



PICTURE 15 – ST GEORGE BUILDING



PICTURE 16 – 200 GEORGE STREET



PICTURE 17 – MARRIOTT HOTEL



PICTURE 18 – EXPORT HOUSE



PICTURE 19 – AMP TOWER



PICTURE 20 – GATEWAY



PICTURE 21 – EAST FACING VIEW TOWARDS AMP TOWER



PICTURE 22 – CUSTOMS HOUSE



PICTURE 23 – ALFRED STREET FACING WEST



PICTURE 24 – CIRCULAR QUAY STATION

4.4.1 TRANSPORT AND ACCESSIBILITY

Vehicular Access

The existing primary vehicular access points to the site are via Pitt Street and Rugby Place. The Goldfields Car Park can be accessed from Pitt Street. A loading dock at the rear of 1 Alfred Street is provided and can be accessed from Rugby Place.

Public Transport

The site is located immediately adjacent to Circular Quay. As a major transport hub, Circular Quay is the only interchange within the CBD that connects all available forms of public transport (i.e. train, ferry, bus and taxi). With the planned introduction of light rail, the subject site will be one of the City's best connected and most accessible areas particularly in relation to public transport, noting the following:

- Circular Quay station is part of the City Circle loop and is serviced by four lines (i.e. South, Inner West, Airport & East Hills and Bankstown Lines);
- Circular Quay is the terminus for the majority of Eastern Suburbs and Inner West bus routes;
- All Sydney ferry services depart from the Circular Quay ferry terminal; and
- The proposed CSELR will connect Circular Quay with Central Station (and Randwick/Kensington beyond) via George Street. Planning approval was granted on 4 June 2014, with works commencing in August 2014. It is anticipated that construction will be completed in 2019/2020.
- The main Circular Quay terminus/train/ferry interchange will be located to the immediate north-east of the site, and the rail alignment will include those sections of George and Alfred Streets adjacent to the site. The general alignment of the light rail is indicated at Figure 14. The detailed alignment currently planned by Sydney Light Rail is indicated at Figure 15 and a photomontage of the planned Circular Quay terminus/interchange is included at Figure 16.

FIGURE 14 – PROPOSED CBD AND SOUTH EAST LIGHT RAIL ALIGNMENT

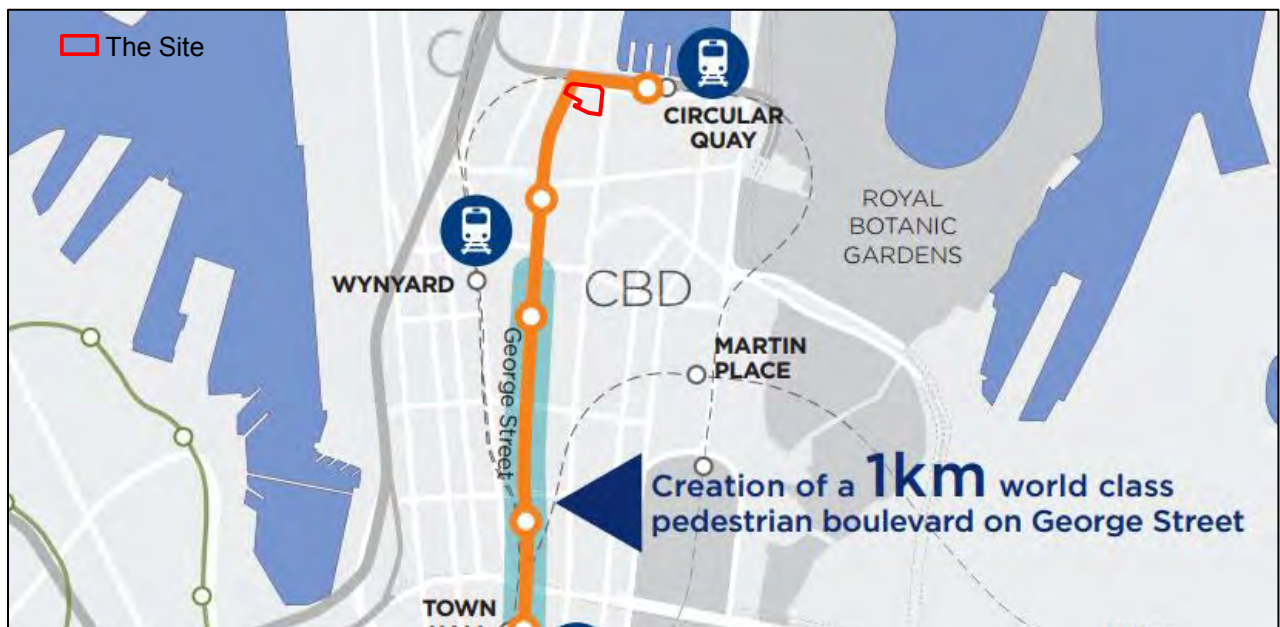


FIGURE 15 – DETAILED IMAGE OF LIGHT RAIL CORRIDOR ADJACENT TO THE SITE

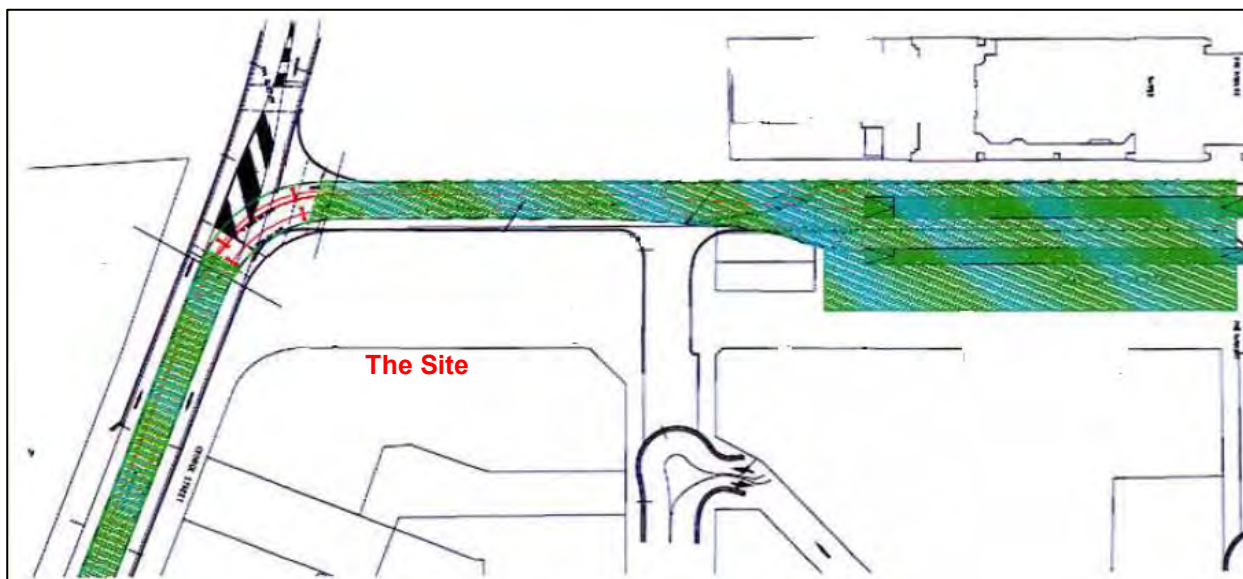


FIGURE 16 – FUTURE SYDNEY LIGHT RAIL TERMINUS IN ALFRED STREET (SOURCE: SYDNEY LIGHT RAIL WEBSITE)



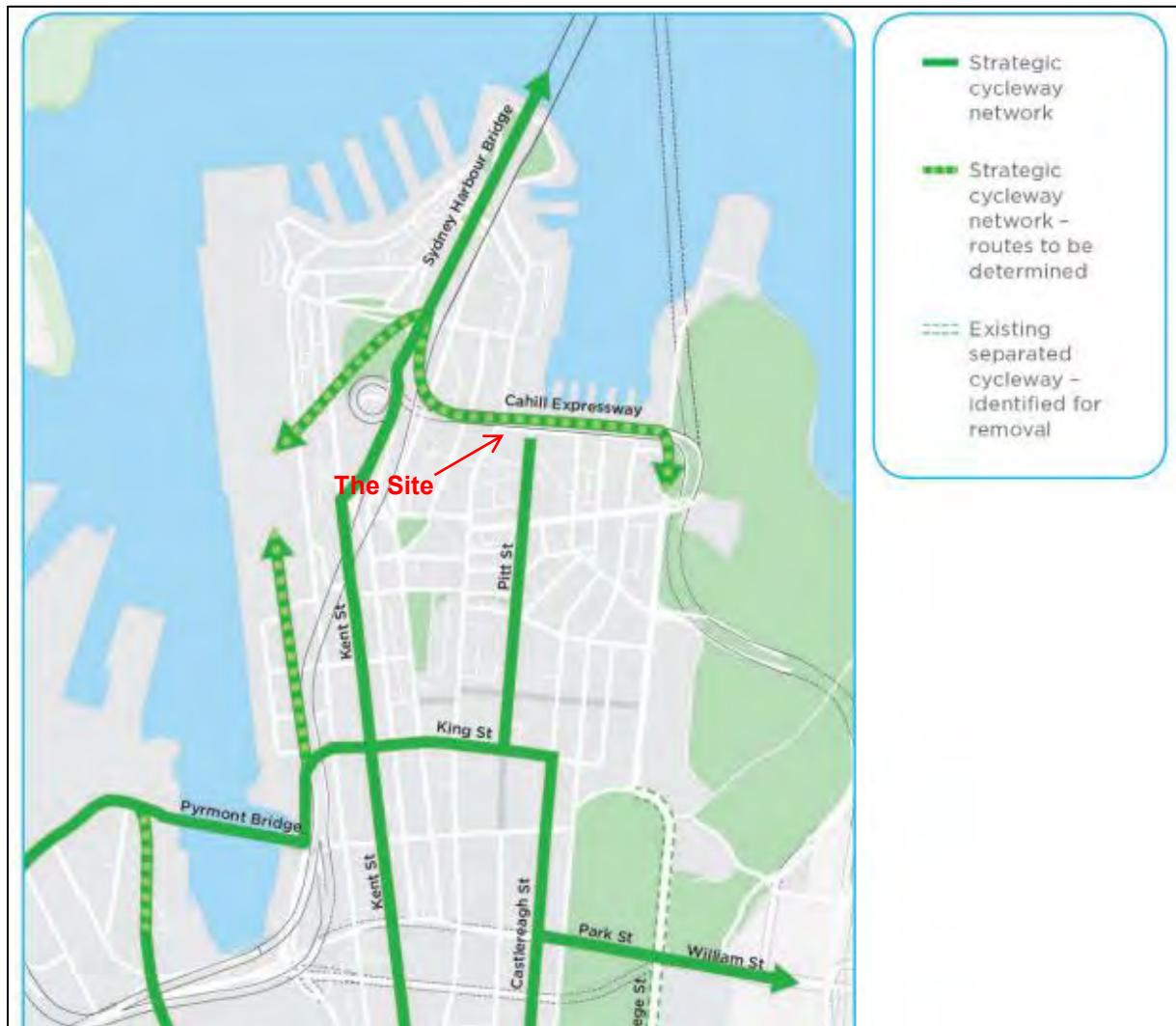
Pedestrians

There are existing north-south connections linking pedestrians from Circular Quay to the CBD via George Street and Pitt Street. East-west connections are currently provided via Alfred Street and Rugby Place. Pedestrian access for 1 Alfred Street is located on George Street, access for 31A Pitt Street is via Rugby Place, and access to 19-31 Pitt Street is from Pitt Street.

