providing critical wind mitigation required for comfort and safety wind criteria to be met within the Upper Level Link Zone as well as the Shed Roof/OSD Level landscaped area.

The proposed land uses and a floor by floor breakdown of the GFA, total GFA and FSR are included in the Architectural Plans and Design Report at **Appendix E**.

An analysis of the proposed built form against the applicable development standards and controls has been undertaken in **Section 7.14 to 7.16**.

8.2.3. Façade and building articulation

SEARs Requirement

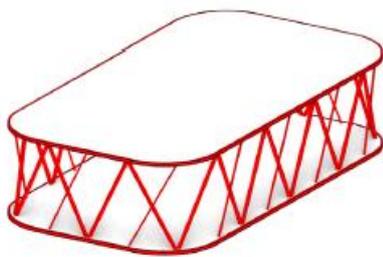
The proposal responds to SEARs item 3, in provided details of the overall façade and building articulation and how this responds to both the environmental and heritage context. The Architectural and Design Report provided at **Appendix E** provides a detailed description of the façade. In addition, the Heritage Visual Analysis appended to the Heritage Impact Statement (**Appendix I**) and the Visual Impact Assessment (**Appendix S**) also provide detailed analysis of the proposed development, particularly how it sits within and responds to its context.

Assessment

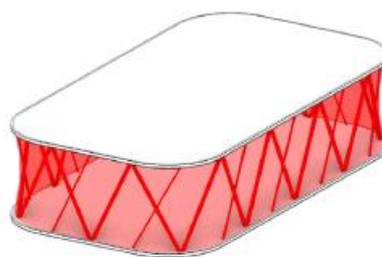
The façade of the proposal is made up of a number of elements which give the building its sophisticated, aero-dynamic form and articulation. In addition, the various elements that form the façade also result in several design and performance outcomes which contribute to the overall success of the design.

The facade is made of five key elements as described in Figure 31 below.

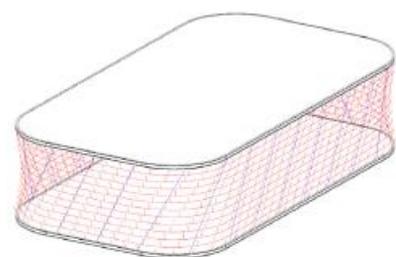
Figure 31 Façade Elements



9.8 FIGURE 1 - HABITAT STRUCTURE EXOSKELETON



9.8 FIGURE 2 - STRUCTURE WRAPPED, DOUBLE CURVED SURFACE



9.8 FIGURE 3 - FABRIC WEAVE, HORIZONTAL AND STAGGERED VERTICAL



9.8 FIGURE 5 - WT-01A EXTERIOR OPERABLE FACADE AT NORTH, WEST SIDES



9.8 FIGURE 6 - WT-01B EXTERIOR FACADE AT EAST, SOUTH AND SW CORNER SIDES

Source: SHoP BVN

Façade performance has been critical to the success of the design and has sought to manage a number of factors in order to influence the overall energy demand of the building. These factors include daylight autonomy, thermal comfort, energy efficiency, glare and shadowing.

To deliver a high performing design which responds to environmental considerations, a double layered façade is proposed throughout most of the building. The eastern and southern facades of office floors have a thermal IGU enclosure near the innovative mechanically ventilated spaces.

The double skin component of the façade performs a variety of critical functions including:

- Providing fresh air to the natural ventilated spaces
- Mitigates strong winds
- Self- shades to reduce heat gain
- Generates clean energy through the integration of photovoltaic arrays with the shading system itself.

Within each habitat, secondary thermal and weather enclosures are strategically located to maintain desired levels of thermal comfort, humidity, and fresh air.

The ability to provide naturally ventilated zones within the development is reliant on the double skin façade system that has been developed for this proposal. The exterior facade functions as a barrier for rain and wind while the interior facade forms the functional thermal envelope. The space between the two facades is naturally ventilated through a stack effect system that lets the air flow in-and-out of the space through bottom and top louvres. This air cools the space in the zones between the two facades and the space adjacent to it, beyond the thermal facade.

The maintenance strategy to the external façade of the tower is to be provided by Building Maintenance Unit (BMU) cradle mounted on the roof.

Carefully placed sensing devices and actuators will communicate with the Building Management System (BMS) to maximise internal comfort and also maintenance requirements and preventative diagnostics.

Lower level access and maintenance strategies are achieved by a combination of BMU cradle, cleaning pole and compact scissor lift platforms.

The ESD Report provided at **Appendix Q** provides further detail of the façade system and its contribution to the ESD principles and outcomes delivered by the development.

Figure 32 View south showing slender tower form.



Source: SHoP BVN

The zone between the tower and Parcel Shed responds directly to the draft Design Guide and requirements for this area to respond to the heritage context of the existing Site. This was a key element of the scheme which was considered successful by the Design Competition Jury and which has been retained and further developed in the scheme submitted as part of this SSDA.

The slenderness of the tower when viewed from the Western Concourse of Central Station looking south, helps the tower form comfortably sit within its surrounds, which in the future will also form part of the broader Western Gateway Sub-precinct.

Conclusion

The proposed façade delivers both an elegant design that contributes to and engages with its surrounds whilst also achieving a range of environmental performance outcomes. The façade system assists the tower in achieving a slender form with nuanced articulation that contributes and responds to the anticipated scale and form of the existing and future built environment within this precinct.

8.2.4. Design Excellence

SEARs item 2 requires that the EIS be accompanied by a design excellence report prepared in consultation with the GANSW and the City of Sydney Council.

The proposed development is the winning entry of a Competitive Design Process undertaken in accordance with clause 6.21 of the Sydney LEP 2012, the *City of Sydney Competitive Design Policy 2013* and the *Draft Government Architects Design Excellence Competition Guidelines* following the commencement of exhibition

of the Western Gateway Sub-precinct Planning Proposal which included the draft Western Gateway Design Guide.

The Competitive Design Process was undertaken in accordance with the approved Design Excellence Strategy in **Appendix F** and in accordance with the Architectural Design Competition Brief prepared by Urbis and endorsed by the GANSW on 14 October 2019.

Out of five competitors, the Jury resolved that the SHoP and BVN scheme best demonstrated the ability to achieve design excellence.

The Jury identified a number of elements as contributing to the success of the scheme, and several matters which were to be further considered and refined as part of the subsequent design development. A response to each of the Jury Recommendations is provided in Table 11 below. The subsequent design evolution is discussed in **Section 8.2** with supporting verification from the Jury that the design integrity of the winning competition scheme has been maintained, as outlined in the Design Integrity Endorsement at **Appendix H**.

Table 12 – Design Competition Jury Recommendations and Response by SHoP & BVN

Jury Recommendation	Comment
<p>1. Design elements strongly supported in the scheme that should be retained in order to achieve Design Excellence:</p>	
<ul style="list-style-type: none"> ▪ The design and layout of the YHA levels of the building exhibit design excellence and are strongly supported by the Jury, particularly: <ul style="list-style-type: none"> – The democratic access to services and amenities. – The simple modulated approach. – The scale and proportion of the atrium space which demonstrate a good human scale. 	<p>The overall block and stack of the tower has been slightly adjusted from the competition submission, noting that the total envelope is still within the approved envelope approved in accordance with the Planning Submission for the “Western Gateway Sub-Precinct Block A, Railway Square 8-10 Lee Street”.</p> <p>The design maintains the integrity of the competition proposal, with communal YHA facilities located at Level 1 in a fully mixed mode, natural ventilated ‘outdoor’ environment designed to be ‘quintessentially Sydney’. The accommodation levels located on Levels 2 to 6 maintain the modular approach. The void has been adjusted in response to safety, environmental and code compliance requirements, though still includes visual and spatial connectivity along with the primary stair vertical circulation to the north of the core.</p>
<ul style="list-style-type: none"> ▪ The location of the “Town Hall” concept at the intersection of the low rise and high rise lift cores is strongly supported. It provides equitable access to the commercial levels within the building and exhibits Design Excellence. 	<p>This is maintained in the scheme.</p>
<ul style="list-style-type: none"> ▪ The ‘double skin’ façade arrangement enables the sustainability and workplace ambitions to be realised. This exhibits Design Excellence and should be retained for both aesthetic design reasons and to help minimise reflectivity from the façade glazing onto surrounding public spaces and transport corridors. 	<p>This is maintained, albeit refined to suit environmental and structural requirements. Reflectivity of the facade has been analysed and is described in Section 8.11 and in the Reflectivity Analysis provided at Appendix V.</p>

Jury Recommendation	Comment
<ul style="list-style-type: none"> The detailing with regard to the operable louvred elements are strongly supported and the Jury encourages further refinement and detailing to address the natural ventilation aspirations of the project. 	<p>The natural ventilation aspirations of the project have been maintained, though refined in detail in response to environmental and structural requirements. This includes acoustic and safety issues as they relate to the eastern facade overlooking Central Station.</p>
<ul style="list-style-type: none"> The soft, aerodynamic form and overall proportions of the building (including faceted glass) in both plan and elevation are to be maintained. 	<p>This has been maintained as a characteristic part of the tower composition.</p>
<ul style="list-style-type: none"> The Jury strongly support the spatial condition of inverted timber framed stepped back floorplates and landscaping elements within the facade, and this should be maintained. 	<p>This has been maintained to the most highly visible north and west elevations. The south and west façades have required adjustment in response to satisfying the environmental and workplace requirements of the tower.</p>
<ul style="list-style-type: none"> The colour, shape, tones and textures illustrated on Page 36 of the Design Statement are strongly supported for incorporation into the final design subject to satisfying relevant requirements. 	<p>The muted colours depicted in the Northern elevation as shown on Page 36 of the SHoP & BVN Design Competition Design Statement are largely maintained within this SSDA submission. Refer to Appendix 12.9 of the Architectural and Design Report provided at Appendix E for a detailed description of tower finishes and colours.</p>
<ul style="list-style-type: none"> Maintain the proportions of the floors and truss levels. 	<p>Refinements of the cross-section block and stack, as well as refinements of the overarching structural solution has required slight adjustment to the setout of the levels and truss. Although refined, the overall character of the tower is unchanged.</p>
<ul style="list-style-type: none"> The breathing room (air space) that the scheme allows around the heritage buildings is generally supported. Further design development is required for structural column placement and the interface with the YHA roof form. 	<p>The airspace between the tower soffit and the former Parcels Shed is generally in accord with the competition submission. The soffit of the tower is maintained at RL40.0 while the proposed publicly accessible space over the former Inwards parcel Shed is at RL30.00 which will align with levels proposed with any future development over Central Station. The structural columns have been located inside the face of the shed facade and away from the Central Station Heritage building. The 'breathing room' between new and old volumes remains as per the competition submission.</p> <p>Development of the structural solution has ensured the northern twin columns have been located symmetrically within the Parcel Shed structure and form, even though the overhead tower loads aren't symmetrically loaded through the primary core. This has ensured that the primary view from the Central Square of the columns relationship with the Parcel Shed is maintained as per the competition submission.</p>

Jury Recommendation	Comment
<ul style="list-style-type: none"> ▪ The location of the core within the Shed is generally supported as it does not result in a forced programming of this space. As much of the Shed structure and materiality as possible should be retained, so that the unique, utilitarian character of the shed is still understood within the new development. 	<p>The scale and layout of the core has been subject to development with respect to structural loadings, workplace circulation, lobby circulation and Parcel Shed adaptive reuse. In response to the high lateral structural loadings through the core, east-west walls have required strengthening and lengthening, necessitating the circulation/access to the lift lobbies also matching this orientation. This has also required the dedicated YHA lifts being located at the south of the core. Consequently, the lobby circulation paths differ from the competition submission, whilst maintaining the intent for Atlassian and YHA arrivals to be integral with the public realm of the Link Zone.</p> <p>The final core design has ensured the overall east-west dimension is as short as possible and located centrally within the existing shed timber structure. While the north-south dimension is slightly longer than the competition scheme, it too is coordinated to be located 'inside' the Parcel Shed frame to ensure the northern, southern and western parts of the shed, including the full length of the western eaves, remain intact albeit rebuilt as part of the adaptive reuse process.</p>
<ul style="list-style-type: none"> ▪ Fine grain activation of the ground plane link zone 	<p>The intent of an integrated ground plane at both upper and lower levels has been maintained. Detailed considerations relating to TfNSW and BCA requirements have determined a concrete floor structure be used, the strategy of a transparent and highly activated public realm is maintained.</p>
<p>2. Design development related to the following matters is required:</p>	
<ul style="list-style-type: none"> ▪ Design Integrity is to be maintained whilst managing project budget constraints. 	<p>The scheme has been refined in response to all project constraints including budget, with the Design Integrity being maintained.</p>
<ul style="list-style-type: none"> ▪ A clear understanding of entry and address for both YHA and Atlassian is to be incorporated. 	<p>Clear wayfinding, identity and arrival paths for both Atlassian and YHA have been refined and clearly demarcated. Refer to the Architectural and Design Report at Appendix E for more detail.</p>
<ul style="list-style-type: none"> ▪ Resolution of the shape, materiality and form of the Shed is required to ensure legibility. 	<p>Refinement of the scheme has ensured that the Parcels Shed is clearly understood and enjoyed as an essential part of the overall composition. Its legibility as a complete form when viewed from the north, west and south is maintained and enhanced.</p>
<ul style="list-style-type: none"> ▪ The Upper Ground level requires further resolution to achieve a better, more 	<p>The plan of both upper and lower levels has been refined in response to Atlassian and YHA Brief's and</p>

Jury Recommendation	Comment
<p>dignified form and use, whilst providing the security requirements for the tenants/visitors and public.</p>	<p>influenced by the desire to maximise engagement with the broader community and activation of the public realm whilst ensuring security of the lifts is provided. The 'Twin Lift' system, (selected for its smaller than typical core footprint) necessarily requires the Atlassian Lobby to be located over 2 levels. Combined with the reconsidered core orientation, the upper and lower level spaces to the east of the core now serve as lift lobby vestibules, while the north and south shed volumes serve as the primary identity and circulation spaces.</p>
<ul style="list-style-type: none"> ▪ The gesture of the 'bleacher' on the roof of the Shed is supportable as an idea (subject to heritage considerations) however it requires further much resolution should this element be incorporated. 	<p>The utilisation of the Shed roof, and its potential for connection to the future Central Station OSD has been developed and presented to Heritage NSW and the Heritage Council. The proposed OSD level above the Shed is presented as a privately owned publicly accessible space which can connect into the future Central Station OSD deck at RL30.</p> <p>Details of the scheme are described elsewhere in this submission. In addition to the design intent described in the competition submission, the design of the roof level, along with the extended public realm and tower neighbourhoods have now all embedded ideas, material and detail as a response to the Designing with Country Framework. Refer to Appendix item 12.3 Design with Country within the Architectural and Design Report at Appendix E.</p>
<ul style="list-style-type: none"> ▪ Resolution of greater daylight access at the Lower Ground level within the link zone. Reference is made to Clause 3.1.2 of the Design Guidelines. 	<p>TFNSW requirements for the Link Zone have required reconsideration of the structure, materiality, and detail. The scheme now includes a Level 2 concrete floor structure with a decorative soffit that has association with the original jack arch structure of the Parcel Shed. A series of floor/roof lights are integrated into the jack-arched soffit composition that matches the setout of the existing Shed. Additionally, the western edge of the concrete floor is held short of the existing boundary wall on the Adina Hotel site, allowing for significant daylight levels to fall to the lower level (across the vertical surface of the heritage wall). This detailed consideration of adaptive reuse maximizes the sense of openness and light in the lower level.</p>
<ul style="list-style-type: none"> ▪ Strong consideration is required with regard to pedestrian movements through the link zone, both now and when the Central Walk is opened. 	<p>The scheme responds to detailed pedestrian modelling where variables assume a load capacity for the year 2056. This includes pedestrian volumes predicted with the completed Dexus-Frasers development to the south,</p>

Jury Recommendation	Comment
	the opening of Central Walk to the north and the completion of the Central Station OSD.
3. Satisfactory resolution of the following:	
<ul style="list-style-type: none"> ▪ Design development is to ensure that glare and reflectivity are satisfactorily addressed to limit any impacts on the public domain (not just roads), both immediately surrounding the site and on the periphery. 	<p>Glare and reflectivity of the facade have been analysed and in described in the accompanying External Reflected Glare Assessment report prepared by Inhabitat (Appendix V).</p> <p>The assessment has found that while glare does exceed the performance criteria at various times throughout the year, direct glare is the dominant source of glare in each of the scenarios assessed. Therefore, the reflected glare from the façade does not result in glare that would not already be experienced by the observer due to direct glare. Therefore, the proposed building façade with a 20% visible reflectance does not result in unacceptable reflected glare.</p>
<ul style="list-style-type: none"> ▪ Shadowing of Prince Alfred Park should be consistent with the sun access plane controls contained within Sydney LEP 2012. Opportunities to further reduce overshadowing impacts are encouraged to be explored, noting that it is not expected that such measures would necessarily impact on proposed GFA. 	<p>Detailed assessment of the sun access plane controls have been undertaken (jointly with the City of Sydney) and compliance is achieved, with the exception of 1 minute at 1.59pm on 21 June where filtered light is cast from the balustrades at the Crown of the building. This is discussed in detail in Section 8.6.1 below.</p> <p>Opportunities for further reduction have been considered, though hasn't been possible without impacting negatively on the proposed GFA.</p>
<ul style="list-style-type: none"> ▪ A façade cleaning regime and maintenance strategy is to be demonstrated. 	<p>The facade cleaning regime is described in Section 9.9 of the Architectural and Design Report at Appendix E.</p>
<ul style="list-style-type: none"> ▪ Appropriate resolution with regard to the management of wind impacts at ground level. 	<p>A wind report has been prepared on the proposed design. Refer to the Wind Report provided at Appendix T for further information. There have been coordination meetings with Dexus-Frasers and Arup, their wind consultant, to confirm key test spots to the Upper Link Zone. Further coordination with the Dexus-Frasers design team and TfNSW is required to coordinate a compliant wind design.</p>
<ul style="list-style-type: none"> ▪ The location of the pedestrian bridge through the future third square is not supported in its current location, and the entire third square interface requires further resolution. 	<p>The Design Team has had ongoing discussions with TfNSW to ensure this SSDA submission satisfies immediate on-site works whilst enabling and contributing to future, off-site works including the pedestrian bridge planned for the third square (Central Square). We understand the final location of the future bridge will be part of ongoing considerations by the</p>

Jury Recommendation	Comment
	TfNSW design team, and works described in this SSDA do not preclude any possible locations.

The DIP supported the following elements of the scheme:

- *Lowering of Tower soffit to RL 39m*
- *Eastern pavilion above shed roof and its resolution of wind impacts in this area.*
- *Resolution of lower link zone form and materiality*

The DIP identified the following aspects of the scheme to require further consideration and resolution through the design development process:

- *Glass Balustrades – Further resolution is required for the following areas with respect to the use of glass balustrades.*
 - *Tower – Resolution is required to ensure the glass balustrades proposed at the crown of the tower for wind protection do not encroach on the sun access plane. Tolerance is to be applied with respect to wind mitigation measures.*
 - *Shed Roof – Wind mitigation measures should be of a high design quality and respond appropriately to the heritage interface of the site. Extensive reliance of glass balustrading was not supported, other, more heritage sensitive approaches are to be explored.*
- *External Staircase – Need to further consider the resolution of the external staircase located on the southern elevation of the shed, particularly if it is to remain as a more permanent structure, due to the potential visual impact on the readability of the shed.*
- *Materiality and finish of tower soffit – Further resolution of the underside of the tower to be explored.*
- *Future precinct integration – Safeguarding the site for integration with the broader redevelopment of the precinct in particular connection with the future third square, as well as the southern interface.*
- *Northern elevation of the Shed – Further resolution is to be explored for the northern elevation of the shed to ensure the internal shed structure remains visible and legible whilst managing the internal comfort of the Atlassian lobby.*

A response to each of the items raised by the Jury is provided at Appendix 10.2 of the Architectural Design Report provided at **Appendix E**.

The DIP made the following closing comment on the design development of the scheme:

The Panel commend the design team and client on the work undertaken so far. They are satisfied with the level of resolution and design development of the scheme and believe the design as presented maintains the design integrity of the competition winning scheme. The Panel support the design, subject to consideration of the above items.

Therefore, the consent authority can be satisfied that the proposed development continues to demonstrate design excellence in accordance with the original Design Competition scheme and as per the Jury recommendations.

8.2.5. Shed Roof / OSD Level

The proposal as aims to maximise open space and landscaping within and surrounding the Site. An opportunity was identified during the Design Competition phase by SHoP/BVN to create a privately owned publicly accessible space above the Shed Roof, and what is referred to as the OSD level.

Through the design development process during the preparation of the SSDA design package a number of factors were considered to determine the design and composition of this space. The iterative design process

considered a design response which respected and celebrated the heritage significance of the Parcels Shed, the creation of a pedestrian link over the Parcels Shed roof to the future over rail development to the east, meeting wind comfort and safety criteria within the Shed Roof open space and Upper Link Zone, and ensuring the design was architecturally integrated with the overall development.

To ensure the space addressed each of the above requirements and was also an active space the following elements were incorporated into the design:

- Stairs at the southern end of the Parcels Shed up to the Shed Roof/OSD level.
- Lift access from within the Parcels Shed to the Shed Roof/OSD level.
- Tiered seating on the western side of the Parcels Shed.
- Green roof along the roof edge
- A pavilion structure on the eastern side of the Parcels Shed at RL30 which will support active uses and provide needed wind protection for the other components of the OSD Level and the Upper Level Link Zone.

The combination of these elements will create a vibrant open space area which will be useable through different environmental conditions. The pavilion has been designed with operable sides to be naturally ventilated when the climate allows and has a green roof to connect it with the landscaping around the Roof Shed and tower core.

Figure 33 Views of Parcels Shed Roof



Picture 28 Parcels Shed Roof / OSD Level Perspective viewed from south-west



Picture 29 Parcels Shed Roof / OSD Level Perspective viewed from south-east

Source: SHoP/BVN

The location of the pavilion on the eastern side of the Parcels Shed Roof reduces the visual dominance of the structure from the Link Zone and tucks it behind the core structure when the Parcels Shed is viewed from the key heritage viewpoint of Railway Square to the north. Landscaping ties the whole OSD Level together and contributes to wind mitigation and providing protection from the sun in warmer months.

While 3.1.2(9) of the Western Gateway Sub-precinct Design Guide limits the underside of the tower building to no lower than RL40, the OSD Level does not form part of the tower structure and is not architecturally linked to the tower form. The OSD Level forms part of the Parcels Shed and its adaptive reuse. As the pavilion is located on the eastern side of the Parcels Shed it maintains a strong visual separation between the Parcels Shed structure and the Atlassian Central tower.

Figure 34 Conceptual Image of Upper Link Zone and Parcels Shed Roof



Source: SHoP/BVN

Accordingly, the OSD provides positive built form and amenity outcomes for the Site and surrounding publicly accessible spaces, and the adaptive reuse of the Parcels Shed, and is consistent with the relevant design principles for the Site.

8.2.6. Crime Prevention Through Environmental Design

SEARs Requirement

SEARs Item 3 requires the EIS to address Crime Prevention Through Environmental Design (CPTED) principles.

A CPTED Report has been prepared by NDY to address the potential for anti-social and criminal behaviour within the public domain on the site and more broadly within the Western Gateway Sub-precinct. The CPTED Report is provided at **Appendix X**.

Methodology

The CPTED report has drawn from the Crime Prevention and the Assessment of Development Applications Guidelines under section 4.15 of the EP&A Act. The proposal has been assessed against the CPTED Principles being, natural surveillance, Natural Access Control, Territoriality, Social Cohesion, Threshold Capacity, Community Culture and Connectivity.

Assessment

NDY have conducted a comprehensive Crime Prevention Through Environmental Design assessment of the Atlassian Central development. The assessment has reviewed natural access control, natural surveillance, and territoriality aspects of the site, and notes areas for potential improvement. The assessment has included the basement, public areas, YHA, tower floors, and roof levels.

Table 13 – CPTED Design Assessment

Component	Assessment
Precinct Connectivity	The Atlassian Central development is well connected with the surrounding precinct, providing clear pathways of travel between key areas such as public transport, food and beverage outlets, and other parts of the inner city.

Component	Assessment
	<p>Atlassian Central is part of Central Tech precinct which has three phases of development. On Day 1, Atlassian is the only development realised within the Western Gateway Sub-Precinct. On Day 2, the following developments are to be realised: Dexus-Frasers, Central Walk and Toga / Henry Deane Plaza. On Day 3, the development of the wider Precinct: The Central Square, The OSD and the pedestrianisation of Lee St are provided.</p> <p>From a Crime Prevention through Environmental Design perspective, the Day Two Scenario, Option 2 and 3 are preferred. These scenarios provide the most opportunity to deter opportunistic crime through passive security approaches, and most readily support CPTED principles.</p>
Basement Levels	<p>The level two basement has limited CPTED considerations and is generally configured appropriately for such a location within a building.</p> <p>Access to these levels will generally be by contractors and building facilities staff and as such require less consideration from a crime prevention perspective. Given the future phases that will connect this basement to other buildings, it is important to have clear territoriality and robust security measures in place at Day 1.</p> <p>The level one basement however is where staff will arrive for the EoTF which makes this a semi-public space; it has multiple entry and exit points. The configuration of the level one basement generally supports good wayfinding and the path from the lifts, the pedestrian stair, and the end of trip facilities appears appropriately defined.</p>
Public Areas	<p>The public areas of the Site are extensive. For the purposes of the assessment, NDY have considered 'public areas' as those that are on the ground plane or could be accessed during business hours by anyone without having to proceed through a security control point (i.e. card reader, turnstile, etc).</p> <p>Overall, the configuration of the building lobby is appropriate from a crime prevention perspective, however the location or presence of a reception is not evident at this stage of the design. It would be recommended that an official presence is provided to the lobby to provide natural surveillance and enforce passive guardianship of the space. The split-level lobby needs to have clearly defined zones to ensure people know where to go, reducing misuse of spaces and security and safety consequences.</p>
YHA Typical Level	<p>NDY have reviewed a typical accommodation floor for the YHA levels to provide some high-level recommendations to reduce opportunistic crime in these areas. Generally, the accommodation levels provide good natural surveillance along the corridors, and the interconnecting stair will encourage activity between floors.</p>

Component	Assessment
Tower Floors	In review of the tower floors (office levels) there are limited crime prevention observations. Generally, these locations will have ongoing activity and are by design open and accessible. Due to the unique arrangement of these floors with interior, semi-interior, and exterior zones, consideration should be given to accidental and deliberate security incidents relating to thrown or dropped objects from the building.
Tower Roof Levels	<p>The tower roof levels present a unique mix of exterior, office, and plant spaces from Level 36 through 39.</p> <p>These areas of the building present some opportunities to maximise crime prevention in the architectural design. For most of these floors, the key opportunity is to maximise natural surveillance to outdoor and interior areas that have arisen due to architectural arrangements.</p>

Conclusion and Mitigation Measures

The report has found that the proposed building design provides substantial crime prevention elements, with some opportunities for improvement at this design stage. Key recommendations for the development include:

- Ensure robust physical security at future common/shared basement level.
- Reception areas need to be defined – formal presence required in lobbies
- Pedestrian turnstiles should be planned (Day 1 or future) for office lobbies.
- Reduce ‘dead areas’ that have limited functional purpose at this stage of the design
- Consider thrown or dropped object from the building exterior locations.
- Vegetation choice in the outdoor areas should reduce the potential for object concealment.
- Review fire stair access arrangements, ensure territoriality and safety for persons within.

Additional recommendations are included in the CPTED report provided at **Appendix X**.

8.3. INTEGRATION WITH SURROUNDING AREAS

SEARs Requirement

SEARs Item 4 requires the EIS to demonstrate how the proposal responds to the vision for the Central Precinct and the Western Gateway Sub-precinct and ensures the ongoing operation and servicing of Central Station in the short, medium and long term.

Assessment

A staged approach is proposed for the proposal and the public domain in particular in to ensure that the public domain acts as the common connecting fabric between adjacent sites including the Western Gateway Sub-precinct, the future over-station connection between Henry Deane Plaza and Devonshire Street and the wider redevelopment within the Central Precinct.

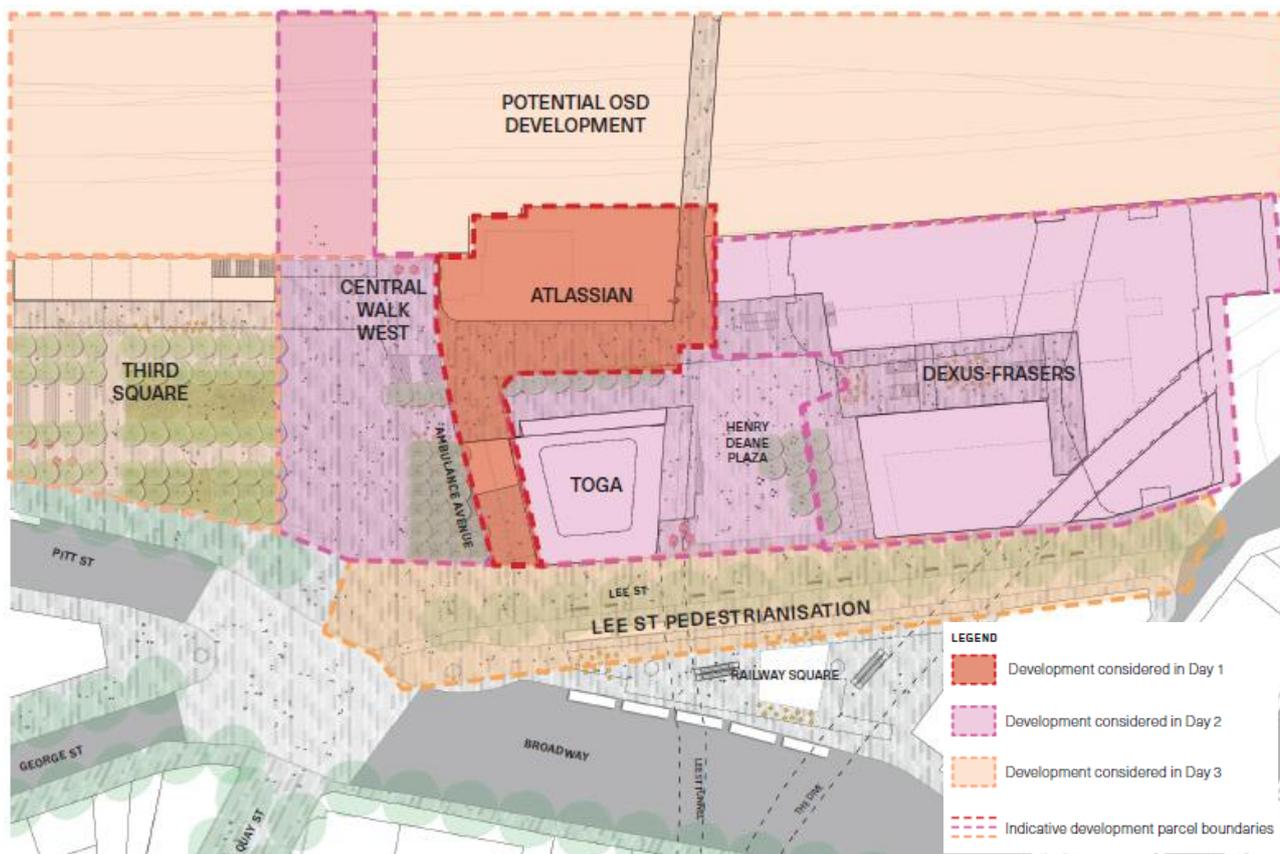
The proposed staging is set out in the Design Report prepared by SHoP, BVN and Aspect Studios, provided at **Appendix E**, and is reproduced below:

- On **Day 1**, it is assumed that the Atlassian Central development is the only development realised within the Western Gateway Sub-precinct. At this point, the project needs to be a fully self-sufficient

development; including a separate basement and access (via Lee Street) and provide safe and connected access for bicycles and pedestrians to both Atlassian and YHA.

- On **Day 2**, it is assumed the opening of Central Walk (TfNSW), redevelopment of the south site (Dexus-Frasers) and the potential redevelopment of the Adina Hotel and Henry Deane Plaza (TOGA).
- On **Day 3**, it is assumed the completion of the city's 'Third Square', OSD and the pedestrianisation of Lee Street as an extension of the George St pedestrian boulevard.

Figure 35 Western Gateway Sub-precinct Staging Plan



Source: Aspect, Public Domain Plan

This SSSA proposes works for Day 1 only, however the Day 2 and Day 3 scenarios have been considered in all design development to ensure the design integrates with future stages of development with the Western Gateway Sub-precinct and the broader Central Precinct.

The public domain design approach for the Atlassian site considers all potential future developments that may have an impact on it in the immediate and long-term future and sets in place a framework that is resilient and adaptable, focusing both on the identity of the wider precinct and the specific character of the Atlassian development.

The proposed vehicular and pedestrian access as well as design and stormwater drainage design have followed this staging as confirmed in the Transport Impact Assessment (**Appendix M**) and Civil Report (**Appendix R**) to allow for integration with future development.

Integration with the surrounding area has also been considered from a heritage perspective and is discussed further in **Section 8.5** of this EIS.

Conclusion

The proposal has been designed to connect with future developments within the Western Gateway Sub-precinct and wider Central Precinct redevelopment, thereby establishing an integrated and cohesive public realm for the broader Sydney community in accordance with NSW Government and local strategic planning frameworks.

8.4. PUBLIC DOMAIN

SEARs Requirement

SEARs Item 5 requires the EIS to demonstrate how ground level uses are configured to provide safe and active street frontages and provide visual interest to the public domain.

The public domain strategy is described in the Design Report prepared by SHoP, BVN and Aspect, provided at **Appendix E**.

The Design Report illustrates the various public open spaces through the different stages of the development, pedestrian movement patterns through these spaces and how they will link to the wider precinct. Planting, materials and finishes palettes are also included.

The public domain drawings clearly identify the public, semi-private and private components of the proposed development and provide a landscaping strategy for each.

Assessment

The following public domain components are proposed:

Public Realm

The building features a two-storey base containing lobbies and retail tenancies which will create an active street frontage. The Lower Ground level is accessible by pedestrians from Ambulance Avenue in the north, Henry Deane Plaza in the south, and the proposed Link Zone in the west. The Upper Ground level is accessible by pedestrians via the proposed Link Zone in the west. It is noted that while these entries will be built as part of this SSDA, they are not proposed to become operational until Day 2 when the Link Zone can extend through to the redevelopment of the Dexus-Frasers site.

Link zones

The Link Zone is a publicly accessible TFNSW asset which traverses the Atlassian Central site. On Lower Ground, the link zone connects Ambulance Avenue and Henry Deane Plaza. On the Upper Ground, the Link Zone is accessed from Lee Street on the north (via existing ramp) and from Henry Deane Plaza on the south (via existing stairs). It also provides private vehicular access to B1 and B2 through an existing ramp accessed from Lee Street.

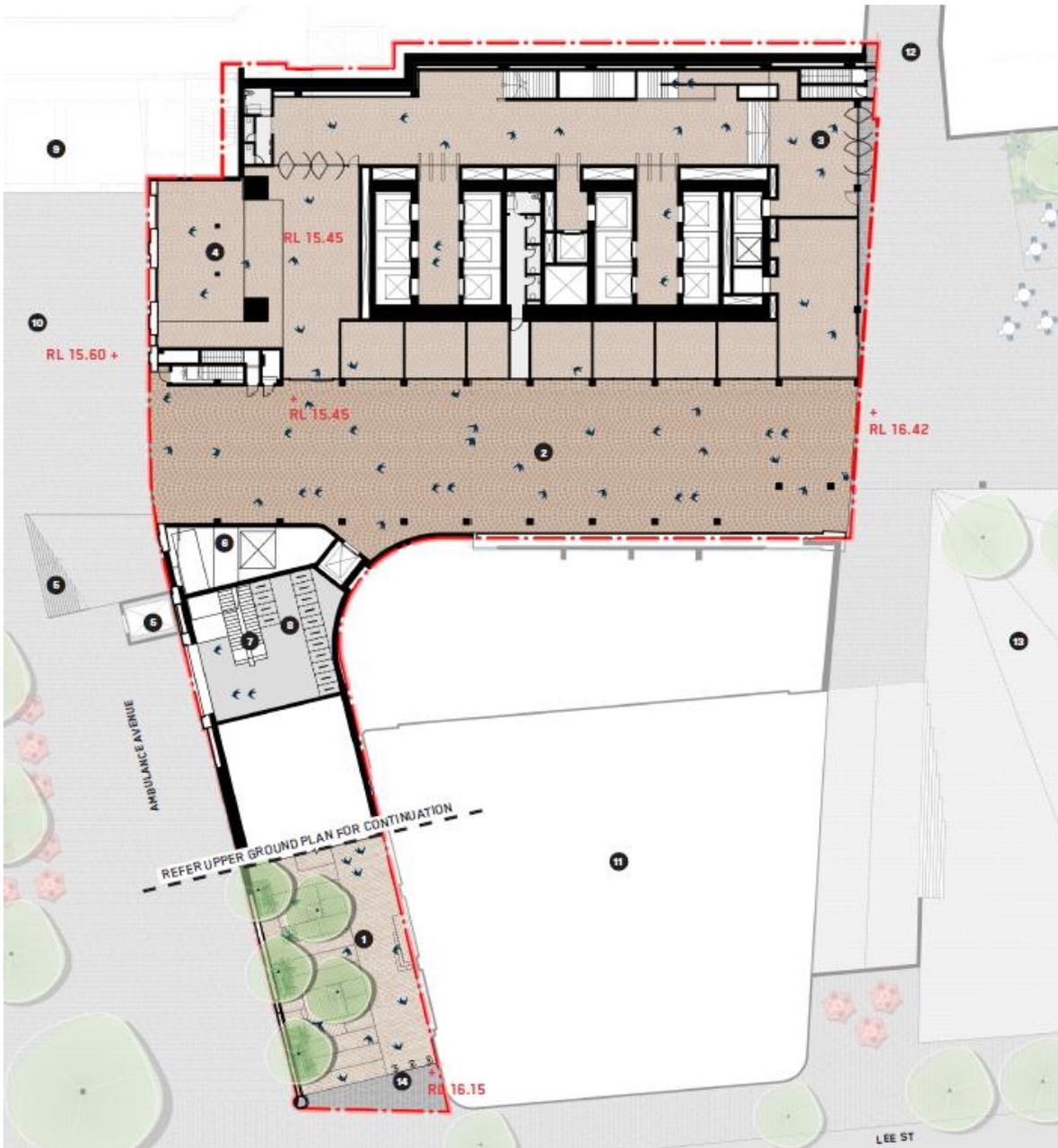
On **Day 1**, the Lower Level Link Zone is not yet characterised as a piece of public domain. In this stage, access to EOT facilities in the basement is through a set of stairs that will be demolished in Day 2.

From **Day 2** onwards, the Lower Level Link Zone (RL 16) becomes a major pedestrian connection, linking Central Walk and Henry Deane Plaza.

The space is characterised by a clear thoroughfare, flanked by retail activation to both sides. Natural light pierces through via skylights in the ceiling and an opening along the heritage wall to Adina.

Access to EOT facilities in the basement is organised through an existing entry in the heritage wall.

Figure 36 Lower level Link Zone (RL 16), Day 2



Source: Aspect, Design Report

On **Day 1**, the Upper Level Link Zone Ramp is compromised by a dive structure into the basement of the tower. This will be demolished by Day 2, along with the stair on the southwestern end of the Lower Level Link Zone.

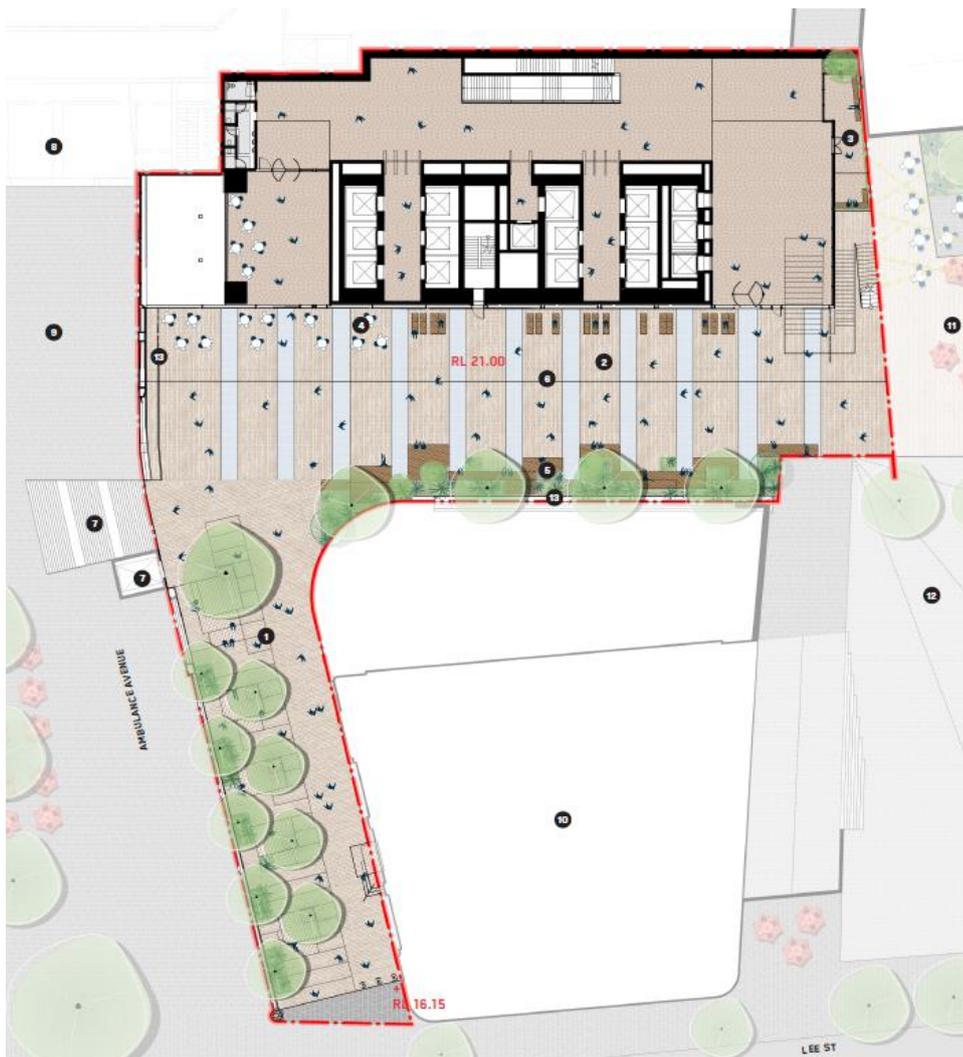
On **Day 2**, the landscape design for Upper Link Zone Ramp and RL21 is to be completed.

The Upper Level Link Zone is characterised by two main areas: the flat upper area at RL21, interfacing with the shed, and the ramp leading up to it from Lee St.

The overarching concept of this public space is guided by the following principles:

- Designing with Country: a track leading up from Lee St along the ramp to RL21
- A reclaimed landscape: a journey flanked by mature trees and abundant planting
- Informal occupation: outcrops along the track invite people to meander and pause
- Materiality: a solid plinth up to the RL21 datum and a transition to lightweight structures above

Figure 37 Upper Level Link Zone (RL 21), Day 2



Source: Aspect, Design Report

Inward Parcels Shed

The existing heritage-listed Inward Parcel Shed will be adaptively reused as part of the entrance lobby for the proposed development.

The Shed Roof will be accessed privately through tower elevators and by stairs located in the south side. The roof includes a gathering space in the east side at RL30, which can be linked to proposed future development and OSD bridge over the rails. The Shed Roof also includes seating steps in the west side that follow the slope of the heritage roof line. The landscape and hardscape surfaces are currently under development.

An enclosed pavilion with green roof is proposed above the Shed Roof to enable the proposal to achieve the applicable wind criteria for comfort and safety, in association with several other wind mitigation elements. The pavilion will have operator-controlled openings for when wind conditions are favourable.

The form of the pavilion has been designed to sympathetically integrate with the Shed Roof and extend the publicly accessible space within the Site, while also providing critical wind mitigation required for comfort and safety wind criteria to be met within the Upper Level Link Zone as well as the Shed Roof landscaped area.

Conclusion

The proposed public domain strategy will vastly improve pedestrian connections and the quality of the public domain within and around the site whilst preserving and promoting the heritage significance of the site. The proposed development will anchor the Western Gateway Sub-precinct and raise an icon on the skyline that

will serve as a signpost for the newly activated, 24/7 precinct. It is therefore demonstrated that the proposed development contributes to the objective of the Central and Western Gateway Sub-precinct.

8.5. HERITAGE IMPACTS

8.5.1. Conservation Management Plan

SEARs requirement

SEARs Item 11 requires the preparation of a Heritage Conservation Management Plan (CMP) that includes any heritage item on the site, paying particular attention to the Parcel Shed and the Adina Hotel as part of the State heritage listed Central Railway Station and associated buildings. The CMP should address compliance with any relevant Conservation Management Plan, particularly the Central Railway Station CMP.

A Conservation Management Plan has been prepared by Urbis and is provided at **Appendix J**. The Conservation Management Plan addresses the Former Inwards Parcel Shed and the policies in the broader Central Station Conservation Management Plan. A separate Conservation Management Plan is being prepared by Toga for the former Parcels Post Office (Adina Hotel). This CMP is not yet publicly available and as such an assessment against the policies within the work-in-progress CMP has not been included in Urbis' CMP.

Methodology

The CMP has been prepared in accordance with the NSW Heritage Manual (1996), the Australia ICOMOS Burra Charter (2013) and the Conservation Policy by James Semple Kerr (2000).

This Conservation Management Plan supersedes the following CMP previously prepared for the Former Inwards Parcels Shed:

- Godden Mackay Logan, Inwards Parcels Shed, Sydney Terminal, Conservation Management Plan (September 1999).

As the Site is located within the state heritage register listing for Central Station, this CMP should be read in conjunction with and is supplementary to the 2013 CMP prepared for Central Station.

For the purposes of the CMP, the subject site includes the building known as the Former Inwards Parcels Shed, the Former Small Parcels Bagging Room (now occupied as Gate Gourmet) and Upper Carriage Lane. The site excludes Ambulance Avenue (Lower Carriage Lane) and areas of the lower ground floor located directly underneath the Former Inwards Parcels Shed which include tenancies accessed off the Devonshire Street Tunnel, the fire escape passage, communications, garage and mechanical rooms. The CMP includes the brick and stone retaining wall which separates Ambulance Avenue (Lower Carriage Lane) from the subject site and extends along the northern boundary.

Assessment

The CMP provides an overview of heritage opportunities and constraints specific to the Former Inwards Parcel Shed, as well as conservation policies and guidelines to assist in the management of the site's heritage values.

The Parcels Shed property has been assessed to have historical, representative, archaeological, rarity and associative heritage values. The Former Inwards Parcels Shed is a contributory element within the broader Central Station heritage item and contributes to the state level of heritage significance for this precinct.

The Parcels Shed has historical significance for its association with the broader Central Station parcel area's operations and functionality, and the historic role of the railway transport system in the delivery of mail. The building represents the reliance of mail distribution on a network of parcel operation facilities in conjunction with the transport network. The site also represents the decline in the reliance on and importance of the rail network for the delivery of mail.

A Statement of Significance is proposed in the CMP for the Parcels Shed which provides a more detailed description of its significance and will supersede the shorter Statement in the existing CMP (1999).

The CMP provides a grading of significance for each heritage element within the site. Gradings range from intrusive, neutral, little, moderate, high to exceptional.

The CMP provides 67 conservation policies which explain the principles to be followed to retain, conserve, restore or reveal the heritage significance of the Site, and how that significance can be enhanced and maintained. The policies fall under the following headings:

- Adoption, implementation and review
- Managing heritage significance
- Use
- Managing change
- Conservation and maintenance
- Aboriginal cultural heritage and archaeology investigation and management
- Historical archaeological investigation and management
- Curtilage, setting and views
- Interpretation and further investigation

The following strategies for implementing the conservation policies are included in the CMP:

Figure 38 Implementation strategies for conservation policies

Strategy	Conservation Policy	Priority
Adopt CMP to guide management of the place	Policy 1	High – From finalisation of report
Prepare and implement Heritage Interpretation Plan	Policy 54	High – prepare as part of any proposed major new works Medium - implementation
Heritage advice should be obtained from appropriately qualified and experienced conservation consultants for decisions affecting the significant fabric of the site.	Policy 20	High – ongoing

Source: Urbis

High priority works should be undertaken within the next twelve months.

Conclusion

The CMP provides a detailed documentation and assessment of the Former Inwards Parcels Shed to provide guidance on the management of its heritage significance.

8.5.2. European Heritage

SEARs requirement

SEARs Item 11 requires the preparation of a Heritage Impact Statement (HIS) to be prepared by a suitably qualified heritage consultant to address the impacts of the proposal on the heritage significance of the site and adjacent areas.

Urbis' heritage team has prepared a site-specific CMP (**Appendix J**) which focuses on the Parcels Shed, and a HIS (**Appendix I**) to assess the impact of the proposed development on the Parcels Shed and other elements within the Central Station listed heritage item curtilage.

Methodology

The Heritage Impact Statement has been prepared in accordance with the Heritage NSW guidelines 'Assessing Heritage Significance', and 'Statements of Heritage Impact'. The philosophy and process adopted is that guided by the Australia ICOMOS Burra Charter 1999 (revised 2013).

The proposal has been assessed with reference to the guiding policies and provisions in the following documents and guidelines:

- Urbis 2020, Former Inwards Parcels Shed Conservation Management Plan
- Rappoport Pty Ltd 2013, Central Station Conservation Management Plan
- Draft Western Gateway Sub-Precinct Design Guide
- Sydney Local Environmental Plan 2012
- Sydney Development Control Plan 2012
- Heritage NSW Guidelines for Assessing Impact
- Better Placed: An Integrated Design Policy for the Built Environment of NSW

Assessment

There is a complex layering of State and local heritage listings on the site and surrounding sites. The site forms part of the State Heritage Register listing for the 'Sydney Terminal and Central Railway Stations Group' (SHR 01255), and under Schedule Part 1 of Schedule 5 of the *Sydney Local Environmental Plan* (LEP) 2012 as part of the 'Central Railway Station group including buildings, station yard, viaducts and building interiors'. The site also forms part of the Central Station group listing on the NSW Railcorp S.170 State Agency Heritage & Conservation Register. The Former Inwards Parcels Shed located on the site is included within the curtilage of the State Heritage Register listing for the 'Sydney Terminal and Central Railway Stations Group' but is not an individually listed heritage item.

Figure 39 Northern façade of Former Inwards Parcels Shed



Source: Urbis

The former Parcels Post Office (Adina Hotel) is located adjacent to the site to the west while Central Station is located to the east.

The Parcels Shed, while being part of the broader Central Station precinct and listed heritage item, is not in itself a highly significant component of the broader railway group. The Parcels Shed is of Moderate significance to the broader group and is a modest example of an industrial vernacular parcel distribution

shed. Its significance is primarily vested in its historical function and association with the broader mail distribution operations of Central Station and the rail network. While the proposal provides for major change to this building, it does not have any adverse impacts on the principal elements within the Central Station precinct including the main terminal and platforms.

The design of the large vertical tower extension to the building has been designed with a sizable gap between the shed roof and the tower soffit such that the historic shed retains a sense of its own legibility and setting.

The proposal provides for extensive intervention into the fabric of the Parcels Shed through demolition, dismantling, reconstruction and modification. The impacts of these major changes will be mitigated through the adoption of a complex methodology including detailed recording of the place, careful dismantling and salvage of fabric for reconstruction or donation through a salvage centre, and careful reconstruction for adaptive reuse. The expressed timber structure of the building which is graded as being of 'High' heritage significance will be carefully reconstructed and form an integral part of the podium for the new development providing for its future celebration and interpretation. Some elements of 'Moderate' and 'Little' significance will be removed to facilitate the new building, and where possible this fabric will be reused elsewhere within the proposal or salvaged for potential future use.