Cycleway Network

There are currently no formal cycle ways in the vicinity of the site. The City of Sydney's *Cycle Strategy and Action Plan 2007-2017* however proposes an expanded cycleway network to encourage the growth of cycling, partially to alleviate road congestion and reduce pressure on the public transport system. A part of the proposed strategic cycleway network is to be located along Pitt Street, adjacent to the site. (see Figure 17).

FIGURE 17 – CITY OF SYDNEY- STRATEGIC CYCLEWAY NETWORK

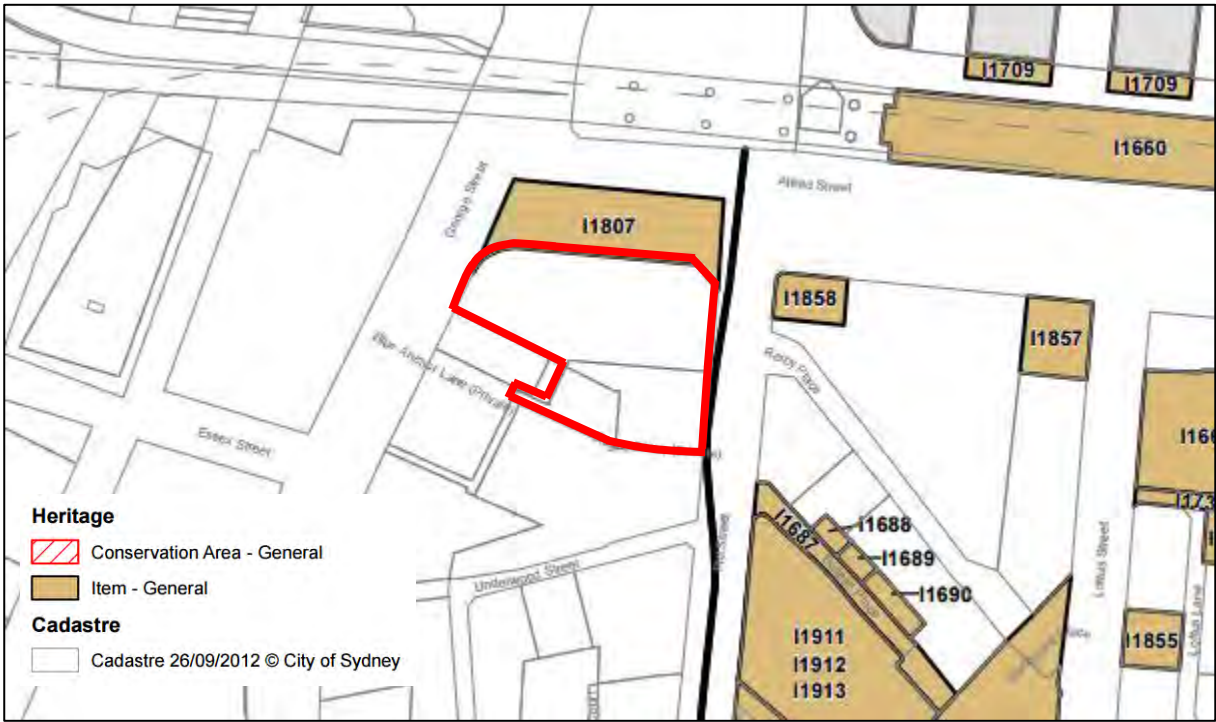


4.4.2 HERITAGE

The immediate surrounds of the site have a significant history following European settlement. A Heritage Impact Statement & Archaeological Assessment has been prepared in support of this application (Appendix L), which notably included the following findings:

- The existing buildings on the site are not listed on any local, state, or national heritage register.
- The site is located in proximity to a number of local and State Heritage Items as identified at Figure 18. The site is not located within a heritage conservation area under the SLEP 2012.
- The site is outside of the Alfred Street boundary of the 'buffer zone' for the World Heritage Listing (WHL) for the Sydney Opera House.
- The site is subject to a 3m curtilage zone associated with the Tank Stream, a State Heritage Item, which runs adjacent to the Pitt Street boundary, and is considered an element of exceptional heritage significance.
- The existing basement of 1 Alfred Street is currently constructed within this zone (approx. 1200mm from the Tank Stream).
- The Tank Stream Fountain at Herald Square adjacent to the subject site is listed as a local heritage item under the SLEP 2012.

FIGURE 18 – HERITAGE MAP EXTRACT



5 Description of Proposed Development

Wanda One Sydney Pty Ltd is seeking approval for a staged development application in accordance with Section 83B of the EP&A Act. This Stage 1 SSD Development Application is a concept proposal only, with subsequent detailed proposals (and physical works) to be subject to separate development applications. Specifically this Stage 1 SSD Development Application seeks consent for:

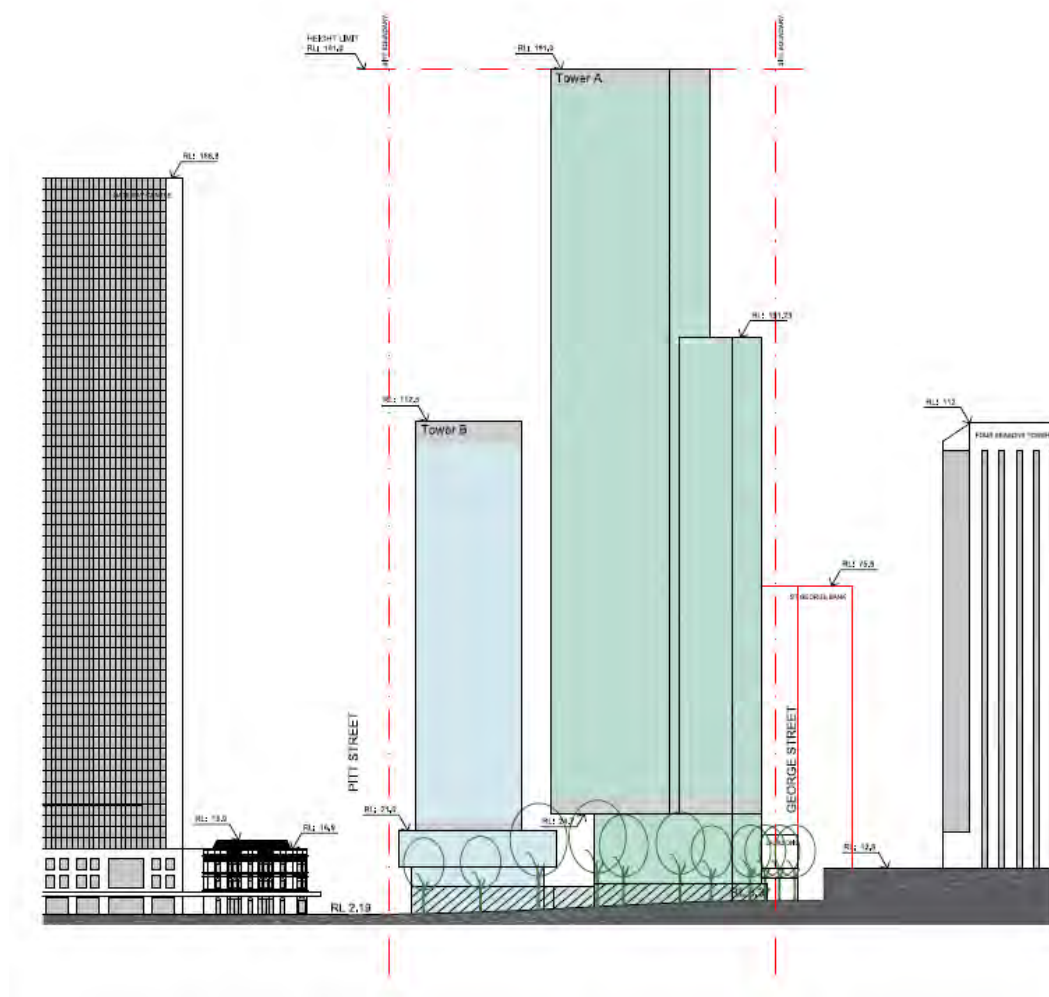
- Building envelopes and proposed uses for the following development on the site:
 - One mixed-use building (max. 185m / RL191) referred to as 'Tower A' comprising residential and retail uses, designed in accordance with the Kerry Hill Architects winning scheme for the site and 'Amending Stage 2 DA';
 - One mixed-use building (max. 110m / RL112.5) referred to as 'Tower B' comprising a hotel, retail premises, and registered club, to be subject to a competitive design process and subsequent Stage 2 development application;
 - Six level basement car park across the site;
- Vehicle access arrangements to the site and car parking rates for subsequent stages of the development;
- The distribution of gross floor area (GFA) across the site, and the residential unit mix required within Tower A;
- The realignment of Rugby Place and a new pedestrianised through-site link connecting Rugby Place to Herald Square;
- A commitment to design excellence; and
- A concept design for the public realm that links and integrates the entirety of the site.

Drawings of the proposed Stage 1 building envelope for which consent is sought are included at Appendix E. The proposed building envelopes are illustrated at Figure 19 and Figure 20.

FIGURE 19 – PHOTOMONTAGE OF PROPOSED BUILDING ENVELOPES (TOWER A ON RIGHT, TOWER B ON LEFT)



FIGURE 20 – PROPOSED BUILDING ELEVATION (SOURCE: CRONE PARTNERS)



The proposed development and key numeric parameters are summarised at Table 7.

TABLE 7 – OVERVIEW OF PROPOSAL

PARAMETER	PROPOSED				
Land Uses	Retail premises Commercial premises Tourist and visitor accommodation Residential flat building Registered Club Function Centre				
Building Height ¹					
▪ Tower A	185 metres / RL 191				
▪ Tower B	110 metres / RL 112.5				
Gross Floor Area ²		57,610sqm			
▪ Tower A	Residential:35,658sqm			Retail:882sqm	
▪ Tower B	Hotel:19,633sqm			Retail:829sqm	Club: 608sqm
Floor Space Ratio	14.26:1				
Tower A - Indicative Number of Apartments	Studio	1 Bedroom	2 Bedroom	3+ Bedroom	Total
	4 / 2.2%	13 / 7.1%	87 / 47.3%	80 / 43.5%	184 / 100%
Tower B – Indicative Number of Hotel Keys	168 Hotel Keys Hotel Patron Capacity: 193 persons Potential Registered Club Capacity: 750 persons Potential Ballroom Capacity: 620 persons				
Car Parking	Six Basement Levels incorporating the SLEP 2012 car parking rates as at the time of DA lodgement.				