While the adverse heritage impact on the existing shed is acknowledged, this is not wholesale demolition, and every attempt to retain, restore and reconstruct significant fabric has been made in order to minimise or mitigate the potential heritage impacts. In the context of the broader strategic outcome of the precinct, and with consideration for the efforts made to reduce and manage negative outcomes, the heritage impacts associated with the demolition and dismantling/reconstruction of fabric are considered to be acceptable in this very particular circumstance.

The proposed adaptive reuse design for the Parcels Shed adopts sympathetic and innovative design solutions to achieve the desired outcome for the building through this adaptive reuse process. The reconstructed Parcels Shed will incorporate reeded / ribbed glass cladding along the western elevation to interpret the corrugated metal cladding which will be removed to allow for natural light and ventilation into the space. The corrugated metal cladding is an intrinsic element to the vernacular industrial style of the shed, and this interpretation of fabric is a sympathetic response to allow the former industrial character of the place to be understood. Despite the proposal for a landscaped and trafficable rooftop on the shed, a perimeter border of corrugated metal roof sheeting will be retained to interpret the vernacular industrial character of the place.

Figure 40 Adaptive reuse of Former Inwards Parcels Shed



Source: SHoP BVN

The new use of the place will allow for greater public accessibility to the Site and Central Precinct. The amendments to the ground plane of the Site support the historic and significant use of the Central Precinct as a rail transport interchange.

The heritage impacts of the proposal have been considered in the context of the broader strategic vision for the precinct. The improvement to the site interface Henry Deane Plaza and the broader Central Precinct demonstrates a public benefit that will contribute to the ongoing vitality and vibrancy of the Western Gateway Sub-precinct and broader Central Precinct. The delivery of this activation is achieved through architectural and urban design strategies including siting of retail uses along the proposed 'Link Zone' and an increase in the permeability through the Site. This similarly enables opportunities for passive surveillance, improving the amenity and safety of the adjacent pedestrian and street network.

The greater public benefits that will be provided by the proposal outweigh the heritage impacts to the Former Inwards Parcels Shed and forecourt and retaining wall.

Mitigation Measures

The following recommendations should be adopted to ensure that the heritage values of the place are appropriately managed within the context of this proposal.

- A comprehensive archival recording must be undertaken prior to any works being undertaken. The archival recording should include all elements of the building, the site, the retaining wall and Upper Carriage Lane, significant views and the setting of the place. Copies of the archival recording should be retained on site and provided to the relevant consent authorities (City of Sydney and Heritage NSW). This should include photography and / or measured drawings as deemed necessary. Archival recordings should be undertaken in accordance with the former NSW OEH Heritage Division's Guidelines for 'Photographic Recording of Heritage Items Using Film or Digital Capture'.
- A schedule of conservation works should be prepared for the site and identify priority and longer-term maintenance conservation works for the significant fabric being retained and reconstructed on the site. Particular attention should be given to the conservation of sandstone embellishments, masonry elements and the timber structure and sliding doors being salvaged and reconstructed as part of the proposal. Conservation works should be undertaken by a specialist conservator with demonstrated experience in heritage fabric and should be undertaken following dismantling and before reconstruction.
- The interpretation strategy being prepared by Freeman Ryan Design should be developed into a heritage interpretation strategy prior to Construction Certificate to identify preferred interpretation media and content in conjunction with the finalised approved design for the proposal. Interpretation must be implemented as per the plan prior to obtaining an Occupation Certificate.
- The archaeological management recommendations outlined in both the Historical Archaeological Assessment (AMBS, 2020) and the Aboriginal Cultural Heritage Assessment Report (Urbis, 2020) must be implemented to appropriately manage the potential archaeological values of the place.

Conclusion

Urbis' heritage team have reviewed the heritage impacts of this the proposed development, and for the reasons outlined above, the heritage impacts are considered acceptable.

8.5.3. European Archaeology

SEARs requirement

SEARs Item 11 requires that a historical archaeological assessment be prepared to identify what relics, if any, are likely to be present and to assess their significance and consider the impacts from the proposal on this potential resource.

A Historical Archaeological Assessment and Research Design (**HARD**) has been prepared to identify any relics present on site, their significance and assess the potential impacts of the proposal on those relics. The HARD is provided at **Appendix K**.

Methodology

The HARD has been prepared in accordance with the principles and guidelines of the Burra Charter: The Australian ICOMOS Charter for the Conservation of Places of Cultural Significance 2013 and current best

practice guidelines as identified in the NSW Heritage Manual (1996), published by the Heritage Office and Department of Urban Affairs and Planning, and associated supplementary publications.

The HARD aims to identify the archaeological sensitivity and heritage significance associated with the study area to assist in the determination of recommendations that ensure the protection of the heritage values of the former Inwards Parcels Shed. This report has been prepared by Victoria Cottle and Madeleine Rodwell, AMBS Historic Heritage Consultants. Jennie Lindbergh, AMBS Director Historic Heritage and Lian Ramage, Senior Historic Heritage Consultant have provided input and reviewed this report.

A physical inspection of the Site was undertaken on 10 March 2020 by Victoria Cottle and Madeleine Rodwell, accompanied by Andrew Crisp, Urbis Senior Archaeology Consultant and Joseph Ravi, Avenor Australia Development Manager. All photographs in this report were taken by Madeleine Rodwell at this time unless otherwise identified.

Assessment

The HARD has identified that the site encompasses the former location of the Benevolent Asylum (c.1819-1901 and the extant former Inwards Parcels Office, c.1906, which retains its original scale and form.

Excavation of basement levels below the Parcels Shed has the potential to impact archaeological resources associated with the Benevolent Asylum, should there be any present. The proposed excavation would result in complete removal of the potential archaeological features, deposits, and any remaining structural elements, including deposits that may contain archaeological relics. These resources have the potential to make an important contribution to research themes associated with early colonial history, and the operations of benevolent institutions. As such, the Site in its entirety has high research potential.

Mitigation Measures

Heritage NSW preferred management strategy is to retain archaeological resources *in situ* where possible, the proposed development has not presented this as a viable option; thus, an archaeological research design has been developed for the Site to provide a framework for archaeological investigations and to guide the management of the Site.

Should an archaeological investigation program reveal substantial stage significant features, the Proponent would need to consider the redesign of the proposed development in order to protect and preserve the resource.

Where this is not possible, the archaeological resources should undergo full salvage. A detailed Archaeological Research Design is described in **Section 7** of the HARD.

Where there is an opportunity for inclusion of some of the artefactual material into the heritage interpretation for the project this would also require long-term care and management by Atlassian. Some examples of heritage interpretation methods include the re-use of excavated building materials, interpretative signage, and the display of a selected collection of artefacts recovered from excavations within the proposed development.

Should substantial and significant structural remains associated with the Asylum be exposed, consideration should be given to redesigning the proposed building and integrating the in-situ remains into the site interpretation. An interpretation strategy will be developed post excavation should archaeological resources be present, and materials salvaged.

At completion of the archaeological investigation program, a final excavation report will be prepared, detailing the results of the fieldwork and post-excavation analysis. The report will be prepared in accordance with current heritage best practice and the requirements of a standard excavation permit.

Conclusion

The above assessment has identified that there is potential for archaeological relics to be present on the site

8.5.4. Aboriginal Cultural Heritage

SEARs Requirement

As required by SEARs item 12, Aboriginal Cultural Heritage has been assessed through the preparation of an Aboriginal Cultural Heritage Assessment Report (**ACHAR**). The ACHAR, prepared by Urbis and provided at **Appendix L** provides a detailed description of the various aspects which make up the archaeological

context of the site. The ACHAR identifies the level of Aboriginal cultural heritage values pertaining to the site and assess the level of impact on these values as a result of the project.

Methodology

The ACHAR has been prepared in accordance with the following guidelines.

- *Aboriginal Cultural Heritage Consultation Requirements for Proponents 2010* (Department of Environment, Climate Change and Water (DECCW), 2010) (the Consultation Guidelines).
- *Guide to Investigating, Assessing and Reporting on Aboriginal Cultural Heritage in NSW* (Office of Environment and Heritage 2011) (the Assessment Guidelines).
- *Code of Practice for Archaeological Investigation of Aboriginal Objects in New South Wales* (DECCW 2010).
- *The Australia ICOMOS Charter for Places of Cultural Significance, The Burra Charter, 2013* (Burra Charter).

In preparing the ACHAR, a detailed analysis of the archaeological context was undertaken to determine areas of significance as well as to provide a broader understanding of the site and its potential for archaeological significance. The following were undertaken to form a broad view of the context:

- An extensive review of the Aboriginal Heritage Information Management System which found no registered Aboriginal objects within or adjacent to the Site. Potential Archaeological Deposits (**PADs**) were identified within a 4km radius of the site, however it is noted that Aboriginal sites tend to be located around the coastline or in areas of high developments.
- A review of previous reports and reference material was undertaken to gain greater understanding of the site, and the immediate and wider surroundings.
- A Predictive Model, as required by the *Code of Practice for Archaeological Investigations of Aboriginal Objects in New South Wales* was used to estimate the nature and distribution of evidence of Aboriginal land use in the site area. The model provides an assessment criteria and resultant action based on a likelihood measure of high, moderate, low or nil.
- The ACHAR is also informed by a review of geology and soils, hydrology, landforms and geotechnical analysis which collectively contribute to an understanding of potential areas of significance as well as possible risks to excavation and testing as well as the impact upon PADs.
- Research was undertaken with respect to past Aboriginal uses on and around the site as well as historical land uses from the late 18th and early 19th century.
- An assessment of the project of the values identified within the Burra Charter, including social, cultural, historic, scientific, and aesthetic values.
- Importantly, as required by the *NSW National Parks and Wildlife Act 1974* consultation has occurred with relevant stakeholders within the Aboriginal community about Aboriginal cultural significance with respect to Aboriginal objects and/or places with respect to the development area. A four-stage consultation process has occurred in accordance with the requirements of the NSW Department of Environment and Conservation.

Assessment

Predictive Model

Based on the results of the AHIMS search, the predictive model for the Site identified artefact scatters, isolated finds and PADs as being of moderate likelihood requiring further detailed investigations including test excavation. Other site types provided a low or nil measure and as such unexpected finds protocols have been recommended.

Assessment of Significance

Consultation with members of the local Aboriginal community was undertaken to identify the level of spiritual/cultural significance of the subject area and its components. Based on this consultation, it is considered that the subject area represents a moderate to high culturally significant portion of the wider cultural landscape associated with Gadigal people.

In addition to this, previous historical use of the site for the Benevolent asylum indicates that there exists potential for contact archaeological deposits associated with this period of use.

This assessment has determined that three Aboriginal objects have been identified in proximity to the subject area as well as within the Tuggerah Soil Landscape. Furthermore, as a result of the geotechnical investigation that indicates the potential presence of a paleochannel within the southern portion of the subject area there is moderate potential for subsurface archaeological material to remain within the subject area. The utilisation of the subject area for the Benevolent Asylum indicates that there exists potential for contact archaeological deposits associated with this period of use.

It is determined by the ACHAR that the subject area contains moderate archaeological potential for subsurface Aboriginal archaeological deposits with moderate to high associated scientific significance.

Whilst a detailed understanding of past uses and potential archaeological significance has been identified through desktop research and consultation, on-site test excavation is required in order to provide a complete impact assessment. Further investigation is required to understand the level of archaeological potential for subsurface Aboriginal objects and archaeological resources that still may exist within the Site, and which could be impacted by excavation proposed by the development.

Mitigation Measures

A series of recommendations have been made to assist in avoiding and minimising the risk of harm to potential areas and items of Aboriginal cultural significance. Further details of the recommendations can be found in the ACHAR. A summary of the recommendations is provided below:

▪ **Recommendation 1 – Archaeological Test Excavation**

Archaeological test excavation is to be undertaken in accordance with an Archaeological Research Design (ARD) and Methodology for sub-surface investigation. The purpose of the test excavation is to confirm the presence or absence of the potential extent of Aboriginal objects and archaeological resources within the Site area.

Results of test excavation are to be incorporated into the ACHAR or addendum document and reviewed in accordance with *Aboriginal Cultural Heritage Consultation Requirements for Proponents 2010*.

▪ **Recommendation 2 – Aboriginal Cultural Heritage Induction**

It is recommended that induction materials be prepared and provided in site inductions for any contractors working on the subject site. This material should include an overview of the types of sites to be aware of (i.e. artefact scatters or concentrations of shells that could be middens), obligations under the NPW Act, and the requirements of an archaeological finds' procedure.

▪ **Recommendation 3 – Archaeological Chance Find Procedure**

Procedures as identified in the ACHAR should be implemented should any archaeological deposits be uncovered during site works. This includes stop work procedures in the vicinity of the potential find to allow for assessment and potential further investigation and reporting.

▪ **Recommendation 4 – Human Remains Procedure**

Immediate stop works procedures are to be implemented in the event that human remains are uncovered during site works. The NSW Police and DPIE are to be immediately notified and assessment and further management recommendations are to be implemented as enforced and undertaken by the NSW Police.

▪ **Recommendation 5 – RAP Consultation**

A copy of the final ACHAR must be provided to all Project Registered Aboriginal Parties (RAPs) as the project progresses. Ongoing consultation is to occur provided updates on key milestones.

Conclusion

The findings of the draft ACHAR have concluded that:

- There are no Aboriginal sites registered within the subject area.
- Disturbance resulting from European occupation reduces the potential for intact soil profiles to remain within urban sites. In shallow soils profiles, this is likely to lower archaeological potential.

- Intact natural soils may be encountered in highly developed areas, below European fill. Where intact natural soils are encountered further assessment may be required to assess the archaeological potential.
- Dominant site types within the region include artefact scatters and Potential Archaeological Deposit (PAD) sites.
- Despite the high level of disturbance within the subject area there remains the potential for sand deposits associated with the Tuggerah Soil Landscape as well as a potential paleo channel to be located within the subject area. These features increase the potential for archaeological deposits (artefacts, middens, burials) to remain within the subject area below the current structures.
- Feedback gathered during the Consultation process identified the following: “*Despite the destructive impact of the first contact Gadigal culture survived. So, all of this area around Former Inwards Parcel Office is highly significant to Aboriginal People of the past and present.*” – Phil Khan (KYWG)
- The supplementary geotechnical investigation conducted by Douglas Partners (2020) concluded that across the subject area there is present 2-8m of fill material (which includes sand) over a discontinuous lens of loose to very loose sand alluvium up to 2m thick. These results confirm the assumptions made by Urbis in this assessment that Tuggerah Sands may occur within the subject area below the modern development. These sands contain moderate archaeological potential for subsurface artefact deposits and require further detailed investigation in the form of test excavation. Test excavation will mitigate the associated risk of impacting potential archaeological deposits.

Based on the conclusions of this assessment the proposed activity can proceed subject to the recommendations identified above and provided in more detailed in the ACHAR.

8.5.5. Heritage Setting - Visual Analysis

SEARs Requirement

In response to SEARs item 11, a visual analysis is required to assess the visual impacts of the proposed development on the heritage significance of the surrounding heritage items and setting. A Heritage Setting – View Analysis Report has been prepared by Urbis to support this EIS and is provided as an addendum to the Statement of Heritage Impact at (**Appendix K**).

Methodology

The view analysis seeks to identify the potential visual catchment, visual setting and views to the Atlassian Development Site which collectively include heritage items in various locations. The analysis differentiates between viewpoints based on their level of sensitivity, public interest and proximity to the site and neighbouring heritage items.

In preparing the visual analysis, it is identified that there are no acknowledged means or best practice guidelines used in NSW to determine whether or not a view has been historically intentionally designed and therefore where any particular heritage significance or values should be attached to it.

The report utilises the assessment criteria and methodology developed by Dr Richard Lamb to determine the historic legitimacy of a documented view which may be thought to have heritage significance or value. This criteria and rating system has been accepted by the Land and Environment Court of NSW in relation to heritage view assessments.

Under this methodology, views are rated at five different levels. Level 1 being a documented view that is considered as being most likely to be a deliberately design view and therefore assumes the most significance or greatest value. A Level 5 view is the lowest rating assigned, based on evidence found, and refers to a view most unlikely to have been historically designed or intended as a visual link between items or features. The report notes, that simply being able to see a heritage item, place or setting does not make the view a heritage view.

A desktop assessment of historic views, previous Conservation Management Plans and other documentation as well as fieldwork assessment was utilised to determine a series of views for analysis.

Assessment

Following a desktop review and fieldwork, no documented historic views were discovered. The report analyses five selected views, which if subsequently found to be documented ‘historic’ views, would be given

the lowest rating of level L5. These views appear to be incidental views from or in the vicinity of items, the curtilages or settings of items, from which new or non-significant items are visible.

Views that were analysed include:

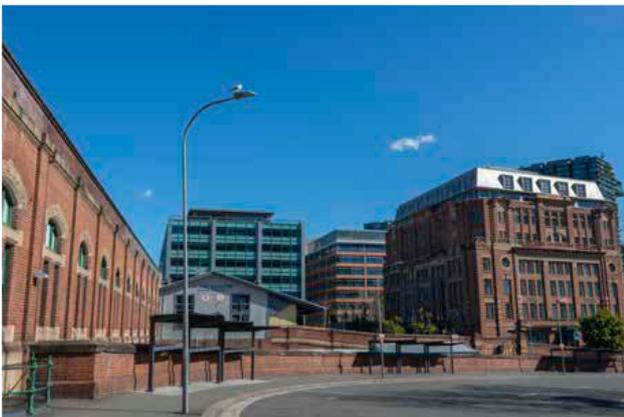
1. Pitt Street and Hay Street – view south
2. Belmore Park – view south
3. Pitt Street and Barlow Street – view south
4. Railway Square from Central Station West Entry
5. Apex intersection of Pitt and George Street

The report provides a detailed analysis of each view against a number of baseline factors including Visual Character, View Place Sensitivity and View Composition.

In close views where the foreground includes heritage items the level of proposed tower form was found to be spatially well separated and juxtaposed with the low height form and visual character of heritage items. In the close views modelled, the proposed tower form did not dominate the composition, the open space setting or 'visual curtilage' of items which remained visually distinct and prominent features in views.

The architectural detailing, façade treatment, materials and colours proposed for the tower are contemporary and contrast highly with the predominant colours and materials which character the heritage items.

Figure 41 View 5: View from Near the west entrance to Central Station



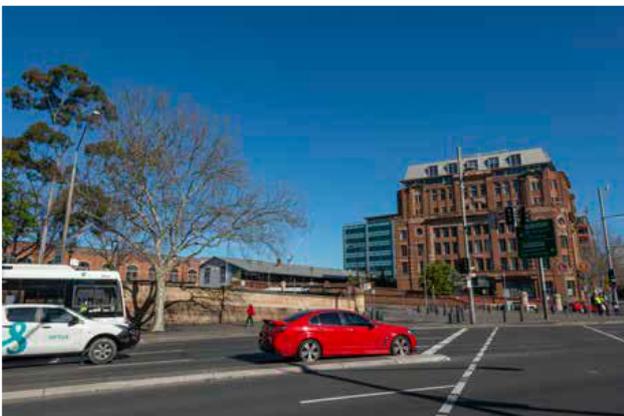
Picture 30 Existing Conditions

Source: Urbis



Picture 31 Photomontage with proposed development

Figure 42 View 11: View south-east from the apex of Pitt Street and George Street



Picture 32 Existing Conditions

Source: Urbis



Picture 33 Photomontage with proposed development

Consistent across all views is the fact that the proposed tower will not block views to or between heritage items, access to scenic features beyond the site and will predominately block areas of open sky. In addition, the proposed built form will in time be visible in the context of other future tower forms proposed within the Central Precinct and in particular the Western Gateway precinct.

Mitigation Measures

As a result of the technical assessment no mitigation measures are deemed necessary given the lack of significant, documented heritage views or impact resulting from the proposed development.

Conclusion

The report concludes that no views were rated as having visual impacts of high significance. Of the five views analysed, two were rated as medium-high significance being two close views in the immediate proximity of the site. The remaining three views were rated as either low or low-medium.

It was further concluded that the strategic planning context and desired future character of the Western Gateway sub-precinct, as well as the wider precinct reduced the overall level of visual impact.

Lastly, the prominence of the proposed tower when considered in the context of future tower forms anticipated in the adjacent sites will form a new cluster of heights and a new visual gateway at the south end of the Sydney CBD. Collectively, the desired future character and anticipated and well considered strategic planning framework for the site, sub-precinct and wider Central State Significant Precinct means that the proposed development is considered compatible with the heritage context within which it is proposed to be located.

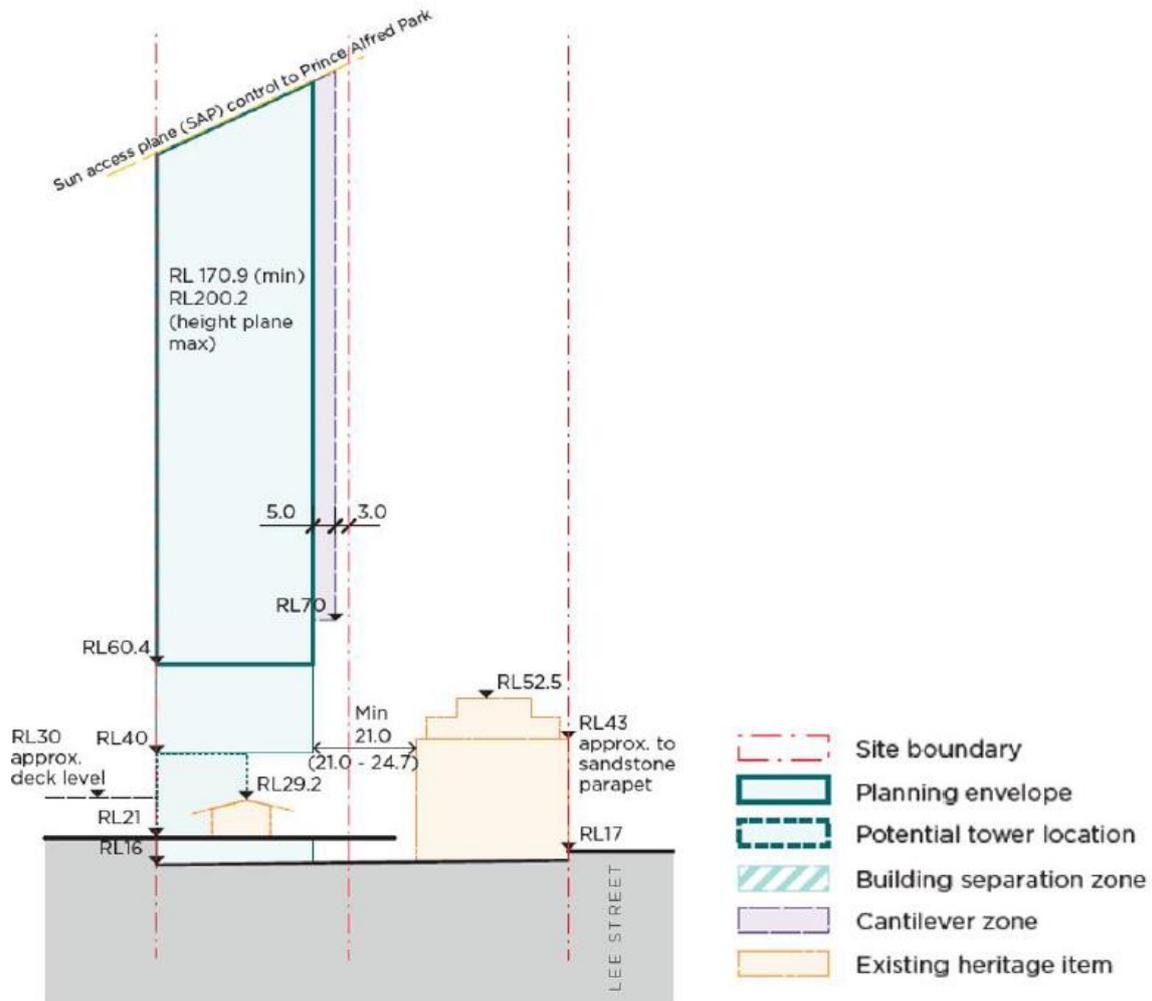
8.6. ENVIRONMENTAL AMENITY

8.6.1. Solar Access and Overshadowing

SEARs requirement

In response to SEARs item 3, detailed analysis has been undertaken with regards to solar access and overshadowing with respect to the proposed development. The approved building envelope and draft Western Gateway Sub-precinct Design Guide have been established based on the requirement to preserve solar access in Prince Alfred Park and protect the park from additional overshadowing.

Figure 43 Sun Access Plane Diagram – Design Guide



Source: SHoP BVN

Assessment

The proposed development has been designed to respond to the sun access plane as outlined in the draft *Central Sydney Planning Strategy (CSPS)*, specifically Appendix M Solar Access: Detailed Provisions – Prince Alfred Park, which adopts the same sun access plan control principles of no additional overshadow at any time between 14 April and 31 August (beyond that cast by a wall with a 20 metre frontage height on the boundary between the park and the railway land) over an extended period of time being between 10am and 2pm.

The proposal building sits within the approved built form envelope and utilises key design moves to further reduce the potential solar access impacts, including:

- Curved corners to reduce shadow impacts in comparison to the square corners presented by the approved envelope.
- The buildings Crown has been designed to respond to the sun access plane with building tolerance so it does not exceed this.
- All lift overruns, plant and services have been designed to sit under the sun access plane.

The analysis identifies that with the exception of a minor intrusion by glass balustrades on the terraces at the Crown levels of the building for one minute on 21 June, the building envelope itself would not result in any additional overshadowing of Prince Alfred Park between 10am and 2pm throughout the year, particularly at mid-winter (Refer Figure 44). In addition, the State Works Zone (Upper and Lower Link Zones) will maintain access to sun between 10am and 11am at mid-winter, after which existing shadow impacts created by the Adina Hotel will occur.

The design of the Upper Ground Link Zone includes skylights and voids to deliver natural daylight and ventilation to the Lower Ground Zone (Figure 44).