5.1 URBAN DESIGN PRINCIPLES

Crone Partners have prepared the following design vision for the site, as contained in the Design Report at Appendix F:

Sydney One - A Global Centre

The Sydney One development captures the vision within the City of Sydney's 'Plan for Growing Sydney 2014' and aims to strengthen Sydney's position as a global city and a great place to live. The development of Sydney One will create a strong local and international community; the residential and hotel towers will generate much needed permanent and temporary accommodation within Sydney's CBD. The proposed world class hotel will create employment opportunities in tourism and hospitality which in turn supports the commercial growth of Sydney. Once realised, The APGD precinct will build on the

¹ See Section 7.7 for Definition

² See Section 7.7 for Definition

already diverse range of visitors and residents, building a lively and highly engaging public space.

A Commitment to Design Excellence

The project is committed to produce the highest standard of architectural, urban, environmental and landscape design. The development responds to the 'City of Sydney Sustainable Sydney 2030' initiative and 'Access Strategy' through maximizing the opportunities present in the upcoming transformation to Circular Quay's transport hub. Sydney One's Masterplan presents an integrated ground plane which will establish boutique fine-grain retail and diverse programs to create a new destination for Sydney. The public domain and through-site link will incorporate high quality public art as a place making instrument to revitalise the precinct as the part of the 'Special Character Area, Circular Quay'.

A New Icon in the Skyline

The development captures the generational opportunity to transform the APDG precinct and Circular Quay Skyline. Situated on the most important visual catchment sites within the City of Sydney, Sydney One will offer endless opportunity to establish a new cultural and creative precinct. Sydney One enables residents, hotel patrons, international and local visitors a diverse lifestyle and strong sense of wellbeing, whether this is seen whilst having a drink at the rooftop bar, attending a function within the world class ballroom or simply from the comfort of their own apartment. Sydney One will take Australia's world class service to the global stage.

5.2 BUILDING ENVELOPES

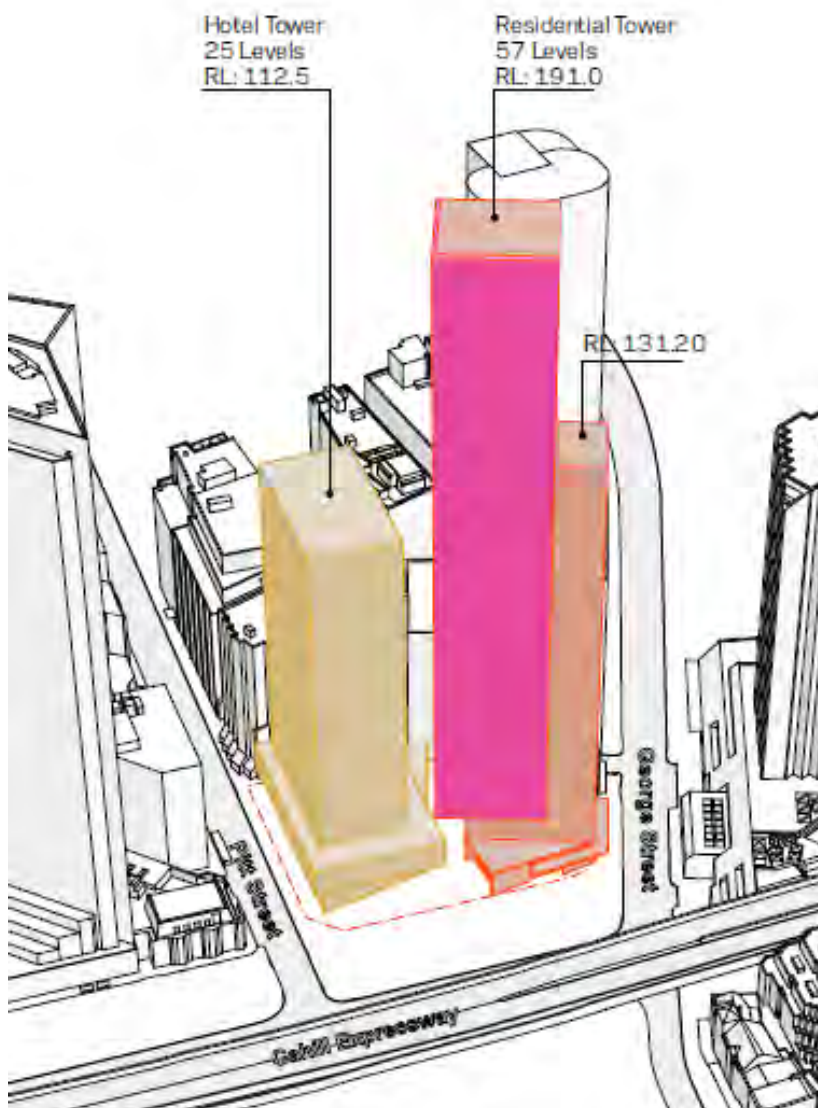
This Stage 1 SSD Development Application seeks consent for the building envelope drawings provided at Appendix E (ref: CA3054 Rev B/C dated 22/06/2015). These drawings define the parameters for the building envelopes across the site.

It is the applicant's intention to utilise bonus Floor Space Ratio (FSR) available under SLEP 2012 through two competitive design excellence processes. As such the building envelopes, and the indicative Concept Design discussed at Section 5.3, reflect the scale of development incorporating this additional floor space to provide an accurate and comprehensive assessment of built form impact which best reflects the scale of the design to be submitted in the separate Stage 2 development applications.

The proposal includes a minimum 6.92m building separation between the two towers on the site (excluding any façade fenestration such as louvres), which expands to 16.845m towards Rugby Place. The reduced podium height of Tower B (RL 21) has been positioned to respond to the RL 24.70 cantilevered portion of Tower A. This overlap of built forms provides a relationship between the two buildings and creates a more intimate 'laneway' character of the proposed through-site link, whilst ensuring that daylight access and visible sky is maintained from the publically accessible space.

The proposed building envelopes are illustrated in Figure 21 and each are discussed in greater detail in the following sections.

FIGURE 21 – SITE DEVELOPMENT CONCEPT (SOURCE: CRONE PARTNERS)



5.2.1 TOWER A

Tower A is proposed to maintain the previously approved (D/2010/2029) maximum height of RL 191, with a marginally increased tower floor plate including:

- Extending the southern façade of the main tower element 600mm south;
- Extending the northern façade of the main tower element 2.0m north; and
- Extending the eastern façade of the main tower element 900mm east.

The proposal does not seek to change the ground level setbacks previously approved to George Street, Herald Square and surrounding properties. The proposed building envelope has the following building and street setbacks:

- Tower A has a ground level setback between zero and 2.1 metres from George Street.
- Tower A is setback a minimum of 3.6 metres from Herald Square.
- Tower A has an upper level setback of 8.55 metres to George Street.

- Tower A has an upper level setback of 2.86 metre setback to the southern boundary.

The proposed changes to the Tower A building envelope, compared to that which was originally approved, are shown at Figure 23 and Figure 22.

FIGURE 22 – PROPOSED FLOOR PLATE INCREASES AT TOWER A

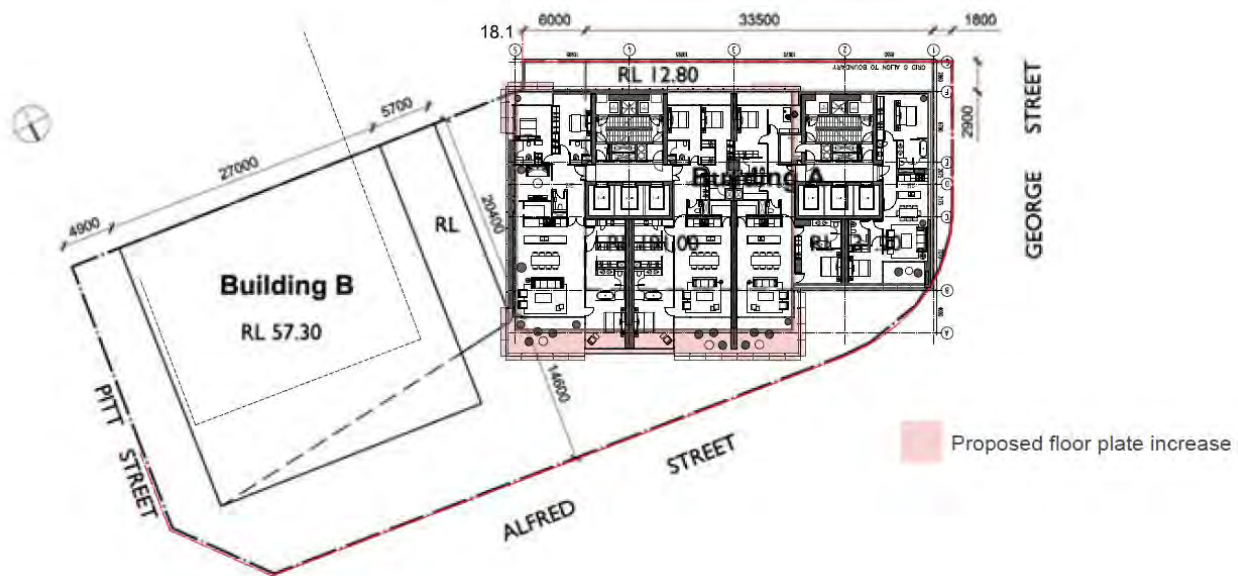
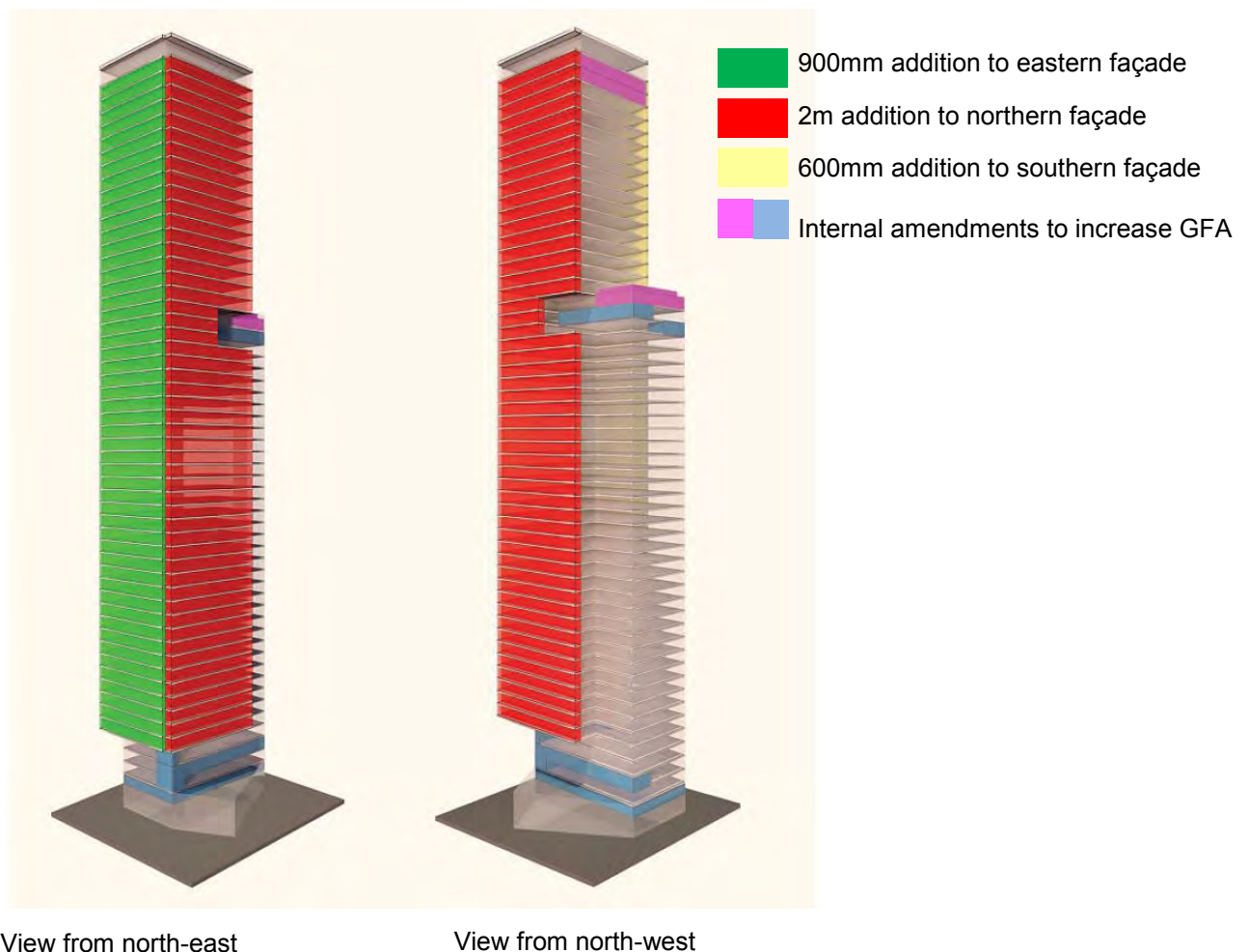