Figure 44 Shadow Diagrams – 21 June – Prince Alfred Park



Picture 34 9am on 21 June



Picture 35 12 noon on 21 June



Picture 36 3pm on 21 June

Source: SHoP BVN

Glass Balustrade Impacts

Transparent balustrades are required at the edge of the terraces on the Crown levels of the building in order to protect the occupants of these areas from falling and from high-speed winds whilst still allowing for views towards the city. The balustrades are designed as cantilevering laminated glass panels mechanically fixed to the floor slabs along the bottom edge (no stanchion extension above the Sun Access Plane). These balustrades result in virtually no visual impediment however result in a minor sunlight intrusion on the edge of Prince Alfred Park for one minute between 1.59pm and 2pm mid-winter. Refer Figure 45 below for design detail of the proposed balustrades at the crown levels.

An illuminance analysis was performed to determine the intensity of the shadow cast by the glass balustrades onto the park. A Visible Light Transmission (VLT) value was used as the measure to identify the intensity of shadow cast by the glass. The glass required to withstand the anticipated wind loads is currently equal to a VLT of 86%.

The illuminance analysis was performed for 2pm on June 21st, as this is when the building shadow is closest to the park's boundary. A 1-minute factor from 1.55pm to 2 pm was undertaken to determine when the filtered light from the balustrade is first perceived crossing the boundary of the park, which is at 1.59pm.

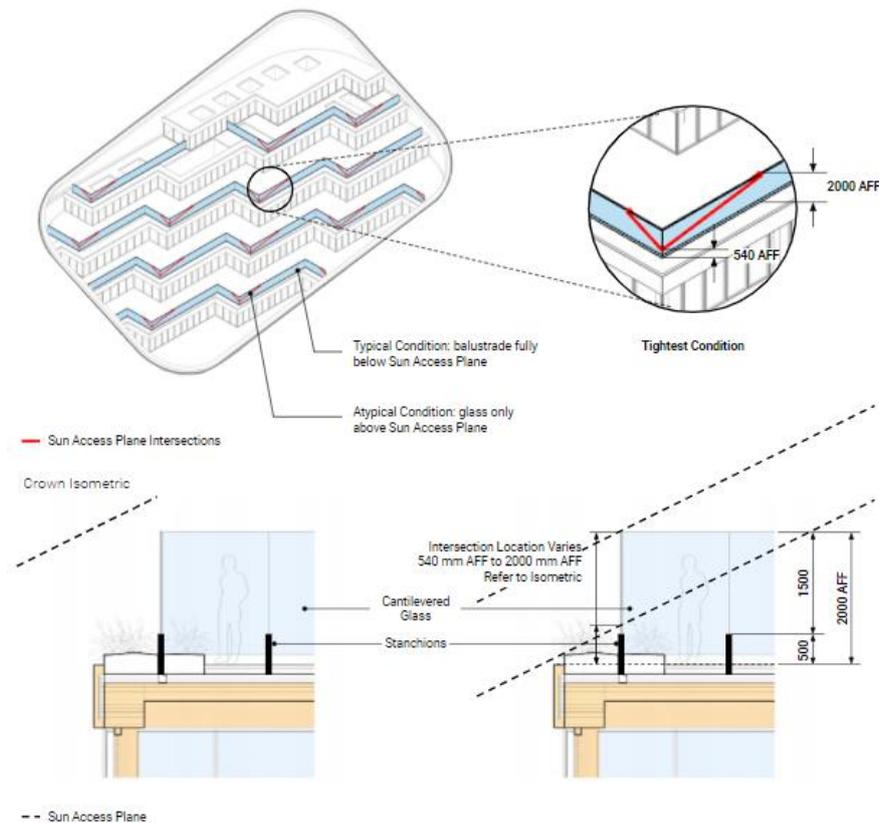
The illuminance value is a measure of the level of light on a surface per unit area. A value of 1 represents that 100% of the direct sun light is received by a unit area, comparatively a value of 0 represents that no direct sun light is received by a unit area. The shadow cast by the glass balustrades ranges as balustrades shadows overlap.

Based on analysis undertaken by Eckersley O'Callaghan, the minor shadow impact resulting from the glass balustrades occurs with an illuminance value of 0.90-1 at 1.59pm. By 2pm this minor shadow impact increases maximum illuminance value of 0.8 where glass blades overlap.

It is noted that no additional overshadowing occurred in the other dates and times that were studied.

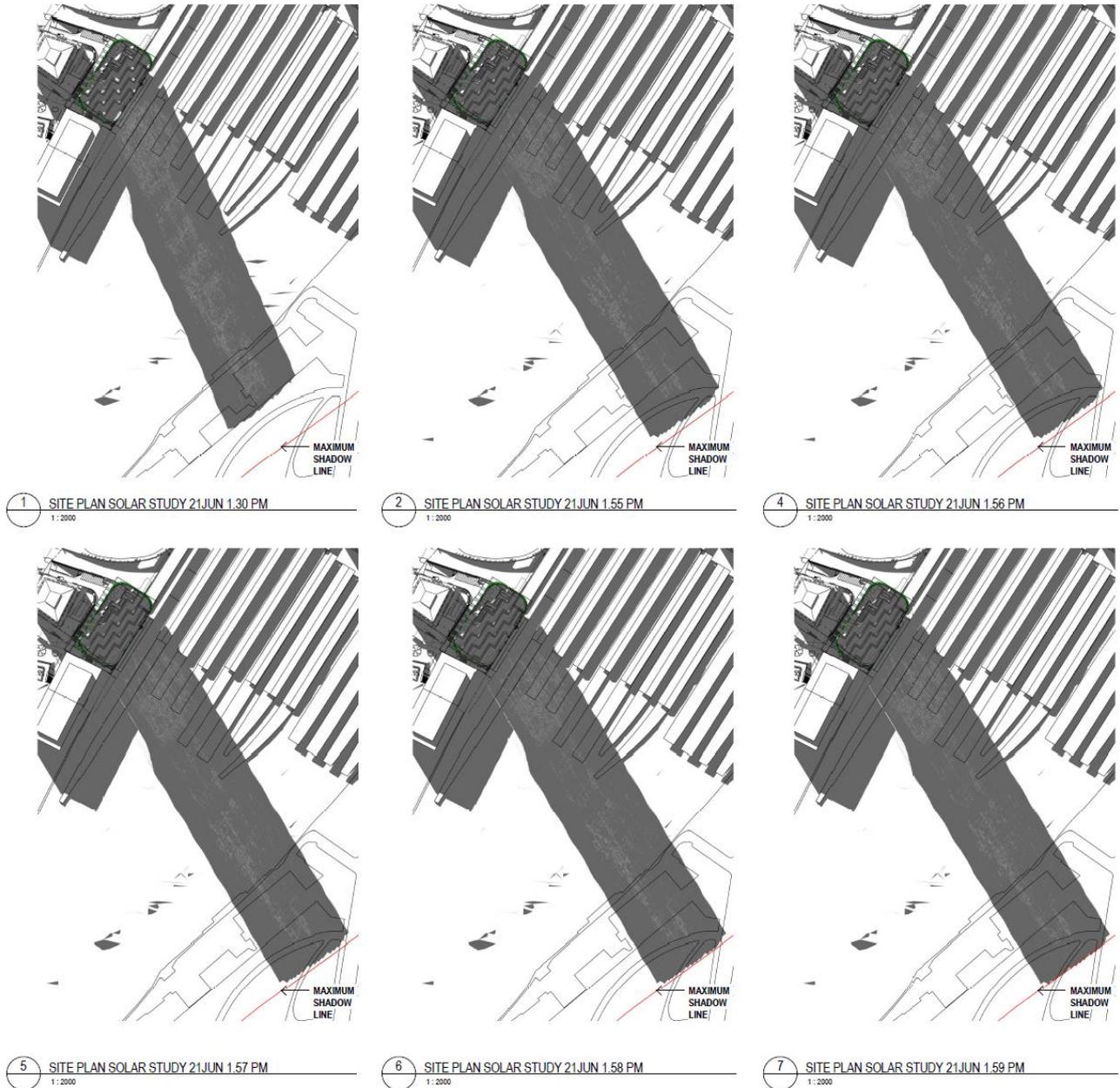
Based on the minor volume of space affected, the short duration and the degree of sunlight obscured by the glass, the minor discrepancy of the balustrades on the crown levels is considered reasonable.

Figure 45 Crown Levels Balustrade design details

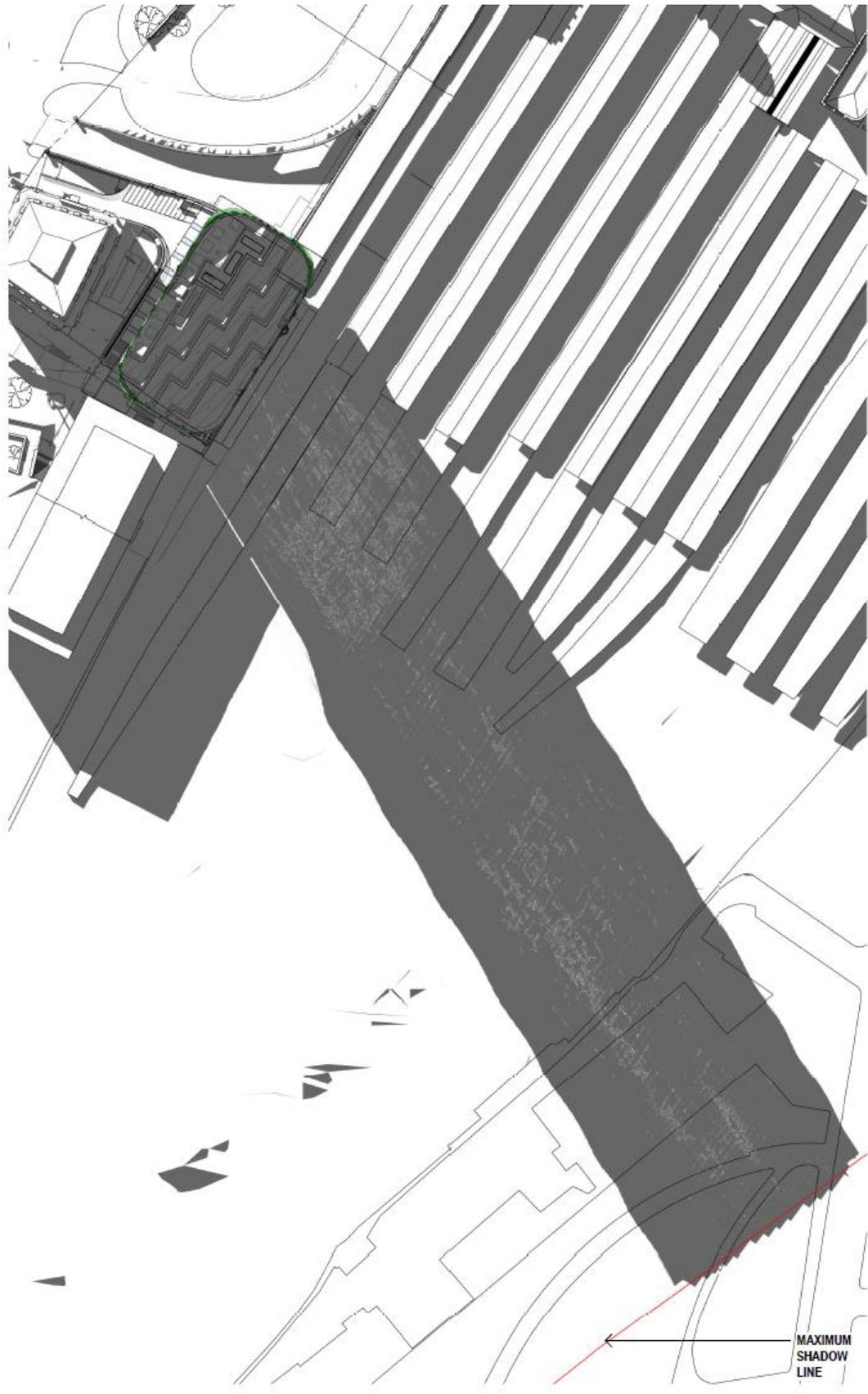


Source: ShoP BVN

Figure 46 Prince Alfred Park Solar Access Analysis 1.30 to 2pm Mid-winter



Picture 37 Solar Access Analysis 1.30pm and 1-minute increments between 1.55pm and 1.59pm mid-winter



3 SITE PLAN SOLAR STUDY 21JUN 2 PM
1:1000

Picture 38 Solar Access Analysis 2pm mid-winter

Source: SHoP/BVN

Mitigation Measures

Beyond the design moves taken to, where possible, minimise solar access impacts and improve daylight access to the Lower Ground Link Zone, no further mitigation measures are proposed or considered necessary.

Conclusion

The proposed development results in an outcome that does not increase overshadowing impacts to protected areas, in particular Prince Alfred Park. A minor intrusion for one minute in mid-winter occurs as a result of cantilevering laminated glass balustrades associated with the building Crown which are employed to provide wind protection for outdoor spaces on the roof levels. These elements are glass and filter light rather than create a shadow, which will result in a maximum illuminance level of 0.8 still being received within Prince Alfred Park for one-minute from 1.59pm to 2pm. Design considerations have been included to maximise solar access whilst managing the overall built form within the approved building envelope. Additional provisions have been incorporated into the building design to maximise the delivery of daylight within the public domain and Link Zones.

8.6.2. Visual Impact

SEARs Requirement

SEARs Item 6 requires consideration of the impacts of the proposal on environmental amenity, including the visual impact of the proposed development. The visual impact needs to consider three scenarios; the current site context, future development context and the site in the context of the future development of the wider precinct.

A Visual Impact Assessment (**VIA**) has been prepared by Urbis (**Appendix S**) with images prepared by Cambium Group have considered each of these scenarios when assessing the visual impact of the Atlasian Central development. The VIA assesses the selected view locations having regards to:

- The existing condition on the Site
- The approved envelopes within the Western Gateway Sub-precinct
- The proposed development in the context of other approved envelopes within the Western Gateway Sub-precinct.

Methodology

Noting there is no required VIA methodology in NSW, the VIA has considered a suite of published methodologies and the methodology outlined in the *Guideline for Landscape character and visual impact assessment, Environmental Impact Assessment practice note EIA – N04 prepared by the Roads and Maritime Service December 2018 (RMS LCIA)*. The VIA combines these industry standards and adopts a three-stage assessment methodology:

- Stage 1 – Preliminary Research and Analysis to establish baseline factors such as visual landscape, scenic quality and viewer sensitivity.
- Stage 2 – Analyse the visual effects of the proposal on the established baseline factors.
- Stage 3 – Assess the visual impacts of the proposal in the context of subjective ‘weighting’ factors such as:
 - Physical Absorption Capacity of the view
 - Regulatory and planning framework for the Site and context.
 - View type (expansive, panoramic, focal or feature)
 - Viewing period and distance
 - View loss or blocking effects
 - Mitigation strategies
 - Residual visual impact

- Establish the visual catchment.

As the existing Parcels Shed is low in height, its current visual catchment is limited to close neighbouring locations. View locations of the future Atlassian Central building were then identified from various locations around the site using the Adina Hotel building as a visual marker for the site. It is noted that the total visual catchment (the area in which there is any visibility of the proposal) should be distinguished from the effective visual catchment (being the area within which there is sufficient detail to perceive the nature and quality of the development). The effective visual catchment is much smaller than the total visual catchment.

Assessment

Based on the identification of the baseline factors and visual catchment the VIA identified 13 locations where photomontages were to be taken to assess the visual effect of the proposed development. These are illustrated in Figure 47 below. This comprised

- Two close views (Views 5 and 11);
- Six medium views (Views 1, 3, 4, 8, 10, and 12); and
- Five distant views (Views 2, 6, 7, 9, and 13).

Figure 47 Visual Impact Assessment documented view locations



Source: Urbis

Close Views

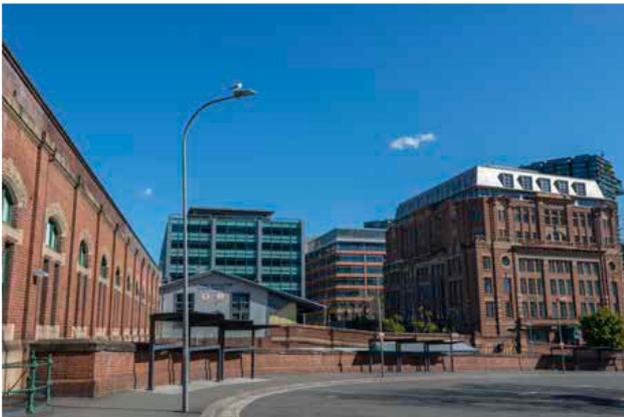
Two close views were selected being:

- View 5 – Central Station West Entry; and
- View 11 – Corner of Pitt and George Street.

The context of these views is focused on the heritage setting of Central Station and includes the proposed building form in the setting of the Western Concourse Building and the Adina Hotel. When viewed from these locations there is spatial separation between the heritage items and the proposed development. From both of these viewpoints the construction of the building form will not block views to or between heritage items, does not block access to scenic features or resources beyond the site and will predominantly block areas of open space.

The VIA concludes that the overall rating of the significance of the visual impact of the proposal on these views was 'medium' for View 5 and 'medium-high' for View 11.

Figure 48 View 5: View from Near the west entrance to Central Station



Picture 39 Existing Conditions

Source: Urbis



Picture 40 Photomontage with proposed development

Figure 49 View 11: View south-east from the apex of Pitt Street and George Street



Picture 41 Existing Conditions

Source: Urbis



Picture 42 Photomontage with proposed development

Medium Views

Six medium distance views were selected from around the Site and Central Station:

- View 1 – view west from the corner of Foveaux and Elizabeth Streets;
- View 3 – Axial view east along Quay Street;
- View 4 – View south from the intersection of George and Valentine Streets;

- View 8 – Belmore Park;
- View 10 – Corner of Pitt and Barlow Streets; and
- View 12 – View north along Broadway from the approximate location of a Draft DCP view.

The context of these medium distance views varied, with some taking in only heritage items, and others having both heritage items and more contemporary urban development in the foreground.

View 1 is looking across the Central Station and is a restrictive view with intervening built form and infrastructure. The proposed building will be seen as part of the group of buildings within the Western Gateway Sub-precinct. It will block some background buildings but does not block views to science features of heritage items or the historic entrance to Central Station. The VIA concludes the overall visual impact of the development on View 1 is 'low'.

Figure 50 View 1: View west from the corner of Foveaux and Elizabeth Streets



Picture 43 Existing Conditions

Source: Urbis



Picture 44 Photomontage with proposed development

Views 3 and 4 see the introduction of a new contemporary building form in the mid-ground of a heritage composition. The separation of the building from the Adina Hotel building and the Parcels Shed result in the heritage items remaining distinct and visually prominent in these views.

The VIA concludes that the overall rating of the significance of the visual impact of the proposal on both of these views was 'medium'.

Figure 51 View 3: Axial view east along Quay Street



Picture 45 Existing Conditions

Source: Urbis



Picture 46 Photomontage with proposed development

Figure 52 View 4: View south from the intersection of George and Valentine Streets



Picture 47 Existing Conditions



Picture 48 Photomontage of proposed development

Source: Urbis

From Views 8 and 10 the narrow northern end of the building is visible, which presents a tall, slim tower form in a background view which is spatially well separated from the Central Station Clocktower. In these views the building will not block views to or between heritage items and will predominantly block areas of open sky.

The VIA concludes that the overall rating of the significance of the visual impact of the proposal on both of these views was 'medium'.

Figure 53 View 8: Belmore Park



Picture 49 Existing Conditions

Source: Urbis



Picture 50 Photomontage with proposed development

Figure 54 View 10: Corner of Pitt and Barlow Streets



Picture 51 Existing conditions

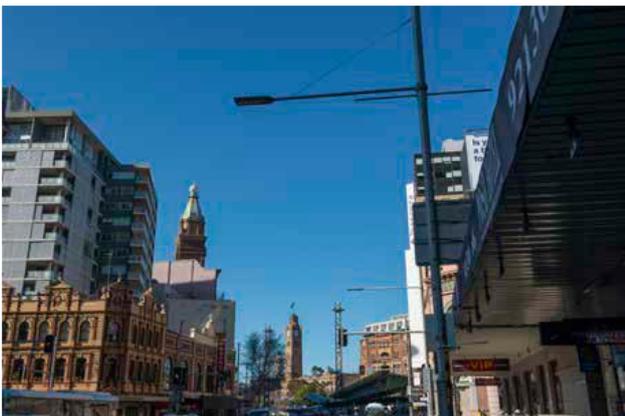
Source: Urbis



Picture 52 Photomontage with proposed development

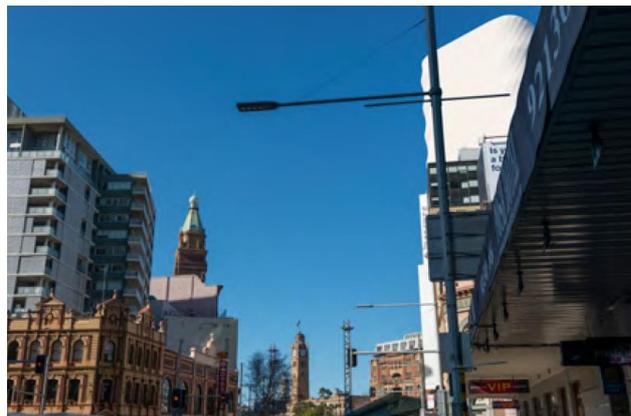
From View 12 only the upper part of the proposed development will be visible, and this does not create any significant view effects. Accordingly, the VIA assesses the impact of the development on this view as 'low'

Figure 55 View 12: View north along Broadway from the approximate location of a Draft DCP view



Picture 53 Existing Conditions

Source: Urbis



Picture 54 Photomontage with proposed development

Distant Views

Five distant views were selected from around the Site and Central Station:

- View 2 – Approximately equivalent to Draft DCP View from the south end of Prince Alfred Park;
- View 6 – View DCP VIA View Pitt and Liverpool Streets;
- View 7 – DCP VIA view Wentworth and Wemyss Lane;
- View 9 – Intersection of Pitt and Hay Streets; and
- View 13 – View north from the approximate location of a Draft DCP view near the corner of Cleveland and Regent Streets.

Views 2 and 13 are expansive views from open spaces surrounding the Site. From these locations the proposed development will form part of the mid-ground composition within the City skyline. From View 2 the tower will not block any scenic features or heritage items, with views to the Central Station Clock Tower unaffected.

From View 13 the proposed tower form will block views to the Central Station Clock Tower. However, the building will occupy only a narrow section of a much wider horizontal and expansive view and will form part of a cluster of towers within the Western Gateway Sub-precinct which have approved building envelopes.

The VIA concludes that the impacts of the proposed development on these views is 'low'.

Figure 56 View 2: Approximately equivalent to Draft DCP View from the south end of Prince Alfred Park



Picture 55 Existing Conditions

Source: Urbis



Picture 56 Photomontage with proposed development

Figure 57 View 13: View north from the approximate location of a Draft DCP view near the corner of Cleveland and Regent Streets



Picture 57 Existing Conditions

Source: Urbis



Picture 58 Photomontage with proposed development

Views 6, 7 and 9 are restricted or axial/focal views taken from the existing Central Sydney CBD to the north of the Site. Their context is a mix of contemporary commercial and mixed-use development, and heritage buildings. From View 6 the proposed development will be obstructed by existing development along Pitt Street and therefore the development will not be visible. Accordingly, the proposed development will have no visual impact on this view.

The building will be visible from Views 7 and 9, however these views are of the northern façade of the building which is a tall, slim tower form which will be an extension of the existing skyline surrounding Central Station. The building form will be separated from the Central Station Clock Tower and will not block views to or between heritage items and will predominantly block areas of open space. For these reasons, the VIA concludes that the proposed development will have a 'low' visual impact on View 7 and a 'low-medium' impact on View 9.

Figure 58 – View 6: View DCP VIA View Pitt and Liverpool Streets



Picture 59 Existing Conditions

Source: Urbis



Picture 60 Photomontage with proposed development

Figure 59 View 7: DCP VIA view Wentworth and Wemyss Lane



Picture 61 Existing Conditions

Source: Urbis



Picture 62 Photomontage with proposed development

Figure 60 View 9: Intersection of Pitt and Hay Streets



Picture 63 Existing Conditions

Source: Urbis



Picture 64 Photomontage with proposed development

A summary of the key findings of the VIA assessment of views from each of these locations is summarised in

Figure 61 below.

Figure 61 Summary of Visual Impacts

VIEW REFERENCE	DESCRIPTION	VIEW DIRECTION	RATING OF VISUAL EFFECTS ON VARIABLE WEIGHTING FACTORS AS LOW, MEDIUM OR HIGH				OVERALL RATING OF SIGNIFICANCE OF VISUAL IMPACT
			(REFER TO TABLE 4 IN APPENDIX 1 FOR DESCRIPTIONS OF RATINGS) NB: HIGH RATINGS MEAN LOW IMPACTS EG WHERE THERE IS HIGH COMPATIBILITY OR ABSORPTION, THIS REDUCES THE SIGNIFICANCE OF THE WEIGHTING FACTOR				
			PUBLIC DOMAIN VIEW PLACE SENSITIVITY: HIGH, MEDIUM OR LOW (REFER TO SECTIONS 3.3 AND 3.4 OF THE REPORT)	VISUAL ABSORPTION CAPACITY	*COMPATIBILITY (WITH URBAN FEATURES AND OTHER INSTITUTIONAL BUILDINGS IN THE COMPOSITION)	COMPATIBILITY WITH STRATEGIC DESIRED FUTURE CHARACTER OF THE WESTERN GATEWAY SUB-PRECINCT AND SYDNEY INNOVATION AND TECHNOLOGY PRECINCT	
View 01	View west from the corner of Foveaux and Elizabeth Streets.	West south-west	Low	Low	Medium	High	Low
View 02	Approximately equivalent to draft DCP view from the south end of Alfred Park	North	High	Low	Medium	High	Low
View 03	Axial view east along Quay St	South-east	Low	Low	Medium	High	Medium
View 04	View south from the intersection of George and Valentine Streets	South-south-east	Low-medium	Low-medium	Medium	High	Medium
View 05	View south from near the west entrance to Central Station.	South-south-west	Medium-high	Low	Medium	High	Medium
View 06	View DCP VIA view Pitt and Liverpool	Southwest	N/A	N/A	N/A	N/A	N/A
View 07	DCP VIA view Wentworth and Wemyss Lane	Southwest	Low	Low	High	High	Low
View 08	Belmore Park	Southwest	Medium-high	Low	Medium	High	Medium
View 09	The intersection of Pitt and Hay Streets	South-southwest	Low	Medium	Medium-high	High	Low-medium
View 10	Corner of Pitt and Barlow Streets	South-southwest	Medium-high	Low	Medium	High	Medium
View 11	View south-east from the apex of Pitt Street and George Street	South	Medium-high	Low	Medium-high	High	Medium-high
View 12	View north along Broadway from the approximate location of a draft DCP view.	East-north-east	Medium	High	Low	High	Low
View 13	View north from the approximate location of a draft DCP view near the corner of Cleveland and Regent Streets	North-north-east	Low	Low	Low	High	Low

Source: Urbis

Conclusion and Mitigation Measures

The Visual Impact Assessment which has been undertaken of the 'baseline' visual context and considering the level of visual effect in the context of the subjective weighting factors, concludes that the visual impacts of the proposed development were found to be acceptable and no mitigation measures are recommended.