FIGURE 23 – TOWER A BUILDING ENVELOPE MODIFICATIONS (SOURCE: KHA)



5.2.2 TOWER B

Tower B is proposed to be at a maximum height of 110 metres (RL 112.5) in accordance with the underlying height control of the Stage 1 development consent for Fairfax House (D/2010/1533) and includes the following building and street setbacks:

- Ground and First Floor Levels
 - Min. 11m setback from Tower A
 - Average 11m setback from Herald Square
 - 5m setback from Pitt Street
 - 5m – 6m setback from the centre line of Rugby Place
- Podium Level (Level 2 – Level 2A)
 - Min. 8.4m setback from Tower A
 - Min. 5.7m setback from Herald Square
 - 2m setback from Pitt Street
 - 0m – 3m setback to Rugby Place site boundary
- Upper Levels (Level 3 – 24)
 - Min. 6.92m setback from Tower A (Levels 5 – 25)
 - Min. 14.3m setback from Herald Square
 - 6m setback from Pitt Street
 - 5m – 6m setback from Rugby Place site boundary

Tower B includes a 21m street wall height to Pitt Street, with a 5m ground level setback to Pitt Street to facilitate a wide Pitt Street entrance to the proposed hotel development.

5.3 INDICATIVE CONCEPT DESIGN

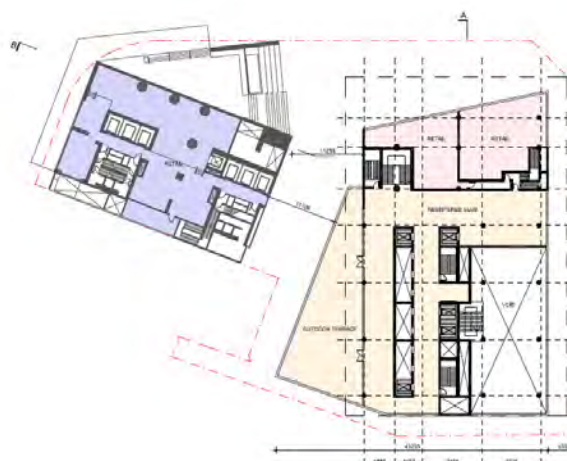
An indicative concept design has been prepared by Crone Partners and is detailed in the Design Report at Appendix F. The intent of this design is to demonstrate how a building can be established within the proposed envelopes whilst achieving good residential amenity, compatibility with surrounding built forms and reasonable environmental effects. No approval is sought for the indicative design as part of the Stage 1 SSD Development Application, and the eventual layout and detailed design of the building will be determined through the relevant competitive design excellence processes and the separate Stage 2 development applications.

The indicative design demonstrates the layout of apartments, common circulation areas, hotel rooms, retail tenancies, operation of building services and infrastructure, ingress and egress points, inclusion of communal facilities, and the design of basement levels. Key drawings from the indicative concept design are included at Figure 24.

FIGURE 24 – INDICATIVE CONCEPT DESIGN (SOURCE: CRONE)



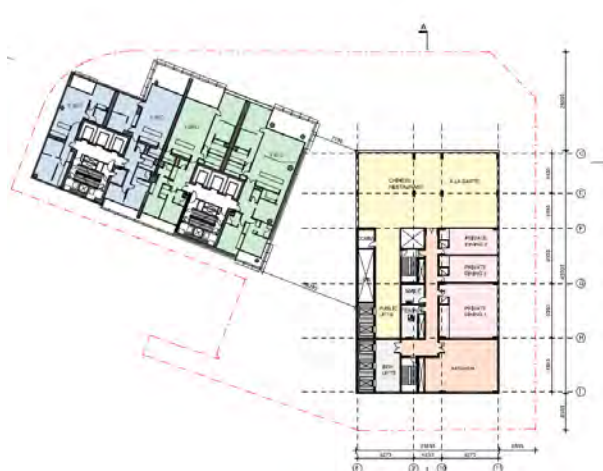
PICTURE 25 – INDICATIVE GROUND FLOOR



PICTURE 26 – INDICATIVE LEVEL 1



PICTURE 27 – INDICATIVE LEVELS 6-15



PICTURE 28 – INDICATIVE LEVEL 23

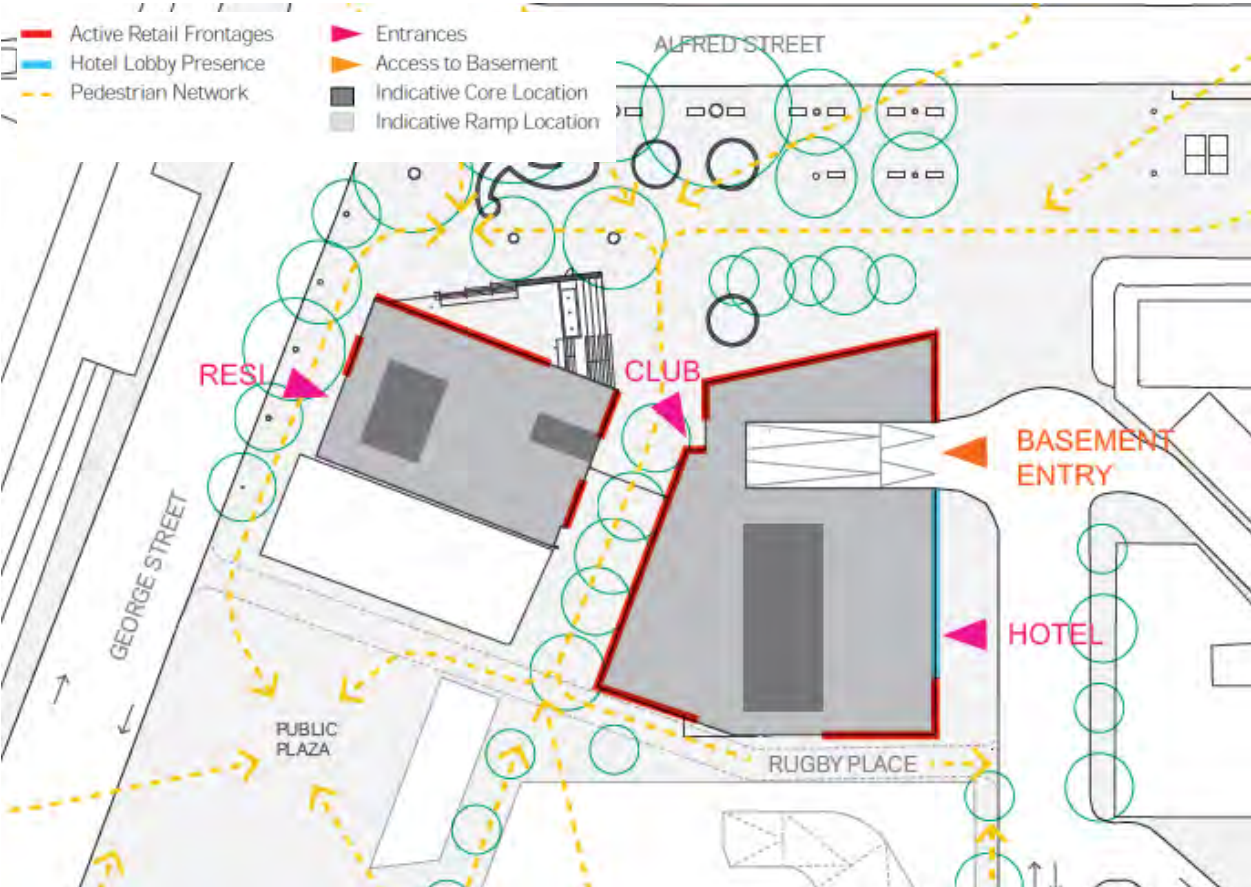
5.4 ACCESS

A single vehicular driveway serving the entire development is proposed to Pitt Street in generally the same location as the existing Goldfields House driveway as approved within D/2010/2029.

The proposed entrances to the various land uses across the site are split between each of the street frontages to ensure optimal activation. Ground level retail and lobby areas will front the majority of the surrounding street and laneway network.

The proposed access arrangements are indicatively illustrated at Figure 25.

FIGURE 25 – INDICATIVE ACCESS ARRANGEMENTS (SOURCE: CRONE)



Wanda would welcome the opportunity to discuss with surrounding land owners, such as Lend Lease, the potential to further integrate the proposed basement with surrounding properties to reduce vehicular access points to Pitt Street. However any such integration of vehicular access will be subject to commercial agreement.

5.5 PROPOSED LAND USES

This application seeks consent for the land uses described pursuant to the relevant definition in the SLEP 2012 in Table 8.

TABLE 8 – PROPOSED LAND USES

TOWER A	TOWER B
residential flat building means a building containing 3 or more dwellings, but does not include an attached dwelling or multi dwelling housing.	hotel or motel accommodation means a building or place (whether or not licensed premises under the <i>Liquor Act 2007</i>) that provides temporary or short-term accommodation on a commercial basis and that: (a) comprises rooms or self-contained suites, and (b) may provide meals to guests or the general public and facilities for the parking of guests' vehicles, but does not include backpackers' accommodation, a boarding house, bed and breakfast accommodation or farm stay accommodation.
retail premises means a building or place used for the purpose of selling items by retail, or hiring or displaying	retail premises means a building or place used for the purpose of selling items by retail, or hiring or displaying

TOWER A	TOWER B
<p>items for the purpose of selling them or hiring them out, whether the items are goods or materials (or whether also sold by wholesale), and includes any of the following:</p> <ul style="list-style-type: none"> (a) bulky goods premises, (b) cellar door premises, (c) food and drink premises, (d) garden centres, (e) hardware and building supplies, (f) kiosks, (g) landscaping material supplies, (h) markets, (i) plant nurseries, (j) roadside stalls, (k) rural supplies, (l) shops, (m) timber yards, (n) vehicle sales or hire premises, <p>but does not include highway service centres, service stations, industrial retail outlets or restricted premises.</p>	<p>items for the purpose of selling them or hiring them out, whether the items are goods or materials (or whether also sold by wholesale), and includes any of the following:</p> <ul style="list-style-type: none"> (a) bulky goods premises, (b) cellar door premises, (c) food and drink premises, (d) garden centres, (e) hardware and building supplies, (f) kiosks, (g) landscaping material supplies, (h) markets, (i) plant nurseries, (j) roadside stalls, (k) rural supplies, (l) shops, (m) timber yards, (n) vehicle sales or hire premises, <p>but does not include highway service centres, service stations, industrial retail outlets or restricted premises.</p>
	<p>registered club means a club that holds a club licence under the <u>Liquor Act 2007</u>.</p>
	<p>function centre means a building or place used for the holding of events, functions, conferences and the like, and includes convention centres, exhibition centres and reception centres, but does not include an entertainment facility.</p>

5.6 PUBLIC DOMAIN

The proposal seeks to significantly enhance the public domain through a number of key initiatives, including:

- Consolidating the vehicular access points across the site, to one single entry at Pitt Street;
- Formalising a publically accessible Rugby Place;
- Expanding the publically accessible Herald Square;
- Creating a new through site link between an expanded Herald Square and Rugby Place;
- Improved landscape and finishes surrounding the site;
- The provision of public art within the subject site; and
- Improved servicing, waste management, stormwater management.

The proposed building envelopes allow for up to 1,338sqm of land to be encumbered by the City of Sydney Council for the purposes of through-site links, laneways, roads, footpaths and for public recreation.

5.7 PUBLIC ART STRATEGY

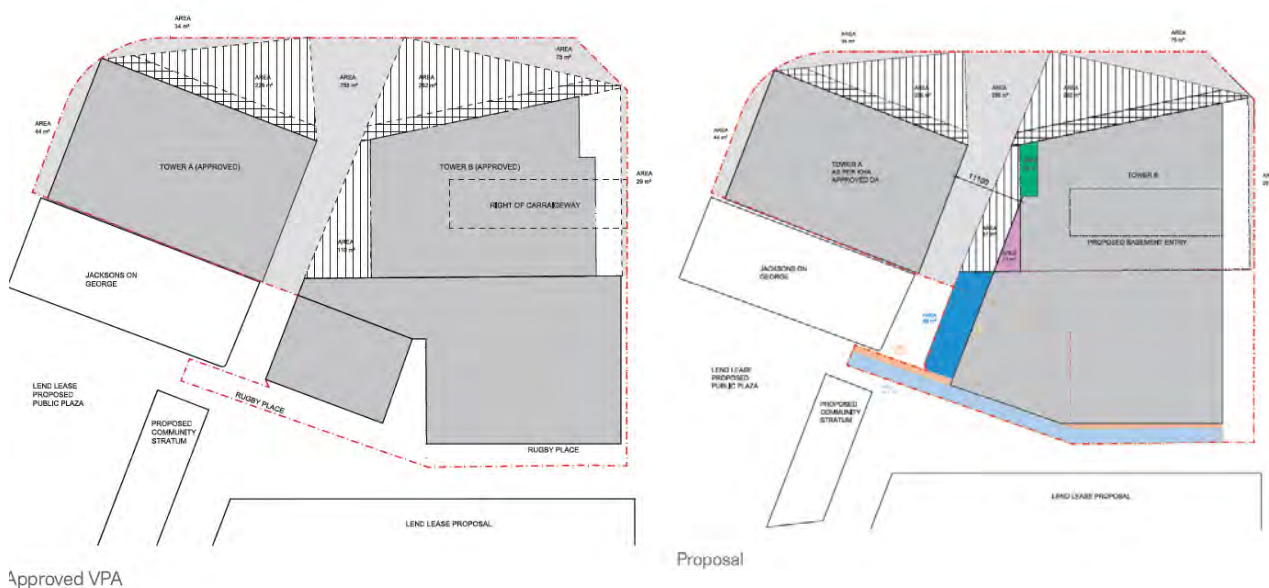
As per the previous development applications for the site, a Preliminary Public Art Statement has been prepared in support of the application and is included at Appendix M. The Preliminary Public Art Statement notably includes the following:

- Potential 'plaza' artwork:
 - Art positioned high up on façade or roofline;
 - Artworks connecting Plaza to network of laneways; and/or
 - Sculptures incorporating seating.
- Potential art for the network of laneways:
 - Art addressing the ground plane to assist with way-finding in the network of laneways;
 - Artworks utilising light and colour suspended overhead;
 - Art assisting with the 'greening' of the network of laneways;
 - Playful and witty works of art; and/or
 - Tactile art adding texture to the laneways.
- Consideration of heritage: Any artist who might be selected will possess the intelligence and sensitivity to appropriately address the heritage of the site.

5.8 PUBLIC BENEFIT OFFER

An Amended VPA will be required to be executed between the City of Sydney and Wanda for this Stage 1 SSD Development Application, incorporating the previous commitments of the existing VPA (See Section 3.1.2) and the extension of public domain works through the Fairfax House and Rugby Club allotments. Notably, the proposed Amended VPA provides for an overall increase in the area to the encumbered land from 1,065sqm as executed in the VPA of 1 Alfred Street, to 1,338sqm across the site, as illustrated at Figure 26 below.

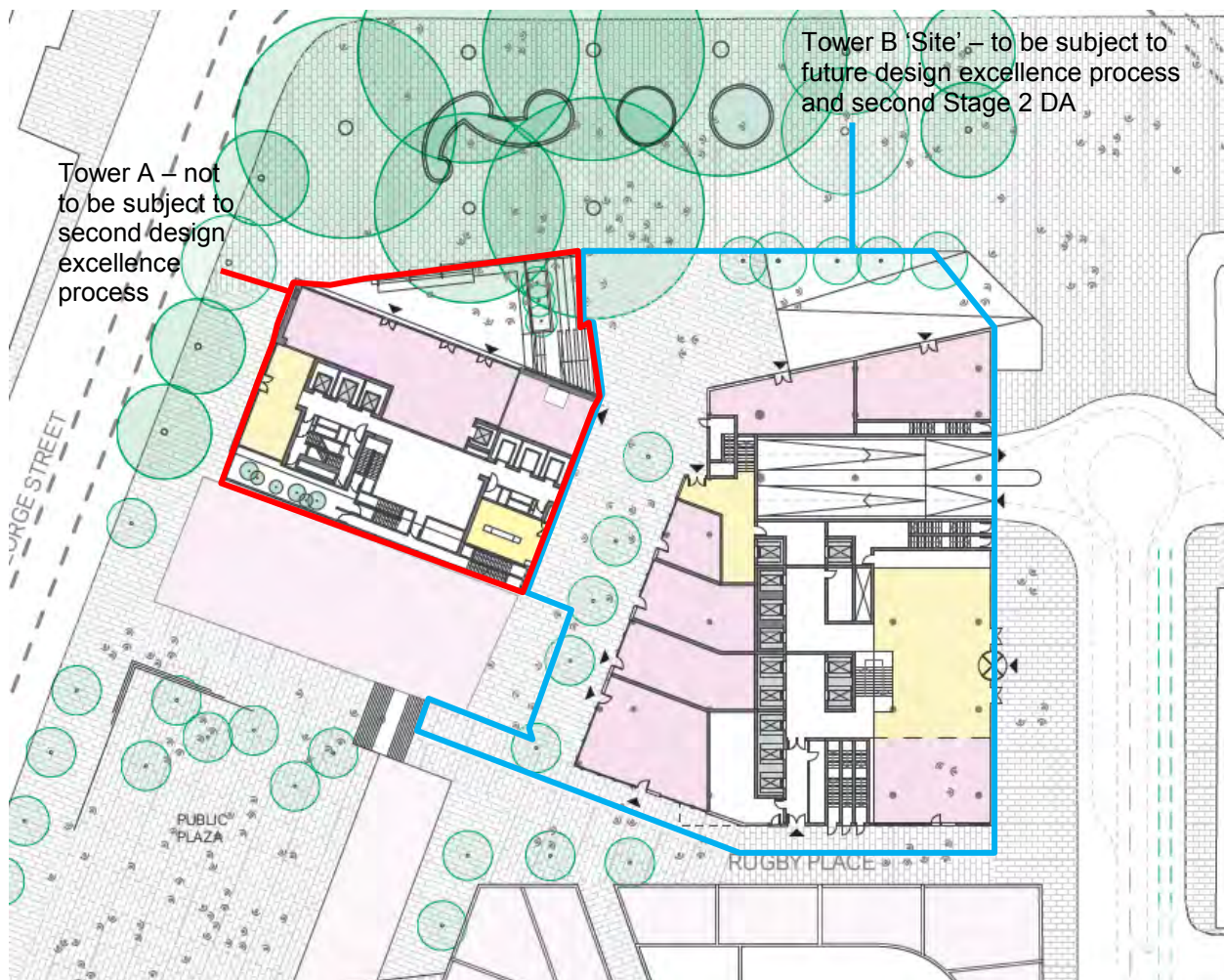
FIGURE 26 – PROPOSED AMENDMENT TO THE SCOPE OF THE VPA (SOURCE: CRONE PARTNERS)



5.9 DEVELOPMENT STAGING

The distinct 'Tower A' and Tower B' components of the project are identified at Figure 27:

FIGURE 27 – PROPOSED STAGING PLAN (GROUND LEVEL)



The detailed timing of the construction will be dependent upon the approval of the subsequent Stage 2 Development Applications for the site. Detailed construction planning is therefore not relevant to this Stage 1 SSD Development Application. Despite this, in order to clarify the intent of the staging of the proposed development and that of the South East Light Rail, the following information is provided:

- The common basement will be constructed first.
- Being located over the common basement structure, both towers will be constructed concurrently, with detailed timing of each subject to the final building contract/s.
- Sydney Light Rail has advised that CBD works will start in October 2015, specifically works will start on Circular Quay west of George Street between 9 January 2017 and 9 October 2017.
- Demolition of the existing development on the site is currently scheduled for December 2016 and as such demolition will occur during the construction of the CSELR project on George Street.
- Due to the anticipated construction timing of the CSELR project on George Street, a work zone will be required on Pitt Street during the construction of the development to mitigate impacts of the construction of the site on the function of George Street during this time.
- Detailed construction phasing and work zones will be determined through consultation following approval of the Stage 2 development applications for the site.