The proposed tower form sits wholly within the approved building envelope. In this regard, the proposed tower is consistent and compatible with the extent of visual effects and level of visual impacts that are contemplated by the controls which relate to the Western Precinct.

8.6.3. Residential Amenity

SEARs Requirement

SEARs Item 6 requires specific consideration of the solar access and visual impact of the proposal on surrounding residential developments. This has been addressed through analysis of the shadow diagrams contained within the Design Report in Appendix E and the Visual Impact Assessment contained in **Appendix S**.

It is noted that the surrounding context has a variety of land uses, however there are some residential uses located to the west and south-west of the Site in Chippendale, as well as to the east of the Site in Surry Hills. There are other residential uses located to the north of the Site however these properties not affected by shadows from the proposal, and the proposal will not impede any significant views from these properties as these views would be to items to the north of the Atlassian Central development.

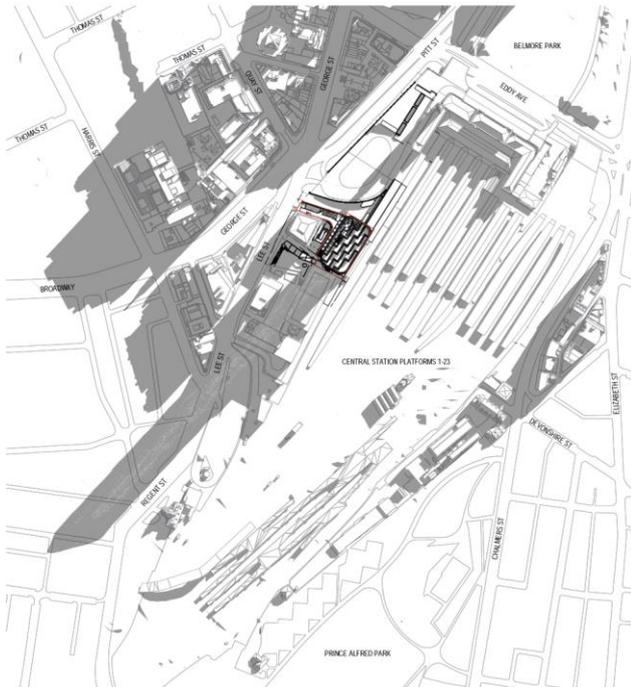
Solar Access and Overshadow Impacts

The shadow diagrams demonstrate that shadow on residential properties surrounding the Site is largely limited to the winter solstice, when the shadow from the Atlassian Central development is longest. The shadow-diagrams indicate there is shadow cast on some residential properties to the south-west of the Site, primarily residential properties located along Regent Street near Kensington Street at 9am, however due to the height of these buildings and the orientation of windows, existing solar access conditions for many of these properties are unlikely to be affected by the proposed development. In addition, while the Dexus/Frasers development has not yet been formally submitted, the approved building envelope for Block B will be closer to these properties and cast a bigger and wider shadow on these properties.

The 10am shadow diagram below in Figure 62 demonstrates that the shadow of the Atlassian Central development will have moved across to the eastern side of Regent Street before 10am and will no longer be casting shadows on residential properties to the south-west of the site. Accordingly, the only shadow cast by

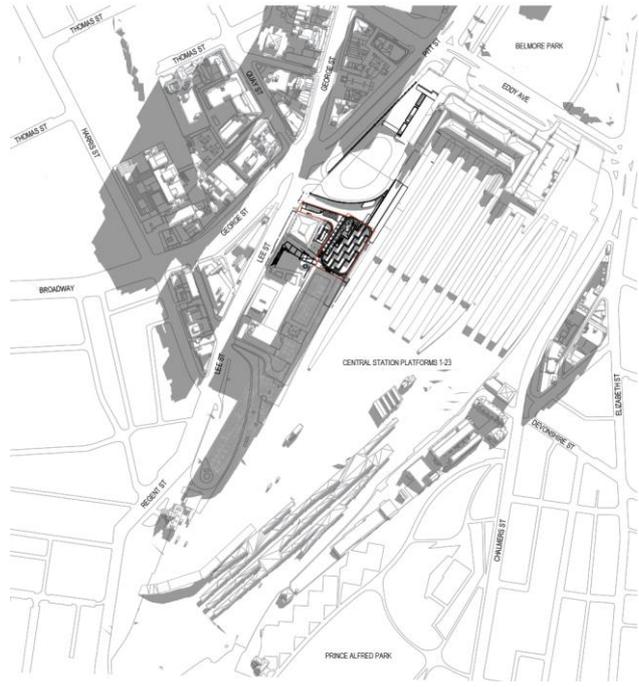
the proposed development on the residential properties to the south-west will be limited to before 10am on the winter solstices.

Figure 62 Shadow Diagrams from 9am and 10am on 21 June (winter solstice)



Picture 65 Solar Study 21 June at 9am

Source: SHoP/BVN



Picture 66 Solar Study 21 June at 10am

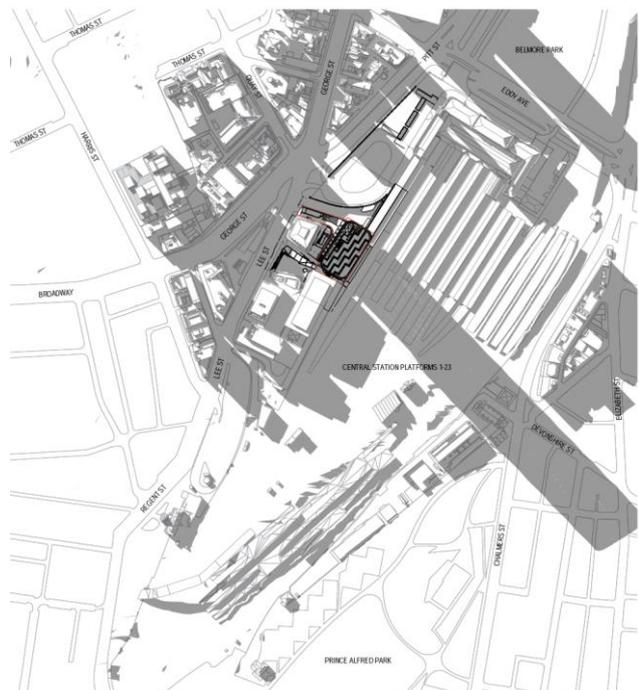
Source: SHoP/BVN

Figure 63 Shadow Diagrams from 2pm and 3pm on 21 June (winter solstice)



Picture 67 Solar Study at 2pm on 21 June

Source: SHoP/BVN



Picture 68 Solar Study at 3pm on 21 June

Shadow cast on properties to the east of the Site is limited to after 2pm on the winter solstice, however the shadow cast is generally on mixed use buildings which are otherwise already shadowed by other buildings within this area. The buildings along Chalmers Street are likely to receive some shadow impact, however

prior to 3pm the shadow is limited to the street block south of Devonshire Street along Chalmers Street where there is limited residential uses. The residential uses north of Devonshire Street will not have any solar access impacted prior to 3pm and will maintain their existing solar access conditions prior to 3pm on the winter solstice.

Based on the shadow analysis undertaken it is concluded that the proposed development will have minimal impact on solar access enjoyed by surrounding residential land uses. While there may be minor impacts on some residential use, these will be limited to no more than one hour between 9am and 10am for properties to the south-west of the site, or between 2pm and 3pm for properties to the east of the site.

Visual Impact

The Visual Impact Assessment (**VIA**) includes an assessment of potential impacts on views from surrounding residential uses. This assessment has been undertaken having regards to the distance from the Site, view angle, surrounding building forms which may already obstruct views and potential to currently enjoy scenic or highly valued views as defined in *Tenacity*. It is noted that this assessment was undertaken at street level and did not include entering surrounding properties.

The VIA identifies the same areas where mixed-use developments do or may include residential development, being to the south-west of the Site along the western side of Regent Street and along Chalmers Street from the east.

The VIA identifies that there are a limited number of mixed-use developments which do or may include residential uses located within the immediate visual catchment, they are largely low in height, spatially separated from the Site and not directly orientated towards the Site. On this basis the VIA concludes that it is anticipated that any potential views towards the site are unlikely to be significantly affected by potential view loss.

8.7. ECOLOGICALLY SUSTAINABLE DEVELOPMENT (ESD)

SEARs Requirement

SEARs Item 7 requires the EIS to identify how Ecologically Sustainable Development (ESD) principles will be incorporated in the design, construction, and ongoing operation phases of the development, including innovative and best practice proposals for environmental building performance.

An ESD Report has been prepared by LCI and Stantec in response to the requirements in SEARs Item 7 and is provided at **Appendix Q**.

Methodology

The ESD Report has assessed the development against the four principles of ecologically sustainable development set out in clause 7(4), Schedule 2 of the EP& A Regulation, being:

- The precautionary principle
- Intergenerational equity
- Conservation of biological diversity and ecological integrity; and
- Improved valuation and pricing of environmental resources.

In addition, the ESD assessment has considered:

- Frameworks for Best Practice Sustainable Design Principles
- Third Party ESD Certification
- Design for Climate Change Resilience

Assessment

Sustainability has been a key foundation of the project since the inception in 2017 and is seen as providing the opportunity to pave the way for the Western Gateway Sub-Precinct. Atlassian is committed to achieving carbon neutrality by 2025 through the RE100 program which will ensure that the new development has net-zero emissions.

The proposed development has incorporated the four ESD principles set out in Clause 7(4) – Schedule 2 – *Environmental Planning & Assessment Regulation (2000)*.

The proposed development is committed to achieving the following ESD targets:

- 6 Star Green Star Design and As-Built rating, which exceeds 'Australian Best Practice' and is considered to exhibit 'World Leadership' design
- 5.5 Star NABERS Office Base Building Energy Rating for the commercial office component of the proposed development which complies with City of Sydney's DCP controls. There is potential for a 6 Star rating to be achieved if accredited Green Power is procured.
- 4.5 Star NABERS Water rating is an aspirational target, with a 4 Star rating more likely to be achieved.
- WELL Core and Shell rating for the commercial office component.

The high performance level of the building will be realised through the application of a high performance double operable façade, innovative low energy air conditioning system, significant areas of natural ventilation to the tower, integrated on-site renewable power generation, a low carbon timber structure, and a commitment to off-site renewable power.

The ESD Report includes the following framework to demonstrate how the proposal considers and reflects international best practice sustainable building practices to improve environmental performance and reduce ecological impact:

Table 14 – Sustainability Framework

Principle	Response
Waste reduction design measures	<p>During Construction, more than 50% of demolition and construction waste will be recycled. A Construction Waste Management Plan will be developed and will detail processes, responsibilities and measures to manage waste and minimise the potential for impacts during construction.</p> <p>During Operation, initiatives including food rescue, segregation and dehumidification of food waste, container deposit recycling and comingled recycling will occur.</p>
Future proofing	<p>The building incorporates mixed mode and naturally ventilated spaces that could be conditioned by future tenants, if required.</p> <p>A third-pipe recycled water reticulation network is provided for connection to future recycled water networks.</p>
Use of sustainable and low-carbon materials	<p>Timber structure has been introduced in habitats that allow for high rise construction, using 'megafloor' structural transfer slabs.</p> <p>Where possible, concrete will be high in supplementary cementitious materials to reduce Portland cement.</p> <p>Steel structures and aluminium façade elements will be refined and will be sourced from suppliers with low carbon practices and technologies.</p>
Energy and Water efficient design and technology (including water sensitive urban design)	<p>Proposed Mechanical, Electrical and Hydraulic building services will be efficient and minimise the use of energy and water.</p>

Principle	Response
	The roof (Crown) will incorporate significant landscaping for heat island minimisation and biodiversity improvement, whilst ameliorating stormwater impacts.
Use of renewable energy	In addition to the potential inclusion of renewable energy on-site (i.e. solar PV panels), Atlassian is committed to operating the building using 100% Renewable Energy sourced off-site.

The proposed development has been designed to future-proof itself from the potential impacts of climate change using NARCLiM Climate Change Projections and CSIRO Climate Future Projections. Design initiatives set out in the ESD Report aim to mitigate the effect of climate change and allow the project to meet the difficulties predicted by climate change projections while maintaining occupancy comfort and operational efficiency.

Mitigation Measures

The mitigation measures contained in Table 15 below are recommended to be implemented in response to climate change projections.

Table 15 – Mitigation Measures for climate change protection for the development

Climate Change Projection	Project Responses
Hotter days and more frequent heatwave events	<p>Mechanical System Provision</p> <ul style="list-style-type: none"> ▪ External Ambient conditions should include an extra 1°C (dry bulb) temperature to calculate the required cooling load of the building as a measure of accounting for 2030 RCP4.5 projections. The cooling load is satisfied by the chillers, cooling towers, chilled water pumps, condenser water pumps, pipework and air side systems, and, as such, all the aforementioned equipment associated with cooling accounts for the requirement of RCP 4.5. ▪ Further, the increase in temperatures as per 2070 RCP8.5 projections will be met as the main HVAC equipment that will satisfy the cooling demand will be replaced in approximately 25-30 years. Spatial provision is enabled through the equipment selection process which inherently provides for larger equipment typically in the range of 4-8% than that of the design requirement. However, it is also noted that equipment produced in 25-30 years will be of a much higher efficiency than that currently produced and, as such, will require a smaller footprint to satisfy the same load as that of its current day equivalent. ▪ Selecting external ambient conditions now to account for the provisions of RCP8.5 projections would be counter intuitive, as the main equipment items which satisfy the cooling demand will be oversized and will not operate with the desired efficiency. <p>Architectural Design</p> <ul style="list-style-type: none"> ▪ Increase in hotter ambient temperature is addressed via use of a high-performance façade to improve overall thermal resistance, minimising radiation penetrating the building, which affects energy consumption and

Climate Change Projection	Project Responses
	thermal comfort. Working zones are biased towards the South-East of the floorplate with the setback from the façade on the North and West providing self-shading. In addition, shading platforms/ledges in the articulated façade provide external shading and further reducing direct solar radiation.
Extended drought periods	<ul style="list-style-type: none"> ▪ The current hydraulic services design implements water efficient fittings and a roof capture and reuse strategy to reduce potable water consumption that will assist in combating extended drought periods. ▪ The design incorporates a compact rooftop rainwater harvesting and reuse system that captures rainwater from the roof areas to reuse for irrigation. ▪ Toilets, urinals, and cooling towers will be connected to a future precinct-wide rainwater harvesting network. In addition, strategies that assist water efficient design include, subject to detailed design of the project: <ul style="list-style-type: none"> a. Potable water using fixtures to be low-flow and WELS rated. b. Potable water sub-metering to be connected to the BMCS to reduce wastage through identifying leaks, or poor operational performances
More extreme rainfall events	<ul style="list-style-type: none"> ▪ Significant works to raise basement ramp entry levels to reduce flooding of basement ▪ Significant stormwater upgrade and diversion works to integrate with broader precinct infrastructure.

Source: LCI / Stantec

Conclusion

The proposed development will reflect leading industry practice for commercial development by incorporating the sustainability measures outlined above which will continue to be refined as part of the design development.

8.8. TRANSPORT, TRAFFIC, PARKING AND ACCESS

SEARs requirement

SEARs Item 13 requires a Traffic and Transport Impact Assessment including a draft Construction Pedestrian and Traffic Management Plan.

JMT Consulting has prepared a Transport Impact Assessment in accordance with SEARs Item 13 and is provided at **Appendix M**.

The report provides an assessment of the potential impacts of the proposed development on existing transport conditions and assesses the access arrangements to the proposed development. The report also includes a Green Travel Plan, a preliminary Loading Dock Management Plan and a preliminary Construction Pedestrian Traffic Management Plan.

8.8.1. Existing Conditions

Census 2016 'Journey to Work' data has been used to assess the existing travel patterns of workers employed in the locality.

In summary, the vast majority of workers arrive at the precinct via public transport – 73% by train and 11% by bus. Approximately 5% of workers use active transport modes including walking and cycling. Only 10% of workers use single occupancy private vehicles reflecting the strong public transport availability in the area.

The site's location adjacent to Central Station means it is within easy access to city and regional train services, Light Rail services, and bus services. There is also an existing and planned cycleway network within the locality, connecting the site to the CBD, Surry Hills and other inner-city suburbs.

The site shares private vehicular access with the Adina Hotel from Lee Street, to the west of the site. Existing on-site parking includes 5 YHA car spaces and space for motorcycle parking. The Site shares parking with Adina Hotel with the provision of 16 car spaces, 3 spaces for adjacent retail stores, and 2 spaces reserved privately. The on-Site parking is predominately for service vehicles, with hotel parking provided in an underground car park accessed via Ambulance Avenue.

8.8.2. Proposed Parking

The proposed development is subject to the parking requirements stipulated in the following policy documents:

- *Sydney LEP 2012*
- Sydney DCP 2012 (noting the application is SSDA and therefore the Sydney DCP does not technically apply to the proposed development)
- City of Sydney Cycling Strategy and Action Plan 2018-2030

Car Parking

Given the location of the building immediately adjacent to Central Station with high levels of public transport accessibility, no car parking is proposed to be provided for the use of Atlassian staff or visitors as part of the development. A small number of existing at-grade car parking spaces located at Upper Carriage Lane will be relocated into the basement level.

The Sydney LEP 2012 identifies the maximum number of on-site car parking spaces that can be provided for new developments based on their location and level of transport accessibility. The objective of the car parking rates is to minimise the amount of vehicular traffic generated by new development.

Clause 7.6 of Sydney LEP 2012 provides the maximum number of car parking spaces for office and business premises. The Transport Impact Assessment therefore finds that the nil provision is compliant and consistent with the objectives of the LEP.

Bicycle Parking

The proposal includes a large bicycle parking and End of Trip Facilities (**EoTF**) area for staff located on Basement Level 1. A total of 336 bicycle parking spaces will be accommodated based on site for staff. In addition, 30 bicycle spaces will be accommodated for visitors within the public domain, the location of which will be subject to change pending the Day 1 and Day 2 scenario, refer to the Transport Impact Assessment at **Appendix M** for further detail.

The proposed bicycle space provision has been calculated based on the forecast mode share demand. 5% of workers were anticipated to travel to the site by bicycle. Bicycle parking is provided at a rate of 7.5% which is below the SDCP bicycle parking requirement but is more consistent with City of Sydney's Cycling Strategy and Action Plan 2018-2030 which seeks to achieve 10% bicycle mode share within the City.

The Transport Impact Assessment considers the proposed bicycle parking to be appropriate given the location of the development in the CBD and having very high levels of accessibility by public transport. In addition, the proposed bicycle parking has made allowance for significant growth in cycling usage by staff in comparison the current 1% levels.

Loading and Servicing

The proposed basement design provides for a total of ten (10) service vehicle bays within the loading dock for the proposed development, comprising of the following:

- Three (3) medium rigid vehicle bays (including one bay for the Adina Hotel)
- Three (3) small rigid vehicle bays

- Four (4) van/courier vehicle bays

The loading docks within the Site have been designed to accommodate the anticipated level of vehicle demand generated throughout the day. On-site management of the loading dock will consist of a combination of an on-Site dock manager and a dock management system (DMS). The DMS will enable the on-site management team to scheduled truck delivery times and allocate docks.

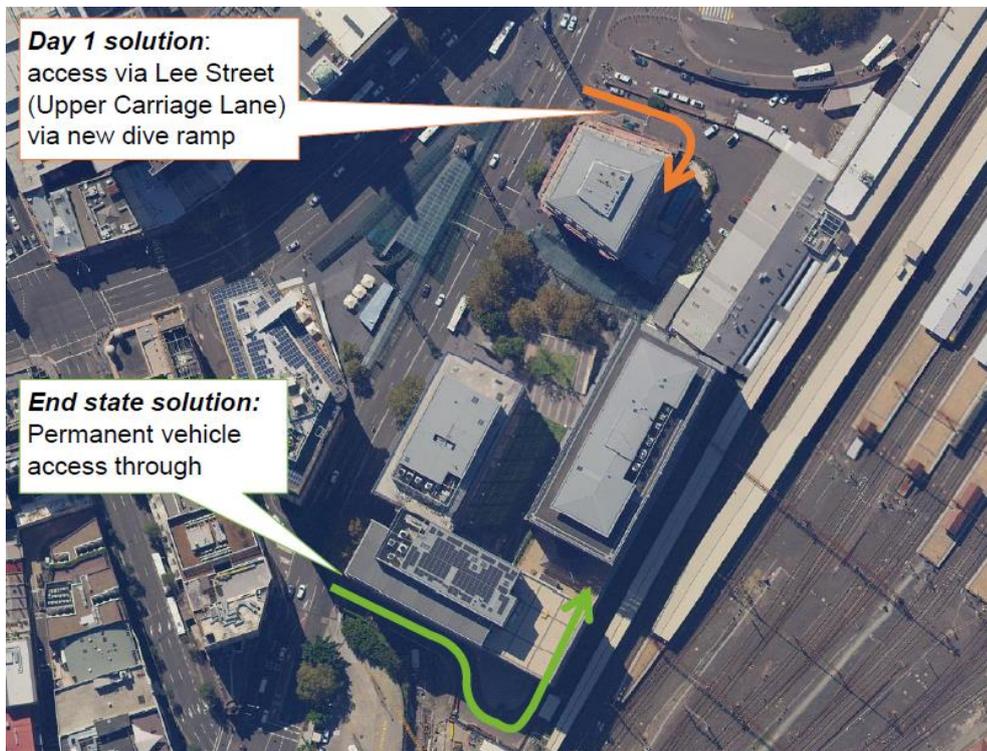
A Draft Loading Dock Management Plan is included in the Transport Impact Assessment.

8.8.3. Operational Site Access Arrangements

A two-staged approach to vehicle access is proposed to align with the broader redevelopment of the Western Gateway Sub-precinct. The staged access approach comprises a 'Day 1' solution and an 'End state' solution as follows:

- 'Day 1' solution: Prior to an integrated basement being delivered as part of the redevelopment of Henry Deane Plaza by Dexus-Frasers. Access to be via a new driveway located off Lee Street at Upper Carriage Lane.
- 'End state' solution: Following the delivery of an integrated basement being delivered as part of the redevelopment of Henry Deane Plaza by Dexus-Frasers, including a single vehicle access point at the southern end of Lee Street.

Figure 64 Proposed vehicle access arrangements



Source: JMT Consulting

Assessment – Day 1 Solution

The Day 1 vehicle access to the proposed development will also service the Adina Hotel car park once existing access via Ambulance Avenue is closed for its pedestrianisation.

The Day 1 access ramp has been designed to comply with AS2890.2 and will allow a medium rigid vehicle (MRV) to pass a small rigid vehicle (SRV) at all locations on the ramp, with the exception of corners where they will be required to wait and allow once vehicle pass at a time. Mirrors will be installed to assist.

The grade of the basement ramp will achieve appropriate sight distances for drivers to view pedestrians walking along Lee Street. Appropriate clearance for service vehicles has been incorporated into the design of the Day 1 site access.

The existing drop-off area for the Adina Hotel is proposed to be relocated to accommodate the Day 1 access arrangement from the existing Upper Carriage Lane to Lee Street directly adjacent to the hotel.

In the event that the integrated basement option (end state access solution) does not proceed, the Day 1 access solution has the ability to accommodate expected traffic movements for the Atlassian building for the life of the building.

Assessment – End State Solution

Under the end state arrangements, access for all vehicles to the Western Gateway Sub-precinct will be via a new connection as part of the proposal currently being investigated by Dexus- Frasers for the redevelopment of Block B (Henry Deane Place) into a large scale mixed-use development with shared basement.

Vehicle access from the adjacent road network would be via the southern end of Lee Street at the existing driveway located opposite Little Regent Street.

The End State access arrangement is subject to further design development as the Dexus-Frasers project progresses.

The Day 1 access ramp on Lee Street would be modified to allow bicycle access only to the proposed development's EOT facilities. Service and loading vehicles would no longer use this entrance.

8.8.4. Traffic Generation and Road Network Impact

A target mode split for the proposed development has been set, with more than half of employment trips travelling by Train/Metro (75%). Travel by bus (10%) will be the second highest mode share. Walking and cycling are both anticipated to have a mode share of 5% each. 1% of employees are expected to drive and park in neighbouring parking lots, rented spaces or peripheral park and ride locations.

The proposed development is expected to generate up to 84 vehicle trips during the AM peak hour. These trips will be dispersed however across a number of neighbouring public car parking lots in the Haymarket area, and therefore would not adversely impact the road network.

Other developments within the precinct are expected to take a similar minimal approach to parking provision.

Assessment

Traffic modelling has previously been carried out by Arup for the entire Western Gateway Sub-precinct based on no additional car parking being provided for staff or visitors but considered the increased loading/servicing requirements of the precincts.