6 Strategic Planning Context

The following strategies are relevant to the proposal and are addressed within this Section:

- NSW 2021 – A Plan to Make NSW Number One
- A Plan for Growing Sydney 2031
- Draft Sydney City Sub-Regional Strategy
- NSW Long Term Master Transport Plan
- Sydney's Cycling Future
- Sydney's Walking Future
- Sydney 2030 Strategy
- Sydney City Centre Access Strategy (SCCAS)
- Draft Visitor Accommodation Action Plan 2014

An assessment of the consistency of the proposed development with relevant strategic plans and policies is provided in Table 9 below.

TABLE 9 – SUMMARY OF CONSISTENCY WITH KEY STRATEGIC POLICIES

INSTRUMENT/STRATEGY	COMMENTS
Strategic Plans	
NSW 2021– A Plan to Make NSW Number One	<p>'NSW 2021 A Plan to Make NSW Number One' is the State Government's 10 year plan to guide policy and decision making and one of the underlying, central themes of the strategy is to improve the performance of the NSW economy, with a 'priority action' being:</p> <p><i>"Increase tourism in NSW with double the visitor expenditure by 2020"</i></p> <p>The establishment of Destination NSW and the preparation of the Visitor Economy Industry Action Plan (December 2012) are key initiatives which provide specific actions that reinforce the Government's commitment to the visitor economy of the State. One of the specific recommended actions from the Visitor Economy Industry Action Plan is to stimulate tourism development, especially for visitor accommodation and attracting investment. The proposed inclusion of a world class hotel on the site is directly consistent with this recommendation.</p>
A Plan for Growing Sydney 2031	<p>In December 2014 the NSW State Government released 'A Plan for Growing Sydney' (the Plan), a new Metropolitan Strategy to guide land use planning decisions within Sydney's metropolitan area until 2031. The Plan is based on four primary goals:</p> <ul style="list-style-type: none"> ▪ A competitive economy with world class services and transport. ▪ A city of housing choice, with homes that meet our needs and lifestyles. ▪ A great place to live with communities that are strong, healthy and well connected. ▪ A sustainable and resilient city that protects the natural environment and has a

INSTRUMENT/STRATEGY	COMMENTS
	<p>balanced approach to the use of land and resources.</p> <p>Notably Direction 1.1 of the Plan is to 'grow a more internationally competitive Sydney CBD'. The proposed development is consistent with the priorities and directions of the Plan as the proposed development will:</p> <ul style="list-style-type: none"> ▪ Enhance the residential and visitor capacity of the CBD, providing a vibrant mix of uses that enhance the visitor experience and international investment. ▪ Support the visitor economy and strengthens the Global Economic Corridor. ▪ Recognise the importance of Sydney Harbour as the global icon of Sydney that will drive investment. ▪ Provide capacity for employment growth in the CBD through the proposed commercial and hotel uses. ▪ Assist the City of Sydney in contributing to the predicted 664,000 new dwellings required in Sydney by 2031 (39,000 new dwellings per annum). ▪ Deliver new dwellings in highly accessible locations in close proximity to employment opportunities and centres.
Draft Sydney City Sub-Regional Strategy	<p>Whilst somewhat superseded by A Plan for Growing Sydney, the Draft Sydney City Sub-Regional Strategy (2007) applies to the site.</p> <p>The proposed development is consistent with the sub-regional strategy as it provides hotel space and tourism facilities, which the sub-regional strategy identifies as being critical to maintaining Sydney's global competitiveness. Specifically a key direction of the sub-regional strategy is to ensure capacity for new hotel developments. Further, the strategy identifies that the projected visitor numbers are expected to increase by an additional 1.1 million visitors in the Sydney Metropolitan Area by 2016.</p> <p>As such, the proposal will directly contribute to the economic and employment directions of the sub-regional strategy. The development will also contribute to the delivery of new dwellings in the CBD, making a significant contribution to the required target of 55,000 additional dwellings.</p>
NSW Long Term Master Transport Plan	<p>The proposed development is consistent with the NSW Long Term Transport Master Plan in that it:</p> <ul style="list-style-type: none"> ▪ Supports the construction of the CSELN network that will run adjacent to the site, and enable a more 'pedestrian friendly' environment to be established within and around the site. ▪ Supports the upgrades to the Circular Quay station and interchange. ▪ Ensures the Metro Corridor that traverses the site is not impeded by the development.
Sydney's Cycling Future	<p>The proposed development will be consistent with TfNSW's plan 'Sydney's Cycling Future' as the proposed basement will accommodate the required end of trip facilities and resident bike storage required by the SLEP 2012 and the SDCP 2012. The applicant supports the provision of a separated cycle lane to Circular Quay, however suggests that such a separated cycle lane is not located on the western</p>

INSTRUMENT/STRATEGY	COMMENTS
	side of Pitt Street, as this will heavily restrict access to properties located between George Street (and the CSELR alignment) and Pitt Street, including the site.
Sydney's Walking Future	The proposed development is consistent with TfNSW's plan 'Sydney's Walking Future' as the development maximises active frontages, improves pedestrian access within and around the APDG Precinct, provides walking links to key areas of public open space, and maximises opportunities for connectivity to major public transport infrastructure including the CSELR and the Circular Quay Interchange. Further, the proposed public domain will be monitored by CCTV and has been designed to ensure sightlines are maintained through the through-site links across the site.
Sydney 2030 Strategy	<p>The proposed development is consistent with the broad Sydney 2030 vision in that:</p> <ul style="list-style-type: none"> ▪ The concept is 'green'. It will provide highly accessible, non-car orientated housing and the opportunity to investigate precinct wide ESD strategies as part of the next phase of development. ▪ The concept is 'global'. It will make an important contribution to the economic role of Sydney by providing premium visitor accommodation at Circular Quay, the gateway to Sydney. The proposal importantly provides the opportunity for additional 300+ ongoing full time equivalent jobs which contributes to the target of an additional 97,000 jobs by 2030. ▪ The concept is 'connected'. It will facilitate significant improvements to the ground plane with improved pedestrian access and amenity through and around the site.
Sydney City Centre Access Strategy (SCCAS)	<p>In addition to identifying the approved CSELR at George Street adjacent to the subject site, the Access Strategy identifies Circular Quay as a new interchange precinct which will feature a new light rail stop, fewer buses, de cluttered footpaths and improved way finding.</p> <p>The Access Strategy also identifies a future bi-directional separated north-south cycleway along Pitt Street (between King Street and Circular Quay) adjacent to the site. Whilst the applicant supports improved public transport and cycle access to the site, the location and design of the Cycleway on Pitt Street will be crucial to the detailed design of the hotel building and basement access to the site.</p> <p>As identified in Section 4.3, the site is heavily constrained with regards to vehicular access points, and all vehicular access and drop off must occur on the western side of Pitt Street. The colocation of a dedicated cycleway in this location will pose significant design constraints.</p> <p>As such we request that the City of Sydney investigate the opportunities to relocate this unfunded cycleway to the east of Pitt Street, or investigate a 'share zone' in this location.</p>
Draft Visitor Accommodation Action Plan 2014	<p>As outlined in the Draft Visitor Accommodation Action Plan, the health of Sydney's visitor economy is important to the NSW and the Australian tourism industry. The Action Plan states that the City of Sydney should provide a positive environment for investment by removing barriers and having a positive policy approach to accommodation development rather than through incentives or supply targets.</p> <p>The proposal will make a significant contribution to the visitor accommodation market and satisfying tourism demand.</p>

7 Statutory Context

The following Acts are relevant to the proposal and are addressed within this Section:

- *Airports Act 1996 (CTH)*
- *EP&A Act 1979*
- *Heritage Act 1977*
- *Water Management Act 2000*

This Section further provides an assessment of the application in accordance with Section 79C(1)(a) of the EP&A Act 1979. The following instruments, draft instruments, planning agreements, regulations, and plans that apply to the site are addressed within this Section:

- *Environmental Planning and Assessment Regulation 2000 (EP&A Regulation 2000)*
- *State Environmental Planning Policy (State and Regional Development) 2011*
- *State Environmental Planning Policy 55 – Remediation of Land (SEPP 55)*
- *State Environmental Planning Policy (Infrastructure) 2007*
- *State Environmental Planning Policy 65 – Design Quality of Residential Flat Development (SEPP 65) and supporting Residential Flat Design Code (RFDC)*
- *Draft State Environmental Planning Policy 65 – Design Quality of Residential Flat Development Amendment and supporting Draft Apartment Design Guidelines*
- *State Environmental Planning Policy (Building Sustainability Index: BASIX)*
- *Sydney Regional Environmental Plan – Sydney Harbour Catchment (2005)*
- *Sydney Local Environmental Plan 2012 (SLEP)*
- *Sydney Development Control Plan 2012 (SDCP)*
- *City of Sydney Competitive Design Policy*

7.1 AIRPORTS ACT 1996 (CTH)

The construction of the proposed development would result in a penetration of Sydney Airport's Limitation or Operations Surface. Further, the maximum height of cranes on the site will be RL266. Under Section 183 of the *Airports Act 1996*, approval is required from the Secretary of the Federal Department of Infrastructure and Regional Development for any such 'controlled activity'. The application is therefore to be referred to Sydney Airport, and the application would then be assessed by Airservices Australia and the Civil Aviation Safety Authority prior to determination.

Information provided in this application satisfies the requirements of the *Airports (Protection of Airspace) Regulations 1996*, including identifying the location and height of the proposed development, and details on the height of the construction and installation cranes which would be required during construction.

7.2 ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979 (NSW)

This application is lodged in accordance with Section 83B of the EP&A Act, which provides for staged development applications. This application sets out a concept proposal for the development of the site, with detailed proposals for separate parts of the site to be the subject of subsequent development

applications. As outlined in Section 3.3 of this EIS a concurrent 'Amending' Stage 2 DA for Tower A has been lodged in accordance with Section 89D(2) of the EP&A Act.

The proposal is further consistent with the Objects of the EP&A Act 1979 as detailed at Table 10.

TABLE 10 – OBJECTS OF THE EP&A ACT

OBJECT	COMMENT
5(a)(i) to encourage the proper management, development and conservation of natural and artificial resources, including agricultural land, natural areas, forests, minerals, water, cities, towns and villages for the purpose of promoting the social and economic welfare of the community and a better environment,	The proposal supports the proper management of cities by including a significant supply of tourist accommodation, employment opportunities and housing consistent with the global significance of the Sydney CBD.
5(a)(ii) to encourage the promotion and co-ordination of the orderly and economic use and development of land,	The proposal represents the orderly and economic use and development of the land, by proposing an integrated variety of uses across the site, in a manner generally consistent with the detailed planning for the APDG precinct.
5(a)(iii) to encourage the protection, provision and coordination of communication and utility services,	All essential infrastructure services for electricity supply, communication services, water services and gas supply are provided to the site and are capable of extension/augmentation as required.
5(a)(iv) to encourage the provision of land for public purposes,	As demonstrated in the public benefit offer at Appendix H, the proposal includes the significant dedication of land for the public purposes, including for roads, through-site links and rights of way.
5(a)(v) to encourage the provision and co-ordination of community services and facilities,	The proposal facilitates the delivery of community land in a prominent, public location. The proposed public domain works will significantly contribute to the fine grain of laneways within the CBD and will expand the pedestrian environment within the Circular Quay precinct.
5(a)(vi) to encourage the protection of the environment, including the protection and conservation of native animals and plants, including threatened species, populations and ecological communities, and their habitats,	The proposal concentrates development in a highly urbanised location where potential impacts to natural ecological communities is minimised.
5(a)(vii) to encourage ecologically sustainable development, and	An Ecologically Sustainable Development Statement has been prepared in support of this application and is included at Appendix Y.
5(a)(viii) to encourage the provision and maintenance of affordable housing, and	While the proposed development will increase the supply of housing, affordable housing is not appropriate in such a premier location.
5(b) to promote the sharing of the responsibility for environmental planning between the different levels of	Ongoing consultation has been undertaken with various levels of Government, as outlined in Section 3.4 of this EIS. All relevant Government agencies will also have the

OBJECT	COMMENT
government in the State, and	opportunity to provide submissions and feedback during the public exhibition process.
5(c) to provide increased opportunity for public involvement and participation in environmental planning and assessment.	The exhibition process will provide opportunity for public involvement, participation and comment.

7.3 ENVIRONMENTAL PLANNING AND ASSESSMENT REGULATION 2000

Section 78A(8A) of the EP&A Act 1979 requires that all development applications for SSD be accompanied by an EIS prepared by or on behalf of the applicant in the form prescribed by the regulations. Schedule 2 of the EP&A Regulation 2000 provides that environmental assessment requirements will be issued by the Secretary with respect to the proposed EIS. This EIS has been prepared to address the requirements of Schedule 2 of the EP&A Regulation 2000 and the SEARs.

7.4 HERITAGE ACT 1977 (NSW)

This SSD Development Application does not constitute Integrated Development pursuant to Section 89J of the EP&A Act 1979. Consultation with the NSW Heritage Council was nonetheless undertaken during the preparation of this EIS, as approval under the *Heritage Act 1977* would otherwise be required for a development application lodged on the site pursuant to Section 91A(2) of the EP&A Act 1979.

7.5 WATER MANAGEMENT ACT 2000 (NSW)

This SSD Development Application does not constitute Integrated Development pursuant to Section 89J of the EP&A Act 1979. Consultation with the NSW Office of Water was nonetheless undertaken during the preparation of this EIS, as approval under the *Water Management Act 2000* would otherwise be required for the development application lodged on the site pursuant to Section 91A(2) of the EP&A Act 1979.

7.6 STATE ENVIRONMENTAL PLANNING POLICIES (SEPPS)

An assessment of the proposed concept plan against the relevant SEPPs is provided in Table 11.

TABLE 11 – CONSISTENCY WITH RELEVANT SEPPS

SEPP	COMMENT
State Environmental Planning Policy (State and Regional Development) 2011 (SEPP SRD)	<p>Clause 8(1) of SEPP SRD provides that the development specified in Schedule 1 of the SEPP SRD is SSD. Clause 13(2) of Schedule 1 provides for the following:</p> <p>13 Cultural, recreation and tourist facilities</p> <p><i>(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:</i></p> <p><i>(a) has a capital investment value of more than \$100 million, or</i></p> <p>The proposal is development listed in Clause 13(2) of Schedule 1 as it includes:</p> <ul style="list-style-type: none"> ▪ Development for tourist related purposes; and ▪ The development for that purpose will have a Capital Investment Value (CIV)

SEPP	COMMENT
	<p>of more than \$100 million.</p> <p>A statement provided by a qualified Quantity Surveyor is provided at Appendix C and confirms the CIV for Tower B is well in excess of \$100 million.</p> <p>Under Section 89D of the EP&A Act, the Minister for Planning is the consent authority for SSD. Despite the above, a request was lodged with the Secretary of the Department of Planning and Environment on 5 June 2015 seeking delegation to the City of Sydney, as described in Section 1.4.1. Delegation was issued by the Minister on 9 July 2015 and is included at Appendix A. As such, this application remains SSD, but will be assessed by the City of Sydney and determined by the CSPC. All subsequent applications, including the concurrent Stage 2 'Amending DA' will cease to be SSD.</p>
<p>State Environmental Planning Policy No.55 Remediation of Land (SEPP 55)</p>	<p>SEPP 55 requires the consent authority to take into consideration contamination and remediation of land in determining development applications.</p> <p>The site is not known to be affected by any contamination. A preliminary contamination assessment has been undertaken (see Appendix Q) which concludes that the potential sources of contamination pose a low-moderate likelihood of contamination and the site is can be made suitable for the proposed mixed commercial and residential development from a contamination perspective.</p>
<p>State Environmental Planning Policy (Infrastructure) 2007 (ISEPP)</p>	<p>The aim of ISEPP is to facilitate the effective delivery of infrastructure across NSW by identifying matters to be considered in the assessment of development adjacent to particular types of infrastructure such a classified roads and prescribing consultation requirements for certain development.</p> <p>Clause 88 of ISEPP applies to development in the area marked as "Zone B" and involves the penetration of the ground to a depth greater than 2m below ground level (existing). As shown in the following figure, a portion of the site is impacted by the CBD Rail Link (Zone B – Tunnel) and as such any application involving a basement on the site will require referral to the rail authority for the interim rail corridor.</p> <p>FIGURE 28 – INTERIM RAIL CORRIDOR CBD RAIL LINK & CBD METRO MAP EXTRACT</p> 

SEPP	COMMENT
	<p>The geotechnical Assessment included at Appendix R states that whilst the construction of a basement could potentially be of risk to the future CBD Rail Link tunnels, the basement construction as proposed is not anticipated to affect the Rail Link zone which would be tunnelled. A detailed assessment of the potential impacts of the CBD Rail Link will be undertaken of the detailed design of the basement within the Stage 2 DA. The Geotechnical Assessment recommends the following with regard to the construction phase:</p> <p><i>A geotechnical monitoring programme should be implemented during the construction phase as a check of design assumptions and to enable excavation support to be installed progressively as required by the revealed conditions.</i></p> <p>This is further discussed at Section 8.11 and the Structural Report at Appendix V.</p>
State Environmental Planning Policy No 65 – Design Quality of Residential Flat Development (SEPP 65)	<p>SEPP 65 applies to development for the purposes of a building that comprises 3 or more storeys and 4 or more self-contained dwellings.</p> <p>The proposed building envelopes and preliminary indicative layouts of the residential floors of Tower A are consistent with the provisions of SEPP 65 and the Apartment Design Guide. This is addressed separately in the Planning Compliance Table at Appendix I and will be addressed in further detail at the Stage 2 Development Application phase.</p>
State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004	<p>A BASIX Certificate will be required to be completed for the Stage 2 Development Application for Tower A.</p>
Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005 (SREP SHC)	<p>SREP SHC provides planning principles for development within the Sydney Harbour catchment. Planning principles for land within the Sydney Harbour Catchment, of relevance to the proposed development of the site, include:</p> <ul style="list-style-type: none"> ▪ Decisions with respect to the development of land are to take account of the cumulative environmental impact of development within the catchment. ▪ Development that is visible from the waterways or foreshores is to maintain, protect and enhance the unique visual qualities of Sydney Harbour, ▪ Significant fabric, settings, relics and views associated with the heritage significance of heritage items should be conserved. ▪ Sydney Harbour and its islands and foreshores should be recognised and protected as places of exceptional heritage significance. <p>The proposal is consistent with the relevant Planning Principles of the Sydney Harbour Catchment SEPP and will not have any significant adverse impact on the Sydney Harbour Catchment.</p> <p>The site is located in proximity to the State heritage listed Ferry Wharves located at Alfred Street, Circular Quay. This application must therefore consider the impact of the proposed development on the heritage significance of these</p>

SEPP	COMMENT
	wharves. A Heritage Impact Statement has been prepared in support of this application (Appendix L) and the potential impact of the development on heritage items in vicinity of the site is outlined in Section 8.7 of this EIS.

7.7 SYDNEY LOCAL ENVIRONMENTAL PLAN 2012

Sydney Local Environmental Plan 2012 (SLEP 2012) is the principal local environmental planning instrument applying to the site.

7.7.1 LAND USE PERMISSIBILITY

The site is zoned 'B8 Metropolitan Centre' under SLEP 2012. 'Residential Flat Buildings', 'Shop Top Housing', 'Tourist and Visitor Accommodation', 'Retail Premises', 'Registered Club', and 'Function Centre' are all permissible uses with consent in this zone.