The traffic modelling considered the operation of the Lee Street / Regent Street intersection during the morning and evening commuter peak hours. This intersection will, under the preferred permanent access arrangement accommodate all vehicle access and egress to the Precinct. The modelling demonstrated that this intersection would perform satisfactorily in both peak hours.

Based on the above, cumulative traffic and road network impacts arising from the proposed development are expected to be minimal.

8.8.5. Public Transport Network Impacts

The development is anticipated to accommodate approximately 4,300 staff, of which 90% are assumed to be on-Site on a typical day. This level of occupancy may generate 3,850 trips over a three-hour morning peak period, with approximately 50% taking place during the morning peak hour (8am-9am).

In addition, the proposal involves the expansion of the YHA component of the Site by approximately 250 beds. It has been conservatively assumed that this expansion will generate 250 trips in the peak hour.

Assessment

The Site is strategically located directly adjacent to Central Station as well as a number of local and regional bus services. The Transport Impact Assessment finds that the advent of the future Sydney Metro City and Southwest, along with signalling and infrastructure upgrades across the existing Sydney rail network, will have the capacity to accommodate the additional demands generated on the public transport network by the proposed development.

8.8.6. Pedestrian Access and Movements

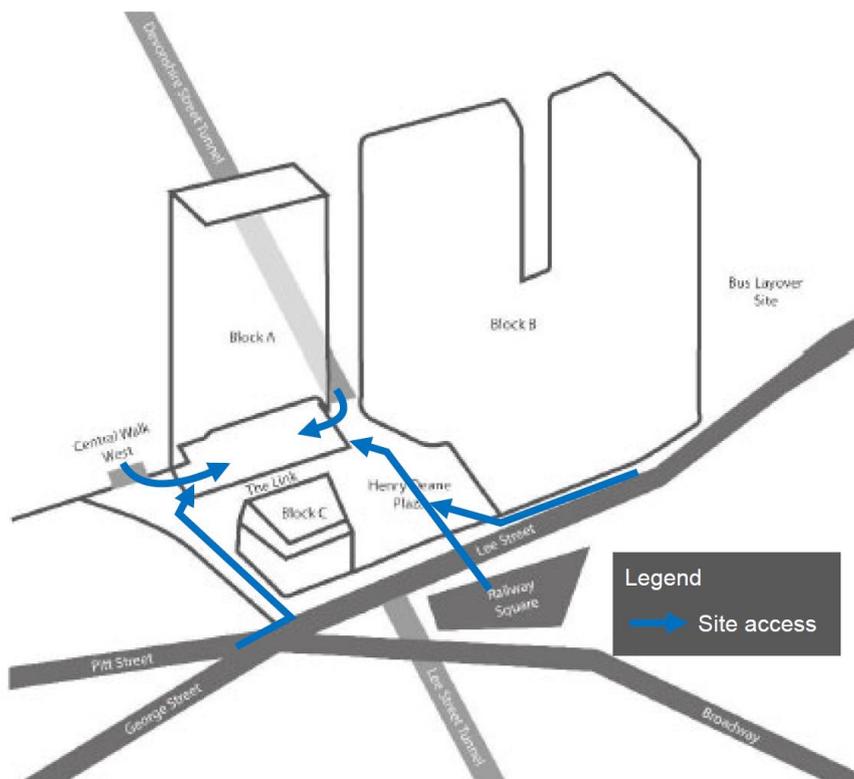
The proposal provides for improved pedestrian connectivity and permeability in the precinct. More broadly, the Western Gateway Sub-precinct envisages significant improvements to the pedestrian network which will enhance accessibility to the proposed development.

The following pedestrian routes will be available to workers and visitors to the proposed development:

- Central Walk connection with vertical transport provided via Ambulance Avenue, for passengers arriving via the Sydney Metro network, suburban rail network or Sydney Light Rail;
- Devonshire Street tunnel for passengers arriving via the suburban rail network;
- Lee Street pedestrian crossing for passengers arriving via bus at Railway Square; and
- The existing Lee Street surface footpath connecting with the redeveloped Henry Deane Plaza.

Pedestrian movements to the site are illustrated in the diagram below:

Figure 65 Pedestrian access to the site



Source: JMT Consulting

8.8.7. Green Travel Plan

The requirement for a Green Travel Plan (GTP) was requested in the SEARs for the proposed development. The GTP has been prepared by JMT Consulting and is included in the Transport Impact Assessment at **Appendix M**. The GTP provides an assessment of the existing methods of public and active transport links to the site and outlines how the development intends to make travel to and from the site safer and easier.

Data from the Australian Bureau of Statistics 2016 was reviewed to gain a better understanding of the method of travel to the site as a place of employment.

Based on this data, it is evident that the sites location next to Central Station facilitates a high usage public transport, however walking and cycling remains low.

The GTP focuses on promoting three sustainable transport modes being walking, cycling and public transport usage.

Measures proposed to promote sustainable transport modes include:

- Nil provision of staff and visitor car parking
- Provision of ample bicycle parking and EOT facilities
- Identification of cycling and walking routes for staff
- Provision of cycle safety training courses
- Provision of real time information on public transport journeys
- Offer of flexible working hours to reduce peak travel demand
- Promote the availability of car share options in close proximity to the site.

The GTP will be monitored and regularly reviewed to ensure its effectiveness.

8.8.8. Construction Pedestrian Traffic Management

The Transport Impact Assessment includes a preliminary Construction Pedestrian Traffic Management Plan (CPTMP) which has been prepared in accordance with the technical requirements of the SEARs.

The CPTMP assesses the proposed access and operation of construction traffic associated with the proposed development with respect to safety and capacity.

The preliminary CPTMP includes a list of mitigation measures that will be adopted during construction to ensure traffic movements have minimal impact on surrounding land uses and public.

To further mitigate any potential risks, the building contractor will prepare a detailed CPTMP with Traffic Control Plans and detailed vehicle swept path analysis prior to the commencement of works.

8.9. WIND IMPACTS

SEARs Requirement

SEARs Item 6 requires that the EIS include a Wind Impact Assessment including wind tunnel testing to demonstrate that the wind environment in the public domain and other accessible outdoor spaces will be comfortable for its intended use.

A Pedestrian Wind Study has been prepared by RWDI in response to SEARs Item 6 and is provided at **Appendix T**.

Methodology

RWDI have carried out a detailed investigation into the wind environment impact of the proposed development. Testing for the proposed development was performed under a number of different scenarios, to understand wind impacts within the Western Gateway Sub-Precinct boundaries, and based on specific wind comfort criteria established for this Precinct in the draft Western Gateway Design Guidelines.

The acceptability of wind conditions at each of the identified locations demonstrated through the wind tunnel testing was determined by comparing the measured wind at each location against the appropriate criteria for the locations intended use. The study adopted the wind criteria contained in the *Sydney Development Control Plan 2012 – Central Sydney Planning Review Amendment* which includes the Gust-Equivalent Mean (**GEM**) wind speed for pedestrian comfort summarised in Table 16 below.

Table 16 – Pedestrian Comfort Criteria

Classification	Description	Maximum 5% Exceedance GEM Wind Speed (m/s)
Sitting	Outdoor areas that involve seating such as parks, dining areas in restaurants, amphitheatres etc	4
Standing	Short duration stationary activities (generally less than 1 hour), including window shopping, waiting areas, etc	6

Classification	Description	Maximum 5% Exceedance GEM Wind Speed (m/s)
Walking	For pedestrian thoroughfares, private swimming pools, most communal areas, private balconies and terraces, etc.	8

Assessment

The wind report by RWDI demonstrates that the proposal is capable of achieving the applicable wind criteria for comfort and safety in the public domain of the Western Gateway Sub-Precinct, subject to the suggested wind mitigation treatments. The wind mitigation treatments should be able to integrate comfortably with the proposed architecture of the building.

While a wind comfort criteria has not been set for areas outside of the public domain in the draft Western Gateway Design Guidelines, RWDI have also undertaken significant wind testing on the area above the Parcels Shed roof, to align with the aspiration to use the roof space and enabling a future connection into future over station development.

The Shed Roof/OSD level are susceptible to significant wind impacts, particularly those from the southerly and westerly direction (more commonly in winter). This creates a unique challenge to occupation of this new open space area.

An iterative design process has been undertaken both to understand the nature and probabilities of significant wind speeds exceeding safety and comfort conditions and test a series of mitigation devices to provide some amelioration of these effects identified by the wind consultant. While combinations of these were effective in reduction of wind speeds to within acceptable criteria, these were also assessed for their impact to the legibility of the heritage structure and form of the Parcels Shed. Any addition of visible screening to the western core edges, extensive open arbour roof structure and high perimeter screens were avoided in favour of a more holistic managed approach. This resulted in the selection of an enclosed pavilion with green roof and operable openings for when wind conditions are favourable. The location of this element has been placed on the eastern side of the Parcels Shed to minimise impacts on key heritage views. The Design Integrity Panel from the design competition have endorsed this initiative in their recent feedback on the design development of the scheme.

The wind assessment concludes that the proposal is capable of achieving the applicable wind criteria for comfort and/or safety subject to some suggested treatments which should be able to integrate comfortably with the proposed architecture of the building.

The mitigation measures provided in the next section have been wind tunnel tested or are recommended in-principle based on the results of the wind tunnel testing.

Mitigation Measures

As noted above, the proposed development generally satisfies the wind criteria established in the draft Western Gateway Design Guidelines. Some minor mitigation measures have been recommended by RWDI in the wind report in relation to the public domain areas:

The mitigation measures recommended below in addition to the proposed landscaping would improve the majority of wind conditions in the context of existing surrounding buildings within the site (Figures 21-24). On-site wind conditions at the ground levels would improve to be overall suitable for sitting and standing use annually. In addition, safety exceedances on-site would be eliminated with the mitigation strategy developed:

- **Probe Locations 13 and 16:** Extended the proposed landscaping at the central square to contain 25 deciduous trees 4-6m tall with shrubs 1.5m in height underneath;
- **Probe Location 23, 75:** No mitigation measures included for these locations;
- **Probe Location 2:** Existing landscaping at the Henry Dean Plaza;

The inclusion of these mitigation measures has been a key architectural design consideration through the design development process to ensure that the mitigation measures are integrated with the overall

architecture of the building, sympathetically respond to the heritage significance of the Site and surrounds and ensure that suitable wind conditions are achieved within all open spaces within and surrounding the Site.

In addition to the above, some operational mitigation measures have been proposed by RWDI to manage the Shed Roof space to ensure that it can manage wind conditions and achieve a comfortable pedestrian comfort level for users. These measures are outlined in the wind report.

Conclusion

The Pedestrian Wind Study concludes that with the implementation of recommended mitigation measures in the design, all outdoor trafficable areas within and around the development will be suitable for the intended uses.

8.10. NOISE AND VIBRATION IMPACTS

SEARs Requirement

SEARs Item 6 requires a noise and vibration assessment to be prepared in accordance with the relevant EPA guidelines, detailing operational noise impacts on nearby noise sensitive receivers and outline proposed noise and vibration mitigation measures and monitoring procedures.

SEARs Item 14 requires the EIS to address potential impacts of the construction on the surrounding areas including the adjoining rail corridor and the public realm with respect to noise and vibration.

A Noise and Vibration Impact Assessment has been prepared by Stantec (Australia) Pty Ltd in response to SEARs Item 6 and 14 and is provided at **Appendix P**.

Methodology

The report addresses the impacts of construction noise, operational noise, mechanical noise and vibration and the intrusion of ambient noise such as traffic and rail corridor noise, into and out of the development.

To assess the noise and vibration impacts of the proposed development, the following process was carried out:

- Identify and classify the surrounding noise and vibration sensitive receivers surrounding the proposed development;
- Identify and classify the noise and vibration sources generated by the proposed development, together with external noise and vibration sources impacting on the proposed development;
- Review historical site noise investigations and carry out additional site noise investigations to quantify the background noise levels local to the proposed development;
- Determine the project noise and vibration criteria applicable to the proposed development in accordance with the requirements listed in the Secretary's Environmental Assessment Requirements (SEARs).
- Assess the operational and construction noise and vibration impacts of the noise and vibration sources generated by the proposed development to the surrounding noise-sensitive receivers together with any impacts on the occupants of the proposed development; and
- Provide details of mitigation measures required to alleviate noise and vibration impacts to achieve the project noise and vibration criteria.

The following operational noise and vibration assessments were conducted as part of this noise and vibration impact assessment:

- Noise impact from road and rail on the YHA accommodation.
- Noise and vibration impact of mechanical plant and equipment serving the proposed development on surrounding noise and vibration sensitive receivers;
- Noise impacts of additional traffic on surrounding local roads generated by the proposed development;
- Noise and vibration impact of the Sydney Metro rail corridor on the structure of the proposed development; and
- Noise impacts of additional traffic on surrounding local roads generated by the proposed development.

The following construction noise and vibration assessments were conducted as part of this noise and vibration impact assessment:

- Noise generated during the construction of the proposed development and associated impacts on the surrounding noise sensitive receivers; and
- Vibration generated during the construction of the proposed development and associated impacts on the surrounding vibration sensitive receivers.

8.10.1. Operational Noise and Vibration Assessment

Road Impact

In order to provide acoustic amenity to occupants of the proposed development and comply with the project specific internal noise limits, the noise impacts of surrounding roads were assessed at the façade of the hotel accommodation and commercial spaces within the proposed development.

A closed and open window assessment was undertaken.

In the case of the closed window assessment, the traffic noise on George Street, Pitt Street and Lee Street, as well as the Central Station Rail corridors, places the largest acoustic demand on the facades of the sensitive spaces within the development.

In the case of the open window assessment, the assessment has been conducted under the assumption the occupant has opened their windows to achieve natural ventilation.

Mitigation measures have been recommended to comply with noise controls in both scenarios.

Rail Impact

An assessment for the ground borne noise, or regenerated noise, into the habitable spaces of the development due to a train pass-by within the adjacent rail corridor has been conducted.

Based on the assessment and the structural concept design for the proposed development, the ground-borne noise generated within the hotel rooms is predicted to comply with the requirements of the ISEPP for both the residential areas (bedroom and lounge areas) and the commercial spaces.

A vibration assessment has been conducted in accordance with the DPIE *Development Near Rail Corridors and Busy Roads - Interim Guideline (2008)* and referenced documents due to the proximity of the proposed development to the rail corridors. The vibration levels of train pass-bys have been measured at the nearest point on the façade of the proposed development for all three axes.

Based on the results of the vibration dose value predictions, the vibration impact on the occupants of the proposed development is predicted to comply with the Human Comfort requirements of the ISEPP.

Based on the predicted vibration levels at the nearest structure of the proposed development, it is not expected that there will be any exceedance of the criteria established with regards to structural damage. As a consequence, the vibration impact on the structure of the proposed development is predicted to comply with the requirements of the ISEPP based on the structural design of the proposed development.

Mechanical Plan & Equipment

The Noise and Vibration Impact Assessment has considered the noise emissions from the mechanical plant servicing the internal spaces of the development. It has been assumed that the mechanical plant and equipment will be operating during all periods of the day.

The assessment has determined that compliance can be achieved at all receivers, subject to the mitigation measures set out in the report.

Stand-by Emergency Generator

An assessment of the noise emissions of the generators has been undertaken for two scenarios – Testing & Maintenance, and Emergency Operation.

Based on the results of the assessment of the noise generated by the generators, the predicted noise levels at the surrounding noise-sensitive receivers are expected to comply with the project noise trigger levels during the regular testing and maintenance regime for the generators, upon implementation of the mitigation measures.

Loading Dock & Waste Collection

An assessment of the noise generated by activities within the Ground Level loading dock (such as garbage collections and deliveries) has been conducted.

The assessment has assumed:

- Service vehicles are assumed to be either medium rigid trucks or garbage trucks;
- Two (2) service vehicle entering and exiting within a 15-minute period; and
- Loading and unloading activities will take place indoors

The predicted noise levels of the loading dock activities at the surrounding noise-sensitive receivers are expected to comply with the project noise trigger levels.

Traffic Generation

The Noise and Vibration Impact Assessment report has considered the Transport Impact Assessment prepared by JMT Consulting.

Given the results of the traffic impact assessment, there is not expected to be an increase in traffic noise generated on the local road network and hence no impact regarding traffic noise generation.

8.10.2. Construction Noise and Vibration Assessment

Noise impacts from the construction works have been assessed based on the following hours:

- Monday to Friday: 7:00am to 7:00pm
- Saturday: 7:00am to 3:00pm
- Sunday and public holidays: no work
- Safety inspections are permitted from 7:00am

The assessment has considered noise impacts associated with the following construction equipment:

- Excavator,
- Jackhammer
- Powered hand tool
- Concrete pump
- Mobile crane
- Bored piling
- Generator
- Truck.

The assessment has found that the exceedance in the noise management level at any given time during construction is predicted to be limited to approximately 5 dB(A), therefore it is not expected there will be significant construction noise impacts on the surrounding noise-sensitive receivers upon implementation of mitigation measures.

8.10.3. Mitigation Measures

Road Noise Mitigation

For the closed window scenario, the following mitigation measures are recommended in order to achieve the project noise limits:

- The glazing components of the façade of the proposed development must meet the acoustic demand ratings presented in Table 43 of the Noise and Vibration Impact Assessment.
- The solid/non-glazed elements of the façade shall have an acoustic performance of no less than Rw 55.

For the open window scenario, in order to achieve the project internal noise limits whilst simultaneously achieving the ventilation requirements, the following mitigation measures are recommended:

- If there is an exceedance of the internal noise level criteria with the windows open, alternative means of ventilation is required in accordance with the requirements of the NCC to the noise-affected spaces. The results of the acoustic façade modelling indicate that the apartments shown in Appendix G of the Noise and Vibration Impact Assessment will require an alternative means of ventilation to meet the noise requirements.

Mechanical and Generator Plant

To meet the external noise emissions requirements for noise generated by the mechanical plant and equipment together with the generator plant, the following noise mitigation measures are required:

- Install acoustic screens to chillers, heat pumps and cooling towers where indicated in the report. Acoustic barriers can be solid or can be an acoustic louvre.

Loading Dock and Waste Collection

It is recommended that the activities shall be conducted with the implementation of the following management practices:

- Not operating before 7am or after 10pm (7 days per week)
- Maintaining rubbish trucks and braking materials to minimize or eliminate noise such as squeaky brakes
- Educating drivers and collectors to be careful and to implement quiet work practices

Construction Noise and Vibration

Physical methods to reduce the transmission of noise between the site works and residences, or other sensitive land uses, are generally suited to works where there is longer-term exposure to the noise. Practices that will reduce noise from the site include:

- Increasing the distance between noise sources and sensitive receivers.
- Reducing the line-of-sight noise transmission to residences or other sensitive land uses using temporary barriers (stockpiles, shipping containers and site office transportables can be effective barriers).
- Constructing barriers that are part of the project design early in the project to introduce the mitigation of site noise.

A solid acoustic barrier (made from plywood or similar) 2.4 metres above Ground Level is recommended to be erected around the perimeter of the site. The acoustic barrier could be either Class A or Class B type hoarding.

In addition, noise monitoring is recommended to be conducted at the most-affected noise-sensitive receivers. The following monitoring program is proposed for this project:

- Attended vibration measurements prior to commencement of jackhammering. Location to be confirmed with an acoustic consultant at commencement.
- Unattended noise monitor for a specified period during construction in order to confirm levels are consistent with this CNVMP.

The monitoring program as shown above is to be carried out during the likely noisiest stages as agreed with the acoustic engineer and contractor.

Conclusion

Overall, the Noise and Vibration Assessment report concludes that the proposed development is suitable and warrants approval subject to the implementation of mitigation measures identified in the report.

8.11. REFLECTIVITY

SEARs Requirement

SEARs Item 6 requires the EIS to include a reflectivity analysis identifying potential adverse glare conditions affecting motorists, pedestrians, and occupants of neighbouring buildings.

An External Reflected Glare Assessment has been prepared by Inhabit Australasia and is provided at **Appendix V**.

The External Reflected Glare Assessment has assessed the potential glare impacts from the proposed development to surrounding roads and rail lines, public open spaces and occupants of surrounding buildings.

Methodology

The following modelling process was adopted to assess potential glare impacts:

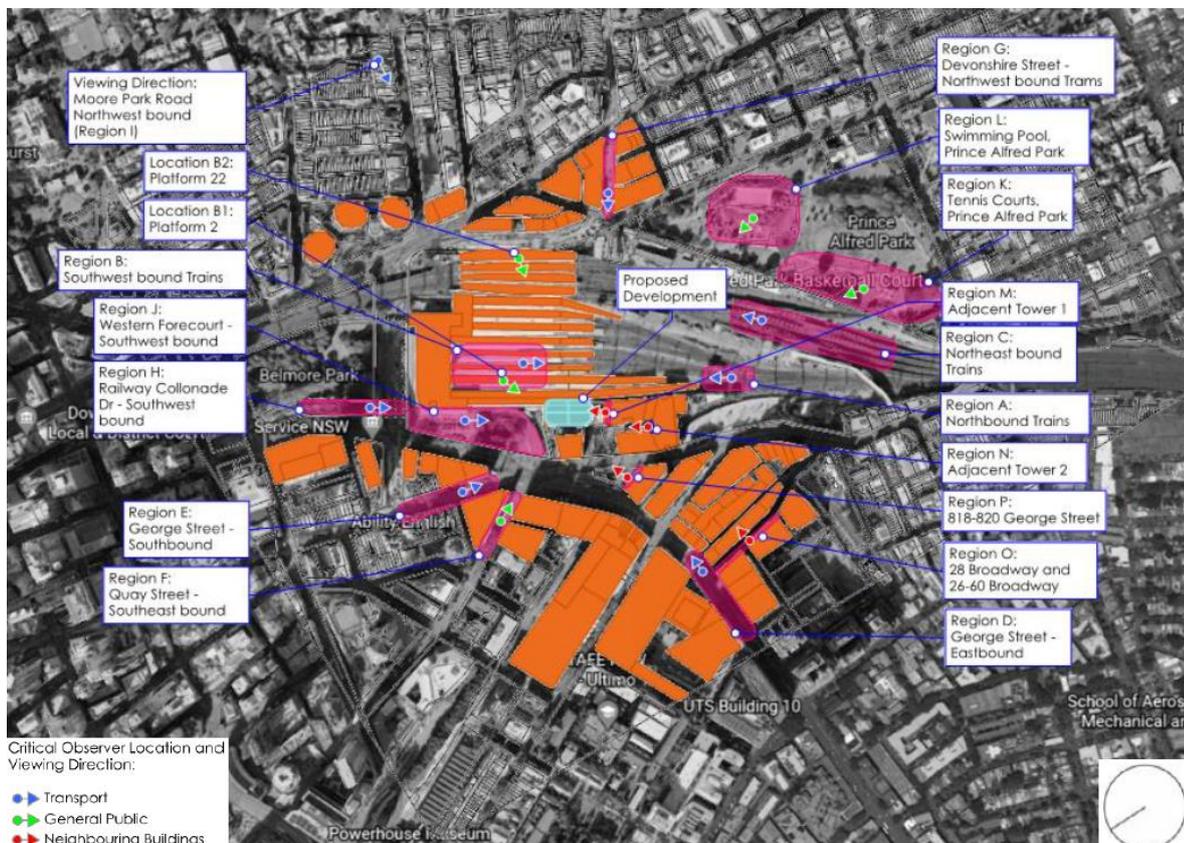
- Generate massing model of the development and surrounding buildings
- Assign material properties to the proposed development
- Conduct annual assessment for the critical regions and viewing directions
- Quantify frequency that glare exceeds assessment criteria for each region
- Carry out a detailed rendered assessment to provide additional context for the selected periods.

If no glare issues result from the proposed building façade, the material reflectance is deemed acceptable. If the building façade generates glare issues, material reflectance values are redefined.

The assessment report nominates a veiling luminance of 500 candelas per square meter as an upper limit for road and rail safety. For pedestrians, a veiling luminance of 887 Cd/sqm is nominated. For surrounding buildings, the criterion is increased to 1267 Cd/sqm.

The City of Sydney nominates an upper limit for glazing reflectance value of 20%.

Figure 66 Regions surrounding the proposed development identified for detailed glare study



Source: Inhabit Australasia, External Reflected Glare Assessment

Assessment

The External Reflected Glare Assessment report has found that while glare does exceed the performance criteria at various times throughout the year, direct glare is the dominant source of glare in each of the scenarios assessed. Therefore, the reflected glare from the façade does not result in glare that would not already be experienced by the observer due to direct glare.

Conclusion

The proposed building façade with a 20% visible reflectance does not result in unacceptable reflected glare. Any change in the building facade geometry or material specular light reflectance will require reassessment.

8.12. CIVIL ENGINEERING

SEARs Requirement

SEARs Item 15 requires an assessment of the stormwater, drainage and flooding issues associated with the site to be undertaken.

Eckersley O'Callaghan (EOC) and TTW have prepared a Civil Engineering Report provided at **Appendix R**. The report identifies specific mitigation measures to manage soil and erosion, flooding and stormwater. The Civil Report includes a risk assessment of the likelihood and consequence of identified risks.

8.12.1. Erosion and Sediment Control

A preliminary Erosion and Sediment Control Plan has been prepared to demonstrate measures that will be implemented during the construction stage of the proposal. These measures include:

- Provision of sediment and erosion controls at locations downstream of construction areas (e.g. sediment fences, sediment basins, other as required).
- Provision of stormwater diversions around the construction site for run-off from upstream undisturbed areas.
- Identification of stockpile locations.
- Identification and locations of sediment control barriers
- Protection of existing stormwater using geotextile filters, sandbags or similar.
- Identification of work staging to limit the area and duration of soils exposure
- Identify suitable locations for construction vehicle access and wheel wash facilities and will be implemented during the construction stage

Any potential impacts will be mitigated through the preparation of a detailed Erosion and Sediment Control Plan by the building contractor. The detailed erosion and sediment Control Plan will be adopted in accordance with "*Managing Urban Stormwater, Soils and Construction, 4th Edition March 2004, Landcom*".

8.12.2. Flooding

An assessment of the flood risk for the development has been undertaken in accordance with the *NSW Floodplain Development Manual 2005* and Council's interim *Floodplain Management Policy*.

The assessment identified two sources of flooding that have the potential to impact the proposed development. These are:

- Overland flow along Lee Street entering the service and vehicle access ramp to the basement levels
- Flood water ponding in Ambulance Avenue and flooding the proposed lower ground floor level and basement penetrations.

A combined mitigation strategy of stormwater amplification and a flood gate at the top of the basement ramp is proposed to reduce the risk of flooding to the development and future development within the precinct.

The proposed flood mitigation allows for the future integration with stormwater and flood mitigation for the wider Central Precinct Redevelopment Program.

The proposed development and flood mitigation measures comply with the flood planning requirements of Council's *Interim Floodplain Management Policy*, and the NSW *Floodplain Management Plan*. The Flood

Hazard is generally low around the site, with a positive flood impact (reduced flood levels) in Ambulance Avenue, and no negative impact elsewhere within the catchment.

8.12.3. Stormwater

A preliminary stormwater concept has been prepared for the proposed development. Separate stormwater systems are required for the State Works (Link Zone) and the proposed mixed-use building:

- The State Works pedestrian ramp will drain by gravity to the Council stormwater system in Lee Street.
- The proposed mixed-use building works will be split between a gravity catchment for the upper ground and tower components, and a pumped catchment for the basement ramp.

Sydney Water have confirmed that there is no on-site detention (OSD) required or any restriction on stormwater discharge required for the development site.

In order to mitigate any potential impacts, detailed hydrological and hydraulic modelling of the proposed stormwater, in conjunction with flood modelling, will be completed to ensure the proposed development meets Sydney Water and City of Sydney Stormwater requirements.

Water Quality targets for the development are set by Sydney Water. Modelling has been completed to demonstrate how the stormwater quality targets will be achieved. The Civil Report sets out details of water quality treatment devices that can be installed to meet the Sydney Water load reduction targets and required water quality targets.

8.12.4. Groundwater

An initial groundwater assessment was been undertaken by Douglas Partners as part of their initial Site Investigation and has been considered in the Civil Report. Ground water will be present at the excavation of the lower basement level. A further detailed groundwater assessment was subsequently undertaken by Douglas Partners to model impacts of groundwater on the basement and to arrive at a feasible solution (Refer to Appendix I of the Supplementary Geotechnical Investigation provided at **Appendix EE**).

Detailed groundwater modelling has concluded that a drained basement is feasible for the Site, provided a perimeter water-tight cut-off wall is constructed and extended at least 2m into the slightly fractured or unbroken sandstone. It would be necessary to provide under-floor drainage to safeguard against uplift pressures for slab design for drained conditions.

Further detailed groundwater modelling will be required to predict seepage rates and drawdown in the short and long term, and to assess whether a cut-off wall into rock will be sufficient to permit a drained basement. The provision of a drained basement is subject to review and agreement by Council and Water NSW.

Should a drained basement not be permitted, then a water-tight tanked basement will be required for the permanent basement structure.

Any proposed dewatering activities during the construction period will require a the preparation of a dewatering management plan to be assessed during the design development/pre-construction phase and any disposal of contaminated groundwater will need to comply with Australian and New Zealand Environment and Conservation Council (ANZECC) guidelines.

8.13. ODOUR AND AIR QUALITY

SEARs Requirement

SEARs Item 6 requires the EIS to address potential air quality and odour impacts during construction and operation of the development and to identify appropriate mitigation measures.

SEARs Item 14 requires the EIS to address potential impacts of the construction on surrounding areas including the adjoining rail corridor and the public realm with respect to air quality and odour impacts.

An Air Quality Assessment has been prepared by GHD to assess potential emissions to the air from the proposed development and is provided at **Appendix U**.

Methodology

The following air quality aspects were assessed:

- Construction air quality assessment (dust and exhaust emissions)
- Operational air quality assessment (rooftop plant, exhaust, waste storage, café/kitchen emissions)

The location of the site next to Central Station was also considered in the report as a potential source of air quality impacts.

Assessment

The Air Quality Assessment report has found that it is unlikely that ongoing operation, maintenance and potential future expansion requirements of the adjacent transport services (rail, metro, light rail) would have a significant impact on the future amenity and use of the Site. Rail, metro and light rail services are predominately electric and do not emit any pollutants during their operation.

Screening level modelling identified that emissions from idling diesel locomotives on Platform 1 and 2 may impact on the proposed development when natural ventilation is used rather than air conditioning. The NSW Government has begun a project to replace the aging NSW regional rail fleet with new diesel-electric hybrid technology trains as part of the Regional Rail Fleet Project that should be completed by the opening of the proposed development.

No significant air quality impacts were identified to occur during the construction or operation of the proposal.

Mitigation Measures

Mitigation measures to minimise potential air quality impacts during the construction and operation are listed provided below:

Construction Mitigation Measures

- Work zones should be encapsulated during construction using dust proof scaffolds and hoarding
- The proposed selection of construction plant should be reviewed and equipment and dust reduction measures utilised where possible
- Cover all spoil stockpiles where possible
- Particulate matter generated from construction activities is typically more prominent during dry and windy conditions. Water suppression should be used during these worst case conditions and when visible plumes of dust are observed to be dispersed from the Site
- The frequency of water dust suppression should be increased during worst case dust dispersion meteorological conditions (dry and windy)
- The construction site should be maintained and kept clean
- Controlled site access should be maintained with vehicle wash down/clean down facilities (wheel wash if necessary) to be established to maintain access roads
- All vehicles transporting spoil or other dispersible material should be appropriately covered to prevent the escape of dust or other material while in transit
- A log of all dust complaints received should be compiled and any potential causes of the
- complaint noted. If a trend in complaints is identified, work methods should be adjusted accordingly to minimise the likelihood of any future complaints
- Construction plant and equipment should be properly operated and maintained to minimise excessive exhaust emissions
- Visual monitoring should be undertaken by site management to ensure that construction works do not generate unacceptably high quantities of dust
- Footpaths and roadways should be kept clean and cleaned if required
- Appropriate air quality mitigation measures (as provided above) should be included in the Construction Environment Management Plan
- Works should be limited to standard construction hours where possible (see discussion below).

Operation Mitigation Measures

- Install rooftop mechanical plant and building exhaust air extraction system in accordance to the Building Code of Australia requirements
- Install appropriately sized range hoods and filtration devices over all commercial kitchens to collect cooking fumes
- Remove oil and grease by filtration or scrubbing
- Modify cooking methods, where feasible
- Practice good housekeeping, to avoid odours typically associated with a build-up of rancid fats and putrefaction of foods and food wastes (undertaken as per general practice)
- Make sufficient waste collection receptacles available for collection and proper storage of all waste
- Empty waste collection receptacles regularly, don't allow them to overflow and keep their lids closed when not in use, to minimise the spread of odour.

Conclusion

Assuming the recommended mitigation measures are implemented, no significant air quality impacts are expected to occur during the construction of the proposed development.

8.14. WASTE AND SERVICING

SEARs Requirement

SEARs Item 16 requires the EIS to identify, qualify and classify the likely waste streams to be generated during the construction and operation of the development and describe the measures to be implemented to minimise, manage, reuse, recycle and safely dispose of this waste in accordance with relevant policies and guidelines. Item 16 also requires the EIS to identify appropriate servicing arrangements for the site.

A Waste Management Report has been prepared by GHD to assess the construction and operational waste management aspects of the proposed development in accordance with Item 16 of the SEARs. The Waste Management Plan is provided at **Appendix AA**.

Methodology

The waste management systems proposed for the Developer Works aim to comply with waste minimisation and resource recovery strategies as outlined in guidance documents, including the City of Sydney Guidelines for Waste Management in New Developments.

To determine the spatial requirements for waste storage and collection, the waste streams anticipated to be generated by the Hotel, the Office and TOGA retailers were estimated. Waste types and generation were based on proposed floor space and development type and proposed construction staging.

Waste storage and handling for the Project considers the building layout. Collected waste would be transferred by service lift to the dedicated waste rooms located on the basement B2 level.

Collection points within the loading zone are strategically placed to minimise manually handling distances and allow safe access for loading of waste collection vehicles.

8.14.1. Operational Waste

YHA Accommodation

The Waste Management Report identifies the following waste types associated with the YHA accommodation component of the proposed development:

Figure 67 YHA Accommodation – Waste Types

Activity	Waste stream	Likely waste classification
Operation of food and beverage outlets, communal and commercial kitchens	Food scraps	General solid waste (putrescible)
	Used cooking oils	Liquid waste
	Grease trap waste	
	Beverage and other containers (plastics, aluminium cans, steel cans, glass bottles, liquid paperboard cartons etc)	General solid waste (non-putrescible)
	Soft plastics and plastic wraps	
Hotel operation	Paper, cardboard and magazines	General solid waste (non-putrescible)
	Batteries	Hazardous waste
Hotel maintenance and cleaning	Light bulbs (LEDs)	General solid waste (non-putrescible)
	Electrical/ electronics	
	Batteries	Hazardous waste
	Cleaning products (.e.g. lubricants, oils)	Liquid waste
Garden maintenance	Garden organics (trimmings)	General solid waste (non-putrescible)
Hotel office operation	Paper and cardboard	General solid waste (non-putrescible)
	Printer/toner cartridges	
	Beverage and other containers (plastics, aluminium cans, steel cans, glass bottles, liquid paperboard cartons etc)	
	Soft plastics and plastic wraps	
	Food scraps	General solid waste (putrescible)
Hotel office maintenance and cleaning	Electrical/ electronics	General solid waste (non-putrescible)
	Office furniture	
	Light bulbs (LEDs)	
	Cleaning products (.e.g. lubricants, oils)	Liquid waste
	Batteries	Hazardous waste

Source: GHD, Waste Management Report

Total waste volumes were estimated based on expected generation rates as identified in the City of Sydney's Guidelines for Waste Management in New Developments.

The estimated waste generation volumes for the YHA accommodation are provided below:

Figure 68 Waste Volumes – YHA Accommodation

Component	Landfill	Comingled	Organic	Total waste	Units
YHA hotel	2,405	2,405	1,603	6,412	L/day
YHA offices	90	150	30	270	L/day
Total Hotel	2,495	2,555	1,633	6,682	L/day

Source: GHD, Waste Management Report

Commercial Office

The Waste Management Report identifies the following waste types associated with the commercial office component of the proposed development

Figure 69 Commercial Office and Retail – Waste Types

Activity	Waste stream	Likely waste classification
Operation of commercial kitchen for staff meals and retailers	Food scraps	General solid waste (putrescible)
	Used cooking oils	Liquid waste
	Grease trap waste	
	Beverage and other containers (plastics, aluminium cans, steel cans, glass bottles, liquid paperboard cartons etc)	General solid waste (non-putrescible)
	Soft plastics and plastic wraps	
	Paper and cardboard	
	Packing materials – e.g. packing foam, polystyrene, pallets	
Office operation	Paper and cardboard	General solid waste (non-putrescible)
	Batteries	Hazardous waste
Office operation	Paper and cardboard	General solid waste (non-putrescible)
	Printer/toner cartridges	
	Beverage and other containers (plastics, aluminium cans, steel cans, glass bottles, liquid paperboard cartons etc)	
	Soft plastics and plastic wraps	General solid waste (putrescible)
	Food scraps	
Office maintenance and cleaning	Light bulbs (LEDs)	General solid waste (non-putrescible)
	Electrical/ electronics	
	Office furniture	
	Batteries	Hazardous waste
	Cleaning products (.e.g. lubricants, oils)	Liquid waste
Garden maintenance	Garden organics (trimmings)	General solid waste (non-putrescible)

Source: GHD, Waste Management Report

The waste generation rates for the office area are based on the rates provided in the Council’s Guidelines for Waste Management in New Developments. The estimate for organic waste is based on EPA (2012) ‘Better Practice Guide for Waste Management and Recycling in Commercial and Industrial Facilities’ waste generation rates for restaurants.

Figure 70 Waste Volumes – Commercial Office

Component	Landfill	Comingled	Organic	Total waste	Units
Atlassian offices floor area	7,774	12,957	2,591	23,322	L/day
Commercial kitchen	10,253	6,408	3,987	20,648	L/day
Retail (café)	195	975	195	1,365	L/day
Retail (general)	49	390	10	449	L/day
Total Office	18,270	20,730	6,783	45,783	L/day

Source: GHD, Waste Management Report

The Waste Management Report sets out how waste will be appropriately stored and handled. Waste will be separated into core waste streams with waste receptacles provided on all floors for collection by a cleaning contractor and transferred to the waste rooms located in the basement.

A waste contractor will collect waste from the basement collection point at an appropriate frequency.

The Waste Management Report has calculated that the YHA accommodation component will require 29sqm of waste storage area, whilst the commercial office component will require a minimum of 143.3sqm of area for waste storage.

Provision has been made in the design for adequate waste storage.

8.14.2. Construction Waste

The Waste Management Report estimates that the construction of the proposed development will generate the following volumes of waste:

Figure 71 Estimated Construction Waste Volumes

Material	Volume extracted
General solid waste	2,700 m ³
Restricted solid waste	2,700 m ³
Hazardous waste	600 m ³
Virgin excavated natural material (VENM)/ Excavated natural material (ENM)	24,000 m ³

Source: GHD, Waste Management Report

Construction waste storage and handling will be the responsibility of the building contractor.

- Waste generated on site can be managed and minimised by a combination of waste planning and on-site controls including:
 - Design of the building to minimise construction waste
 - Material selection
 - Recycling demolition and construction materials where possible
 - Preparation of a comprehensive Construction Waste Management Plan by the building contractor

8.14.3. Mitigation Measures

The Waste Management Report recommends the following mitigation measures to be implemented to manage construction and operational waste associated with the proposed development:

- Detailed design would include measures to minimise quantities of waste requiring off site disposal including minimising volume bulk excavations, careful procurement of construction materials to minimise excess waste materials.
- A Construction Waste Management Plan would be developed and implemented. The plan would adopt the waste management hierarchy principles contained in the Waste Avoidance and Resource Recovery Act 2001 and will detail processes, responsibilities and measures to manage waste and minimise the potential for impacts during construction.
- All waste disposal would be in accordance with the NSW EPA Waste Classification Guidelines and the Remedial Action Plan (RAP).
- A detailed Operational Waste Management Plan would be developed and implemented that incorporates the requirements of relevant guidance documents, waste management hierarchy principles and details waste handling and storage procedures, responsibilities and management measures.

8.15. UTILITIES

SEARs Requirement

SEARs Item 17 requires that the EIS address the existing capacity and future requirements of the development for the provision of utilities including staging of infrastructure in consultation with relevant agencies. In addition, it should detail impacts to any existing assets of utility stakeholders from

demolition/construction and any augmentation of infrastructure that may be required to accommodate the proposed development.

A Building Services Utility Report has been prepared by LCI and Stantec to address Item 17 of the SEARs and is provided at (**Appendix BB**).

Assessment

This utility report considers the various network authorities that would need to be consulted for connection of the new Atlassian Central development.

The following infrastructure will be provided to the development:

- Electricity supply and reticulation (Ausgrid)
- Telecommunications (NBN)
- Water services (Sydney Water)
- Sewer services (Sydney Water)
- Gas Services (Jemena)

The Building Services Utility Report sets out the consultation and connection requirements for electrical, communications, hydraulic and gas supply services that are being considered as the proposed development progresses.

8.16. CONTAMINATION AND REMEDIATION

SEARs Requirement

SEARs Item 18 requires that the proposal demonstrates compliance with SEPP 55 and for a Remediation Action Plan to be prepared if required. Item 15 also requires the EIS to identify geotechnical issues associated with the construction of the proposed development.

A Supplementary Geotechnical Investigation Report has been prepared in accordance with the SEARs and is provided at **Appendix EE** which follows previous geotechnical investigations by Douglas Partners at the site.

A Supplementary (Contamination) Site Investigation (**SSI**) (**Appendix CC**) was also undertaken by Douglas Partners and follows previous contamination investigations by Douglas Partners at the site.

In addition, a Remediation Action Plan (**RAP**) has been prepared for the proposed development and is provided at **Appendix DD**. The RAP describes the work required to manage and remediate contamination identified at the site to accommodate the proposed development.

The following reports have been prepared to assess potential ground conditions and contamination on the site:

- *Report on Geotechnical Investigation, August 2019*
- *Report on Detailed Site (Contamination) Investigation, August 2019*
- *Report on Groundwater Monitoring and Permeability Assessment, September 2019 to May 2020*
- *Hazardous Building Materials (HBM) Register, July 2019*
- *Report on Supplementary Site (Geotechnical) Investigation, June 2020*
- *Remediation Action Plan – Proposed Commercial Development, June 2020*
- *Report on Supplementary Geotechnical Investigation, September 2020.*

Geotechnical Assessment

The Supplementary Geotechnical Investigation is based on site investigations which included 9 boreholes and 3 standpipes for ground water level assessment.

The rock immediately under the former Inwards Parcel Shed is a class IV fine grained sandstone. Excavation of the proposed basement will reach class I medium grained sandstone

The water table has been estimated at approximately RL 14m which is the current ground level immediately under the former Inwards Parcel Shed.

Contamination Assessment

The design of the basement levels requires excavation to a depth of up to 10m – 14.5m below ground level on the eastern and western sides of the site respectively.

The SSI identifies the potential sources of contamination on the site based on the site history. These include uncontrolled fill, current and historical site uses and degradation of building material from existing buildings and underground tunnel structures. The COPC from these sources include metals, TRH, BTEX, PAH, PCB, OCP, OPP, phenols, VOC, asbestos and cyanide.

Mitigation Measures and Conclusion

The SSI concludes that the site can be made suitable for the proposed development subject to the following recommendations:

- Delineation of the PAH contamination in the northeast portion of the site for waste classification purposes, particularly within the 'State Works' zone around BH106, BH114 and BH117 to the extent practical;
- Further investigation of groundwater on site, particularly to assess the presence of TRH and PAH in groundwater across the site prior to and during dewatering. It is likely that a groundwater management plan will be required as part of the application for a dewatering license;
- Drilling of three (3) additional boreholes to 0.5 m into natural soils across the footprint of the existing cool rooms (in the vicinity of BH7 and BH5) following vacancy of the area;
- Intrusive investigation of the footprints of the existing buildings following demolition. Care should be undertaken during demolition to prevent cross-contaminating the subsurface soils with hazardous building material such as asbestos. The correct handling and removal procedures for hazardous building materials are detailed in the hazardous material building report (see Section 1);
- Preparation of a remediation action plan including an unexpected finds procedure as part of the civil and construction site management plan, such that existing contamination and unexpected finds of contamination (e.g., asbestos, odorous soils or seepage water) are managed appropriately; and
- Additional soil sampling and testing, either using in situ or ex situ sampling methods, to provide a final waste classification for surplus soils requiring off-site disposal.

The RAP establishes the following primary objectives:

- Data gap investigations in inaccessible area of the site and following demolition of building and other underground site structures;
- Requirements to carry out suitable site validation and waste classification of soils; and
- Unexpected Finds Protocol (UFP) to be implemented during basement excavation such that any finds of suspected contamination are appropriately investigated and managed.
- The RAP provides the following measures to be implemented during remediation work:
 - Appropriate remedial options to render the site suitable, from a site contamination perspective, for the proposed commercial development;
 - The validation assessment criteria to be adopted for the remediation of the site;
 - Appropriate environmental safeguards required to complete the remediation work in an environmentally acceptable manner; and
 - Appropriate occupational, health and safety procedures required to complete the remediation work in a manner that would not pose a risk to the health of site workers or users.

The RAP concludes that the site can be made suitable for the proposed development subject to achieving the above objectives.

8.17. INFRASTRUCTURE

SEARs Requirement

SEARs Item 19 requires the EIS to identify the construction and operational impacts on existing and future infrastructure (CBD Rail Link and CBD Metro) and appropriate mitigation measures.

A Central Transport Infrastructure Impact Assessment has been prepared by TTW and EOC and is provided at **Appendix N**.

Methodology

The Infrastructure Impact Assessment report assesses the proposed development against clause 85, 86 and 88 of *State Environmental Planning Policy (Infrastructure) 2007* (SEPP Infrastructure) relating to development in or adjacent to rail corridors.

8.17.1. Existing Rail Corridors and Transport Assets

Construction

The existing rail corridor, specifically platform 01, will be immediately adjacent the Eastern shoring wall for the site, which will be propped during the excavation sequence. During construction, deflection of the shoring wall and resulting settlement behind the wall will be carefully monitored, to ensure all movement is within the designed tolerance limits, as outlined in the relevant ASA standards.

Ground water changes resulting from construction will be monitored and pumped out of the site to ensure structural collapse or erosion of any shoring wall is prevented.

Foundation forces and resultant settlement effects on adjacent Transport assets will be assessed in accordance with agreed criteria (such as the Burland scale).

Operation

Ground water changes in the proposed / permanent condition will be assessed by Douglas Partners but expected to have minimal impact on the surrounding TfNSW assets and rail corridor because of the high strength sandstone. The proposed basement levels are to be drained with an application to be made to the National Access Resource Authority (NRAR).

Fire borne risks associated with structural elements will be accounted for during the design phase, following coordination and incorporation of recommendations from the Fire Engineering consultant.

8.17.2. Future Infrastructure

CBD Rail Link and CBD Metro 2007

The CBD Rail Link and the CBD Metro corridors are recognised in the Infrastructure SEPP and, although the tunnels are unlikely to both occur, assessment of both has been undertaken.

The CBDRL is a future tunnel alignment developed in 2007 while the CBD Metro is a tunnel alignment first developed in 2007 and then again in 2012.

The Infrastructure Assessment Report identifies the following issues and how they can be addressed:

- **Foundation Forces.** The proposed foundation scheme for the new tower relies on shallow pad foundations. The piles will be located outside the second reserve. As the design develops, rock modelling will be able to be used to demonstrate the impact that the building will have on the future Metro.
- **Construction Vibrations.** The rail tunnel will not exist during construction of the new building. During construction of the rail tunnel, the building can be assessed for any ground borne vibrations. It is not anticipated that vibration of movement during tunnelling will impact the proposed development.
- **Vibrations from the rail corridor.** There are no uses proposed within the new structure which will make it susceptible to ground borne vibration from the operational rail tunnel. Detailed analysis will be carried

out during design to confirm the impacts of the operational tunnel. The building is not proposed to be isolated as part of the overall design.

- **Electrolysis and stray currents.** The use of DC can have an impact on buried structures and may lead to an increased risk of corrosion. This will be assessed by specialist review.
- **Noise.** Due to the depth of the tunnel, noise is unlikely to be an issue for the new structure. Low frequency sound will be required to be considered as part of the design in a similar means to the vibration assessment.
- **Maintenance and Access.** Due to the proximity to the reserve zones, access for maintenance and emergency works to the tunnel may need to be provided. The structural design will allow for this option if required in the future.

CBD Metro

The CBD Metro alignment is located is approximately 100m from the development shown below:

Figure 72 CBD Metro



Source: TTW & EOC, *Transport Infrastructure Impact Assessment*

Impacts on the Metro rail corridor are assessed in accordance with the Technical guidelines provided by Sydney Metro and Transport for NSW titled, document number “NWRLSRT-PBA-SRT-TU-REP-000008”.

Because of the strength of the rock and because Sydney Metro sits well outside the zone of influence of the proposed development foundations, only the following issues are identified and can be addressed as follows:

- **Groundwater contamination during construction.** This will be addressed in the construction management plan.
- **Groundwater drawdown.** Drawdown in the construction and operational phases will be assessed by Douglas Partners. Due to the high strength of the rock, it is unlikely a drop in the water table will cause instabilities. There may be a requirement to check hydrostatic pressures on the Metro retaining walls (if undrained) are not changed unsymmetrically.

- **Noise.** Due to the depth of the tunnel, noise is unlikely to be an issue for the new structure. Low frequency sound will be required to be considered as part of the design in a similar means to the vibration assessment.

Conclusion

The report concludes that preliminary investigations suggest that the construction of the proposed development is unlikely to have a negative impact on the future transport infrastructure and that the design of the proposed structure will be able to proceed without significant changes to the overall concept.

8.18. BUILDING CODE OF AUSTRALIA

SEARs Requirement

The SEARs require an Access/DDA Impact Statement to be included in the EIS.

A BCA/Access/DDA Compliance Statement has been prepared by Blakett Maguire and Goldsmith (BM+G) and is provided at **Appendix FF**.

Methodology

BM+G have reviewed the SSDA architectural plans against the deemed-to-satisfy provisions of the Building Code of Australia 2019, amendment 1, and the Disability (Access to Premises – Buildings) Standards 2010.

Assessment

The report sets out:

- A summary of the key BCA compliance issues that will likely need to be addressed prior to issue of the Construction Certificate
- Suggested performance solutions
- Preliminary fire safety schedule
- Access Code compliance

Conclusion

The report concludes that compliance matters raised in the report are not uncommon for a development of this nature and they can be readily addressed at Construction Certificate stage. Any amendments required to the design documentation in order to comply with the BCA can be addressed in the preparation of the detailed documentation for Construction Certificate.

Therefore, it has been found that the proposed development is capable of achieving compliance with the relevant provisions of the BCA subject to performance solutions in some areas.

8.19. AIRSPACE

Although not a SEARs requirement, previous work with respect to the rezoning of Block A was undertaken to assess the proposed building envelope against the relevant aeronautical legislation and policy by Strategic Airspace. The assessment was based on a maximum building height on the site of 201.17AHD, higher than the permitted RL 200.2 maximum height plane for the site.

The Obstacle Limitation Surface (OLS) across the Site is 140m AHD, however the Radar Terrain Clearance Chart (RTCC) is 244m AHD across the site, and the PANS-OPS Approach Surfaces is 290m AHD.

The proposed building height will not penetrate the RTCC or the PANS-OPS. However, the proposed height will exceed the OLS, requiring an 'airspace height' approval from the Commonwealth Department of Infrastructure and Regional Development under the *Airports Protection of Airspace Regulations* (APAR).

While the proposal will exceed the OLS surface, the limiting OLS surface is intended to protect aircrafts performing circling manoeuvres which are prohibited in the vicinity of the site, and the proposed building height for the site is some 42 metres below the RTCC and 88 metres below the PANS-OPS.

Accordingly, any development within the proposed building height control would be approvable under the APAR. Subject to conditions of consent, the required approvals will be sought post development approval.

8.20. CONSTRUCTION MANAGEMENT

SEARs Requirement

The SEARs requires that a draft construction management plan be provided as part of the EIS.

A preliminary Construction Management Plan has been prepared by BUILT Obayashi and is provided at **Appendix Z**.

Key aspects of the preliminary Construction Management Plan are provided in the following sections.

8.20.1. Construction Management

The following initial construction management processes are proposed:

- Initial physical on-site surveys will be carried out to validate design documentation and site conditions.
- Detailed management plans will then be generated prior to the issue of a Construction Certificate.
- A preliminary Construction Programme has been prepared to highlight key milestones and guide construction activities.
- The following construction hours are proposed:
 - Monday to Friday: 7am – 7pm
 - Saturday: 7am – 3pm
 - Sunday, Public Holidays: No work
- The endorsement of the above hours would be consistent with other Central Business District construction projects.
- The appropriate permits and approvals will be obtained from relevant Authorities
- A site-specific Dilapidation Report will be prepared prior to construction works commencing on-site, providing a detailed photographic report of surrounding structures.

8.20.2. Site Establishment

The site will be enclosed by A-Class and B-Class hoardings with gates for pedestrian access. A custom B-Class hoarding will be erected above the Adina Hotel swimming pool and surrounding external areas.

Henry Deane Plaza will also require overhead protection due to it being a heavily utilised pedestrian thoroughfare. B-Class hoarding supported off the pavement level will be provided in this area.

During the structural upgrades, the Devonshire St Tunnel will require both A Class and B Class hoardings to ensure public safety whilst entering & exiting Central Station. The hoardings will allow access for the public whilst the construction works to the Tunnel and site above are undertaken.

Secure hoarding will be erected along the eastern boundary of the site to prevent the public from entering the rail corridor on the western side of Central Station. Hoarding will consist of an A-Class and B-Class hoarding, with the B-Class structure cantilevering over the platform to provide commuters on Platform 1 with overhead protection.

Loading and hoisting zones will be established in Ambulance Avenue and Upper Carriage Lane.

A Project Administration Office will be set up in the existing TFNSW offices on Platform 1 and Ambulance Avenue. Formal approval will be sought for this.

8.20.3. Construction Methodology

Atlassian Central will be delivered as a single construction stage. Indicative timing for the development is provided in the table below.

Table 17 – Project delivery timetable

Stage	Timeline
ECI Period	Q2 2020 – Q4 2020
Stage 1 – Stie Establishment	Q2 2021 – Q2 2021
Stage 2 – Shed Dismantle & Demolition	Q2 2021 – Q3 2021
Stage 3a & 3b – Piling, Excavation & Retention	Q3 2021 – Q3 2022
Stage 4 – Core & Structure	Q1 2022 – Q4 2023
Stage 5 – Façade, CLT & Fitout	Q1 2023 – Q3 2024

8.21. SOCIAL AND ECONOMIC IMPACTS

8.21.1. Social Impacts

SEARs Requirement

SEARs Item 8 requires the EIS to include a social impact assessment.

A Social Impact Assessment (SIA) has been prepared by Urbis in accordance with the technical requirements of the SEARs and is provided at **Appendix W**.

The SIA has been undertaken to identify and analyse the potential positive and negative social impacts associated with the proposed development, such as impacts on people's way of life, their culture, community, environment, health and wellbeing, personal and property rights, and their fears and aspirations.

Assessment

The SIA has identified the following key social impacts associated with the proposed development:

- **Increased employment opportunities:** the development of a new mixed-use commercial building on site will generate a very high positive impact by generating new employment opportunities in an area of identified need. The creation of 4,032 direct project jobs and 576 construction jobs is expected to positively impact people's lives, given the current economic environment as at mid-2020.
- **Alignment with community aspirations:** the proposal is expected to have a very high positive impact by achieving leading practice sustainability outcomes and contributing to the formation of a new innovation precinct in the CBD, in line with community aspirations for the site.
- **Change in height and views:** the Visual Impact Assessment (VIA) considers the proposal has an acceptable impact on the visual impact to surrounding areas and is therefore considered to have a low impact on the community. The VIA states that in most views the proposal blocks areas of sky only and will generally not block the views of heritage items. Based on the visual assessment, it is considered the community can adapt to this change and will have a low impact on the visual amenity character of the site.
- **Change in heritage character:** As discussed above, the HIS prepared by heritage specialists considers the heritage impacts from the proposal to be acceptable. The Heritage Setting View Analysis Report also considers the proposal to be well separated from key heritage items, including the Central Station Terminal and clock tower. The Heritage Setting View Analysis Report finds that the proposal does not dominate or block views to these items. Based on the HIS and visual assessment, it is likely the proposal will have a low impact on heritage character of the site and views to Central Station and that the community will adapt to the proposed tower development.
- **Activation and amenity:** the redevelopment of the site is expected to have a high positive impact on the local area by activating the site with more public uses and broadening activation and natural surveillance opportunities.

- **Access to services and facilities:** the incoming worker population is not expected to create excessive demand on the surrounding facilities. The proposal will include new open spaces, internal gathering/lunch spaces, and retail and hospitality services which are expected to accommodate the needs of the incoming workers during the day.

Mitigation Measures

Potential negative social impacts can be managed by the following mitigation measures:

- Consider creating an employment plan for the workforce associated with the construction phase and operation of the ground floor uses. This may include gender and inclusion targets, or partnerships with apprentices and students and nearby educational institutions.
- Consider providing affordable lease spaces across the commercial spaces dedicated to tech startups.
- Implementation of the recommendations provided within the Heritage Impact Statement to ensure that the heritage values of the place are appropriately managed.
- Continue to keep the engagement phone and email line open until determination of the SSD DA to allow people to stay informed and provide feedback on the final design outcomes.
- Consider a 'community open day' prior to building occupation to allow nearby neighbours to view the integration of the heritage items and narratives into the building.
- Consider longer trading hours for the proposed retail, food and drink premises to encourage greater night-time activation, in line with community feedback. Any night-time uses or licenses should have an appropriate plan of management to enable safe trading practices.
- Continue discussions with TfNSW to ensure all pedestrian access ways are aligned with the future vision and development of Central Station.
- Development of a Protective Design Strategy Report to inform state and TfNSW stakeholders of the proposed protective design considerations which will be incorporated within the proposal.
- Continue to liaise with TfNSW on opportunities to extend the new upper level public realm to the future Central Station Concourse, as planning for the latter continues.

Conclusion

Based on the above assessment and mitigation measures, it is likely that the proposal will generate a positive impact to the community and the potential changes to the character can be managed adequately by this proposal and are aligned with the broader strategic vision for the area.

8.21.2. Economic Impacts

The delivery of TechCentral is of significant economic significance at a local, state and national level. Globally, innovation and technology advancements are occurring at rapid speed, and this is changing the types of jobs required to sustain our economic growth.

Key economic benefits of the proposal include:

- The project has industry support, as the industry have identified there is a need to create a true innovation precinct and has Atlassian as a major financial sponsored and anchor for TechCentral.
- The Proposal will deliver a high quality and high density place in a uniquely connected location, helping to curtail Sydney's urban sprawl and ease pressure on inner-city land.
- The proposed development will deliver more than 4,038 jobs, mostly knowledge and innovation-based jobs, which are aligned to the Government's forecast shift to knowledge-based jobs across Sydney.
- Being the catalytic project for the creation of a new innovation precinct which, through bringing together innovation-based companies can generate higher multiplier effects for high-technology and knowledge-based industries as well as more jobs and value added to the NSW economy.
- Establishing TechCentral, through the Atlassian project is essential to the improvement of Sydney's global competitiveness.

- Incorporating the YHA will support Startup visitors seeking to minimise costs during their startup phase and provide affordable accommodation to students visiting Sydney on educational and cultural programs and provide enhanced linkages between the innovation precincts and educational facilities.

8.22. SITE SUITABILITY

In mid-2018 the NSW Government identified the need to establish a Technology Precinct in the Central to Eveleigh area. The location was selected in consultation with a panel of government and industry stakeholders, which included Atlassian. To support the delivery of this new precinct, in July 2019 Central Station was identified as a major urban renewal precinct of State Significance, and the Western Gateway Sub-precinct was identified for the initial stage of urban renewal for Central Station.

Atlassian have been an actively involved industry stakeholder in this process. Atlassian Central at 8-10 Lee Street will be the new gateway development at Central Station which will anchor the new Technology Precinct proposed by the NSW Government.

The new mixed-use building will be purpose-built to accommodate the Atlassian Headquarters, a new TfNSW Pedestrian Link Zone, and the new Railway Square YHA backpacker's accommodation that currently exists on the site, and may include commercial floorspace to support Tech Startups.

Section 8.2.1 provides additional commentary with respect to the impetus behind the site selection.

8.23. PUBLIC INTEREST

The development of Atlassian Central is considered to be in the public interest for the following reasons:

- Will deliver the first development within the Western Gateway Sub-precinct which will support the realisation of the renewal of the Central Precinct.
- Deliver the first building within Tech Central which is to run from Central to Eveleigh, and provide space for Atlassian who have a critical mass to anchor this precinct and secure its long-term viability.
- Support the establishment of Atlassian in Tech Central which will help attract, retain and grow talent in the technology and innovation sector.
- Establish an integrated technology and innovation ecosystem within a single building through the mix of commercial and tourist related uses and retail uses at ground level, which will operate beyond the 9-5 work day.
- Respect and adaptively reuse the State Heritage Listed Parcels Shed, and increase public access to this space.
- Increase the usability of a strategically located and well connected Site, and deliver approximately 4,000 new jobs on the site.
- Deliver new public domain spaces within the Western Gateway Sub-precinct including the Upper and Lower Link Zones and the privately owned publicly accessible open space on the Shed roof.
- Improve pedestrian permeability through the Western Gateway Sub-precinct, and supporting the functionality of Central Walk.
- Support the delivery of the future Central Square to the north through providing a strong southern boundary which will define and activate this space.
- Provide pedestrian access to the future over rail development to the west of the site, through the stairs and Shed roof open space.
- Incorporates sustainable aspirations through innovative design in construction and operation which will reduce carbon emissions, energy consumption, waste and utilise renewal energy.
- Promote the use of public transport and passive transport, through minimising the opportunity to travel to the Site via private vehicle.
- deliver a truly innovative building which represents Atlassian's core values, and creates a new benchmark for sustainability, aligned very closely with the City of Sydney's vision for 2030 to be 'green', 'global' and 'connected'. A key part of this has been a strong commitment to design excellence and sustainability.

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 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 risk matrix shown in Figure 73 below.

Figure 73 Risk Assessment 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 18 below.

Following the application of each of the mitigation measures, only three residual risks are identified that have a risk profile of 'medium' or greater, including:

- European Heritage – Potential impact on significance of heritage items (construction and operation).
- Wind - Adverse impact on the pedestrian wind environment of on-site and surrounding public domain.
- Noise - Adverse noise conditions within the proposed development from the surrounding road and rail network

These risks can be appropriately managed through the minimisation and mitigation measures which are proposed as part of this application.

Table 18 – Risk Assessment

Aspect	Potential Impact	Significance	Manageability	Risk Level
Design Excellence	The development does not achieve design excellence.	3	D	Low
Crime Prevention	Potential for crime and perception of crime within the public domain.	3	D	Low
European Heritage	Potential impact on significance of heritage items (construction and operation).	3	B	Medium
European Archaeology	Potential impacts on archaeological places of significance (construction).	3	D	Low
Aboriginal Heritage	Potential impacts on Aboriginal places of significance (construction).	3	D	Low
Heritage Visual Impact	Potential view impacts on heritage items and heritage setting of site.	3	D	Low
Overshadowing	Increase in overshadowing to Prince Alfred Park.	2	B	Low
Visual Impact	Potential adverse visual impact of proposed development.	2	C	Low
Environmental Performance/ESD	Irreversible increase in energy usage (operation).	2	C	Low
Traffic and Transport	Increased traffic on local roads (construction).	3	D	Low
	Increased traffic on local roads (operation).	2	D	Low
	Additional demand for on-street car parking (construction and operation).	2	D	Low
	Increased patronage on public transport infrastructure (construction and operation).	2	D	Low
Pedestrian amenity	Conflict with pedestrian and cycle/vehicle operations (construction).	2	D	Low
	Conflict with pedestrian and cycle/vehicle operations (construction).	2	D	Low

Aspect	Potential Impact	Significance	Manageability	Risk Level
Wind Amenity	Adverse impact on the wind environment of the public domain.	3	B	Medium
	Adverse impact on the wind environment of external terraces.	3	B	Medium
Acoustic Impacts	Adverse noise impacts within the proposed development from road network.	3	D	Medium
	Adverse noise impact within the proposed development from rail infrastructure.	3	D	Medium
	Adverse external noise impacts from proposed development (construction).	3	D	Low
	Adverse external noise impacts from proposed development (operation).	2	D	Low
Vibration	Adverse external vibration impacts (construction).	2	D	Low
Reflectivity	Adverse impacts from proposed development on public domain, pedestrians, or motorists (operation)	2	D	Low
Water and Soil	Impact on water table	2	D	Low
Drainage and flooding	Site flooding and risk to life	2	D	Low
Air Quality	Dust and emissions associated with development (construction)	3	D	Low
Waste	Waste production (construction).	2	D	Low
	Waste production (operation).	2	D	Low
Utilities	Adequate connection to utilities and adequate infrastructure capacity.	2	D	Low
Contamination	Exposure of contamination or hazardous materials (construction).	2	D	Low
Transport Infrastructure	Potential impact on adjoining rail infrastructure including CBD Rail Link and CBD Metro.	3	D	Low

Aspect	Potential Impact	Significance	Manageability	Risk Level
Building Standards	Inadequate access for people with a disability.	2	D	Low
Airspace	Adverse impact on prescribed and protected airspace.	2	D	Low
Social Impact	General disruption to community associated with large scale development (construction)	3	D	Low
Cumulative Impacts	Cumulative impacts (traffic, noise, dust etc.) associated with the concurrent construction and operation of the site and other development in the area (construction and operation).	3	D	Low

9.2. MITIGATION MEASURES

The measures identified to mitigate potential environment impacts of the Atlassian Central development are described in detail within the Environmental Impact Assessment in **Section 8** and summarised in Table 19 below.

Table 19 – Mitigation Measures

Item	Potential Impact	Mitigation Measure
Design Excellence	The development does not achieve design excellence.	Comply with the requirements of the design Excellence Strategy. Maintain engagement with the 'design Architect' through the detailed design of the proposed development.
Crime Prevention	Potential for crime and perception of crime within the public domain.	Implement the design recommendations provided in the CPTED Report at Appendix X .
European Heritage	Potential impact on significance of heritage items (construction and operation).	Adopt the Conservation Management Plan and implement the mitigation measures provided in the Heritage Impact Statement at Appendix I .
European Archaeology	Potential impacts on archaeological places of significance (construction).	Should heritage resources be found during the excavation of the proposed basement levels, an Archaeological Research Design has been developed for the site to provide a framework for archaeological investigations and to guide the management of the site.

Item	Potential Impact	Mitigation Measure
		<p>The Archaeological Research Design is provided in the Historical Archaeological Assessment and Research Design report prepared by AMBS at Appendix K.</p> <p>Should the archaeological investigation program reveal substantial state significant features, full salvage excavation of the archaeological resource should be undertaken.</p>
Aboriginal Heritage	Potential impacts on Aboriginal places of significance (construction).	<p>No Aboriginal sites have been registered on the Site, however the following mitigations measures are recommended in the accompanying ACHAR (Appendix L) should Aboriginal resources be found:</p> <p>Archaeological Test Excavation</p> <p>Aboriginal Cultural Heritage Induction</p> <p>Archaeological Chance Find Procedure</p> <p>Human Remains procedure</p> <p>RAP Consultation</p>
Heritage Visual Impact	Potential view impacts on heritage items and heritage setting of site.	<p>The Heritage Setting – View Analysis Report which accompanies the Heritage Impact Statement (Appendix I) concludes that no mitigation measures are deemed necessary given the lack of significant, documented heritage views or impact resulting from the proposed development.</p>
Overshadowing	Increase in overshadowing to Prince Alfred Park.	<p>The Atlassian Central The proposal building form does not exceed the solar access plane for Prince Alfred Park between 10am and 2pm. The overshadowing analysis contained in Appendix E demonstrates that the proposed development results in an outcome that generally does not increase overshadowing impacts to protected areas, in particular Prince to Alfred Park. A minor intrusion occurs as a result of glass balustrades associated with the building crown which are employed to provide wind protection for</p>

Item	Potential Impact	Mitigation Measure
		<p>outdoor spaces on the roof levels. These elements are glass and filter light rather than create a shadow. with glass elements score an illuminance level of a maximum 0.8.</p> <p>Detailed discussion on overshadowing and sun access plane projection is contained in Section 8.6.1 below.</p>
Visual Impact	Potential adverse visual impact of proposed development.	Compliance with relevant planning controls and Planning Proposal reference envelope to ensure height and scale is consistent with development envisaged on the site.
Environmental Performance/ESD	Irreversible increase in energy usage (operation).	Adhere to the recommendations within the ESD Report prepared by LCI and Stantec.
Traffic and Transport	Increased traffic on local roads (construction).	Implement a Construction Traffic Management Plan. A preliminary CTMP is provided in the Transport Impact Assessment at Appendix M .
	Increased traffic on local roads (operation).	Provision of nil parking for the office and YHA accommodation.
	Additional demand for on-street car parking (construction and operation).	Implement a Green Travel Plan. A Green Travel Plan is included in the Transport Impact Assessment at Appendix M to encourage a modal shift towards higher active and public transport usage and to take advantage of the site's location adjacent to Central Station.
	Increased patronage on public transport infrastructure (construction and operation).	The Transport Impact Assessment demonstrates there is sufficient capacity in the transport networks to accommodate increased patronage associated with the proposed development particularly with the additional capacity provided by the Sydney Metro City and Southwest.
Pedestrian amenity	Conflict with pedestrian and cycle/vehicle operations (construction).	Implement a Construction Traffic Management Plan. A preliminary CTMP is provided in the Transport Impact Assessment at Appendix M .

Item	Potential Impact	Mitigation Measure
	Conflict with pedestrian and cycle/vehicle operations (construction).	Provision of minimal onsite parking. Implement a Loading Dock Management Plan to schedule services and deliveries to mitigate traffic movements to and from the site.
Wind Amenity	Adverse impact on the wind environment of the public domain.	Implement the design treatments provided in the Pedestrian Wind Study provided at Appendix T . These include erection of a variety of impermeable, permeable and baffle screens throughout the development.
	Adverse impact on the wind environment of external terraces.	Implement the design treatments provided in the Pedestrian Wind Study provided at Appendix T . These include erection of a variety of impermeable, permeable and baffle screens through the development.
Acoustic Impacts	Adverse noise impacts within the proposed development from road network.	Implement the mitigation measures set out in the Noise & Vibration Impact Assessment (Appendix P) which include incorporation of acoustic glazing systems on all levels of the façade.
	Adverse noise impact within the proposed development from rail infrastructure.	Incorporation of an acoustic glazing system will mitigate adverse noise impacts from the adjacent rail network.
	Adverse external noise impacts from proposed development (construction).	Noise emissions associated with the proposal will be typical of a construction site and will not have a significant adverse impact.
	Adverse external noise impacts from proposed development (operation).	Install acoustic screens to chillers, heat pumps and cooling towers. Acoustic barriers can be solid or can be an acoustic louvre. Implement a Loading Dock Management Plan to schedule services and deliveries to mitigate acoustic impacts relating to loading, servicing and waste collection.

Item	Potential Impact	Mitigation Measure
Vibration	Adverse external vibration impacts (construction).	Prior to the commencement of jackhammering, attended vibration measurements should be conducted to ensure the levels are acceptable on the heritage structure in respect to the criteria from BS 7385 and DIN 4150 due to the sensitive nature and the more stringent requirements for heritage structures.
Reflectivity	Adverse impacts from proposed development on public domain, pedestrians, or motorists (operation)	Maintain proposed built form and materiality which currently comply with the applicable performance criteria.
Soil and Water	Impact on water table	Installation, use and maintenance of a number of temporary erosion and sediment control measures as detailed on the Erosion and Sediment Control Plan within the Civil Report prepared TTW and EOC, provided at Appendix R .
Drainage and flooding	Site flooding and risk to life	A combined mitigation strategy of stormwater amplification and a flood gate at the top of the basement ramp is proposed to reduce the risk of flooding to the development and future development within the precinct.
Air Quality	Dust and emissions associated with development (construction)	Implement mitigation measures provided in the Air Quality Assessment (Appendix U) and the final Construction Management Plan. Mitigation measures include: Use of dust proof scaffolds, Water suppression during dry and windy conditions, Cover all vehicles transporting spoil or other dispersible material.
Waste	Waste production (construction).	Implement the construction aspects of the Waste Management Plan prepared by GHD and provided at Appendix AA .
	Waste production (operation).	Implement the operation aspects of the Waste Management Plan prepared by GHD and provided at Appendix AA .

Item	Potential Impact	Mitigation Measure
Utilities	Adequate connection to utilities and adequate infrastructure capacity.	Adopt the recommendations of the Building Services Utility Report prepared by LCI and Stantec (Appendix BB).
Contamination	Exposure of contamination or hazardous materials (construction).	Adopt the recommendations of the Supplementary Site Investigation Report (Appendix CC) and the Remediation Action Plan (Appendix DD) prepared by Douglas Partners.
Transport Infrastructure	Potential impact on adjoining rail infrastructure including CBD Rail Link and CBD Metro.	<p>Adopt the mitigation measures identified in the Transport Infrastructure Impact Assessment prepared by TTW and EOC (Appendix N). The mitigation measures respond to the following potential issues:</p> <ul style="list-style-type: none"> Foundation forces Construction vibrations Vibrations from the rail corridor Electrolysis, stray currents, electromagnetic fields Noise Maintenance and access.
Building Standards	Inadequate access for people with a disability.	Ensure adherence to BCA, accessibility objectives under the BCA, Disability Standards 2010 (Premises Standards), and the relevant Australian Standards as they relate to access to premises and the intent of the Disability Discrimination Act 1992 (DDA) as outlined in the BCA Assessment prepared by Blackett Maguire + Goldsmith (Appendix FF).
Airspace	Adverse impact on prescribed and protected airspace.	Obtain 'airspace height' approval from the Commonwealth Department of Infrastructure and Regional Development under the <i>Airports Protection of Airspace Regulations (APAR)</i> .

Item	Potential Impact	Mitigation Measure
Social Impact	General disruption to community associated with large scale development (construction)	<p>Ongoing communication with the community to ensure residents are informed of construction progress and site activities.</p> <p>Preparation and maintenance of a Complaints Handling Procedure.</p>
Cumulative Impacts	Cumulative impacts (traffic, noise, dust etc.) associated with the concurrent construction and operation of the site and other development in the area (construction and operation).	<p>Implementation and finalisation of the draft Construction Management Plan (Appendix Z).</p> <p>A detailed Construction Management Plan will be prepared at CC stage by the building contractor which should detail how screening, hoarding and construction zones will be coordinated to ensure public safety and amenity.</p> <p>Prepare and implement a Plan of Management for the YHA accommodation.</p> <p>Implementation of the loading dock management plan to schedule services and deliveries to mitigate traffic movement impacts to and from the site.</p>

10. EVALUATION AND CONCLUSION

This EIS has been prepared accompany a SSD Application for the construction and operation of a new mixed-use development at 8-10 Lee Street, Haymarket comprising a 39-storey tower above a 2-storey lobby which will utilise the existing heritage-listed Parcels Sheds building on the site. A two-level basement is proposed below for loading dock and end of trip (EOT) facilities, accessed off Lee Street.

This EIS has comprehensively assessed the environmental, social, and economic impacts of the design, delivery, and operation of the proposed development.

The EIS has addressed the issues identified in the SEARs (**Appendix A**) and Schedule 2 of the EP&A Regulations. This EIS is submitted to the NSW DPIE pursuant to Part 4 of the EP&A Act. The Minister for Planning, or their delegate, is the consent authority for this SSD Application.

The Atlassian Central development presents a truly visionary design for the Site. It has taken into consideration the unique attributes of the Site and surrounding context including the broader revitalisation of the Central Precinct and provided a considered design response. The proposal includes a respectful adaptive reuse of the Parcels Shed which is part of the broader Central Station State Heritage Listed item. The heritage significance of the Site has been embraced through the design process to ensure the design respects and celebrates this historic building form and location.

Overall, the assessment presented in this EIS demonstrates that the proposed development sought within this SSD Application is appropriate for the site and warrants approval from the Minister for Planning for the following reasons:

- The proposal is consistent with strategic planning and economic policy supported by all levels of government to deliver a new technology precinct at Central to Eveleigh, and the project will be the catalytic development to see this strategic vision realised.
- The proposal will support improve pedestrian permeability through the Western Gateway Sub-precinct and support forecast pedestrian movements for the future Central Walk and 'Central Square' to the north of the Site.
- A building with no onsite passenger vehicle parking will support public and passive transport use.
- The proposal has been designed with sustainability targets focused on reducing carbon emissions in the building construction compared to a conventional construction project, energy consumption compared to a conventional building; and using renewable energy from day one of operation to deliver an operational net-zero carbon building.
- The proposal includes the restoration and adaptive reuse of the Parcels Shed, increasing its visual presence to the public through the delivery of the Upper and Lower Link Zone, and increasing the public accessibility into the building itself.
- The proposal delivers a true tech ecosystem within a single building, which includes the YHA which is a key support service to providing a successful and thriving technology precinct.
- The proposal will support an increase of almost 4,000 new jobs on the Site.

With the adoption of the proposed mitigation measures the risk assessment identifies three residual risks which have a 'medium' risk level, being:

- European Heritage – Potential impact on significance of heritage items (construction and operation).
- Wind - Adverse impact on the pedestrian wind environment of on-site and surrounding public domain.
- Noise - Adverse noise conditions within the proposed development from the surrounding road and rail network

A detailed environmental assessment of these risks has been undertaken and on balance the benefits of the project significantly outweigh these risks.

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

11. DISCLAIMER

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