The proposed development is consistent with the objectives of the 'B8 Metropolitan Centre' zone, notably of the first objective to recognise and provide for the pre-eminent role of tourist premises in Australia participating in the global economy. The proposed development is further consistent with the zone objectives in that:

- The project provides development that will enhance the role of retail and tourist premises in the Sydney CBD, notably contributing to Australia's participation in the global economy.
- The proposed land uses, including high-end residential and a world class hotel, are commensurate with Sydney's global status, and notably the prestigious character at Circular Quay.
- The partial use of the site for residential living will contribute to the distinct diversity, density and character of the local residential community while the lower level commercial uses, proposed hotel and registered club will interface with the active character of the locality.
- The site is highly accessible to public transport, and pedestrianised areas. As such the proposal supports alternative transport to private motor vehicles. The proposal will enhance pedestrian connectivity through the site and encourages walking to the circular Quay public transport interchange. The proposed residential uses are not reliant on private vehicles, and the proposed hotel use encourages alternative transport to private vehicles.
- The proposal includes a high level of active frontages to the existing streets and the proposed through-site link. Access to each of the proposed land uses is disseminated across the site to maximise active frontages.

7.7.2 DEVELOPMENT REQUIRING A DEVELOPMENT CONTROL PLAN

Clause 7.20 identifies types of development requiring the preparation of a development control plan (or alternatively a Stage 1 DA). Development which will result in a building taller than 55 metres in Central Sydney is subject to this requirement under the Clause.

This application provides a framework for future applications addressing all the matters required to be addressed under Clause 7.20(4) of the SLEP 2012 as detailed in Table 12.

TABLE 12 – GENERAL REQUIREMENTS FOR DEVELOPMENT CONTROL PLANS

REQUIREMENT	LOCATION IN EIS
(a) requirements as to the form and external appearance of proposed development so as to improve the quality and amenity of the public domain,	Section 8.4
(b) requirements to minimise the detrimental impact of proposed development on view corridors,	Section 8.5
(c) how proposed development addresses the following matters:	
(i) the suitability of the land for development,	Section 9
(ii) the existing and proposed uses and use mix,	Section 8.3
(iii) any heritage issues and streetscape constraints,	Section 8.7 and Appendix L
(iv) the location of any tower proposed, having regard to the need to achieve an acceptable relationship with other towers (existing or proposed) on the same site or on neighbouring sites in terms of separation, setbacks, amenity and urban form,	Section 8.4
(v) the bulk, massing and modulation of buildings,	Section 8.4
(vi) street frontage heights,	Section 8.4.3
(vii) environmental impacts, such as sustainable design, overshadowing and solar access, visual and acoustic privacy, noise, wind and reflectivity,	Section 8.19, Section 8.4.2, Section 8.3, Section 8.9, Section 8.10, Section 8.13
(viii) the achievement of the principles of ecologically sustainable development,	Section 8.19
(ix) pedestrian, cycle, vehicular and service access and circulation requirements, including the permeability of any pedestrian network,	Section 8.8
(x) the impact on, and any proposed improvements to, the public domain,	Section 8.4.5
(xi) the impact on any special character area,	Section 7.8.2
(xii) achieving appropriate interface at ground level between the building and the public domain,	Section 8.4.5
(xiii) the excellence and integration of landscape design,	Section 8.4.5
(xiv) the incorporation of high quality public art into the fabric of buildings in the public domain or in other areas to which the public has access.	Section 5.7

7.7.3 DESIGN EXCELLENCE

Clause 6.21 of SLEP 2012 has a key objective to deliver the highest standard of architectural, urban and landscape design, and applies to the erection of a new building or external alterations to an existing building. The Stage 1 SSD Development Application will support a future redevelopment on site that will achieve design excellence, in particular through:

- Maintaining the general development approved for Tower A which was the subject of a Competitive Design Alternatives Process.
- Committing to undertake a competitive design alternatives process to determine the final architectural design of Tower B and the associated public domain;
- Establishing a future form of development that will lead to a significant improvement in the quantity, quality and amenity of the public domain; and
- Not adversely resulting in any additional overshadowing of key public places, or affecting existing view corridors from adjoining residential.

Refer to Section 8.2 of this EIS regarding the proposed Design Excellence Strategy.

7.7.4 BUILDING HEIGHT AND FLOOR PLATE SIZE

Clause 4.3 of SLEP 2012 applies an underlying maximum building height standard of 110 metres to the site, with which the proposed Tower B envelope complies. However, Clause 6.25 provides for additional building height within parts of the 'APDG' Precinct, which includes the 1 Alfred Street site (referred to as 'Block 3'). Specifically, Clause 6.25 provides that development consent may be granted to the erection of a building of up to 185 metres on up to 24% of the area of Block 3 if the development will:

- (a) include recreation areas and lanes and roads through the site, and*
- (b) include business premises and retail premises that have frontages at ground level (finished) to those recreation areas, lanes and roads, and*
- (c) provide a satisfactory distribution of built form and floor space development.*

In regards to the above:

- The proposed public benefit offer at **Appendix H** outlines the proposed lanes and roads that are proposed to be dedicated and otherwise granted rights of access, rights of footway and public recreation on the site. It is proposed to increase the area to be made available to the public in the existing VPA from 1,065sqm on 1 Alfred Street to 1,338sqm across the enlarged site.
- The ground level of Tower A has been designed to accommodate retail premises at street frontages and notably adjacent to the proposed through-site link, as discussed in Section 8.4.3. Whilst Tower B will be subject to a competitive design alternatives process, the competition design brief will require the ground level to include business and retail frontages recreation areas, lanes and roads.
- Built form and floor space is proposed to be distributed in a manner that only marginally expands the approved footprint of Tower A, while consolidating the floor space potential of the enlarged site into an envelope that reflects the approved public domain, without exceeding the underlying 110 metre height standard already approved on the Fairfax House site. The resultant built form has been arranged to optimally balance the potential visual impact upon Pitt Street against potential overshadowing and view loss impacts (see Section 8.5).

The existing Stage 2 development consent for the site adopts the 185 metre APDG height provision. The lower element of Tower A is approved at RL 131.2 compliant with the SDCP 2012 building envelope, and the taller element having a footprint of 644sqm extending to RL191.0 (185 metres), representing 23.9% of the 2,866sqm site area, in accordance with the 24% standard.

The proposed Tower A envelope adopts the approved Tower A buildings heights, but increases the footprint of the tower element to 739sqm, representing 27.5% of the area of 1 Alfred Street, technically exceeding the 24% standard of Clause 6.25 of SLEP 2012.

As detailed in the Clause 4.6 request for an exception to the development standard included at Appendix J, compliance with the development standard is unreasonable and unnecessary on the following environmental planning grounds:

- As permitted by subclause (7), the applicant has purchased the adjacent 'Fairfax House' and 'Rugby Club' sites and incorporated them in the site.
- The proposed 739sqm floor plate represents only 18.2% of the enlarged site.
- The proposed 739sqm tower is still a very slender building that is well below the generic 1,000sqm maximum tower floor plate control contained in Clause 5.1.4.2 of SDCP 2012.
- The proposed 41 m maximum width of Tower A up to RL 131.20 is consistent with the generic 40m control contained in Clause 5.1.4.2 of the SDCP 2012, and further the 27.91 maximum metre width of the upper tower element easily complies with SDCP 2012 40m maximum control limiting tower 'bulk'.

As such, the proposed Tower B envelope fully complies with the underlying 110 metre height control as previously approved on the Fairfax House site, and Tower A complies with the maximum 185 metre APDG height standard. While Tower A technically exceeds the 24% floor plate control applicable to buildings adopting the 185 metre APDG height standard, it complies in terms of the enlarged area including the Fairfax House and Rugby Club sites and is justified as a slender tower form.

7.7.5 TALL BUILDINGS IN CENTRAL SYDNEY

Clause 6.16 of the SLEP 2012 provides additional assessment criteria for development which proposes buildings above 55 metres in height on land in Central Sydney. The satisfaction of these criteria is addressed below in Table 13.

TABLE 13 – ASSESSMENT OF THE PROPOSAL AGAINST CLAUSE 6.16 OF THE SLEP 2012

CRITERION	ASSESSMENT
(a) the building will have a freestanding tower each face of which will be able to be seen from a public place	The building is a freestanding tower with four elevations each of which will be able to be seen from the surrounding public domain.
(b) the development will provide adequate amenity and privacy for occupants of the building and will not significantly adversely affect the amenity and privacy of occupants of neighbouring buildings	Apartments within the amended building envelope are capable of achieving a high amenity by utilising similar layouts as those of the approved design. Notwithstanding the reduced setbacks to the North, South and East, the proposed tower maintains adequate separation and privacy treatments to ensure good amenity for both the proposed development and existing residences to the southeast.
(c) the ground floor of all sides of the building facing the street will be used for the purposes of business premises or retail premises	Active street frontages are provided in accordance with the site specific provisions of SDCP 2012 (see Section 8.4.4).

7.7.6 FLOOR SPACE RATIO

Based on the proposed uses across the site, the maximum potential FSR allowable on the site (located in Area 1) under SLEP 2012 is 14.26:1. The proposal seeks to comply with this maximum FSR.

The maximum FSR is determined by a permitted base FSR of 8:1 for the site plus between 6:1 to 4.5:1 Accommodation floor space for the 'Hotel or Motel Accommodation', 'Retail Premises', and 'Residential Accommodation', which the site is eligible for in Area 1. A further addition of up to 10% has been allowed given Wanda One Sydney Pty Ltd commitment to undertaking a competitive design process for the redevelopment of Tower B (in addition to the completed competitive design process for Tower A), although it is acknowledged that such award is subject to the completion of this process to Council's satisfaction.

As the proposal will rely on FSR above the 'base' control 8:1, the applicant will be required to purchase heritage floor space in subsequent Stage 2 development applications.

Table 14 sets out the proposed Floor Space Area for the site.

TABLE 14 – FLOOR SPACE AREA SUMMARY

TOTAL SITE AREA		4,040 SQM	
PROPOSED AREAS			
	Proposed GFA (sqm)	FSR(:1)	Proportion GFA (%)
Base Floor Space	N/A	Base: 8	N/A
Club Floor Space	608	(base)	1.06%
Retail/ Residential Accommodation Floor Space	37,369	Area 1 – Max. 4.5	64.87%
Hotel Accommodation Floor Space	19,633	Area 1 – Max. 6:1	34.07%
Total GFA Proposed	57,610.00	sqm	
Total FSR Proposed	14.26	:1	
FSR CONTROLS			
FSR Control	12.96	:1	
Total FSR Control including Design Excellence Bonus	14.26	:1	
Maximum GFA for site	57,610.66	sqm	
PROPOSED DIFFERENCE		-0.66	sqm
		-0.0002	:1

7.7.7 SUN ACCESS PLANES

Whilst the site is not identified as land that is affected by Sun Access Planes, it is located in proximity to Macquarie Place, at the intersection of George and Loftus Streets. Clause 6.19 of the SLEP 2012 states that development consent must not be granted to development resulting in additional overshadowing, at any time between 14 April and 31 August, on Macquarie Place between 10:00am and 2:00pm.

Detailed shadow diagrams have been prepared by Crone Partner and are included at Appendix F and considered at Section 8.4.2. As demonstrated in these diagrams, the proposal does not result in any additional overshadowing to Macquarie Place during the specified times.

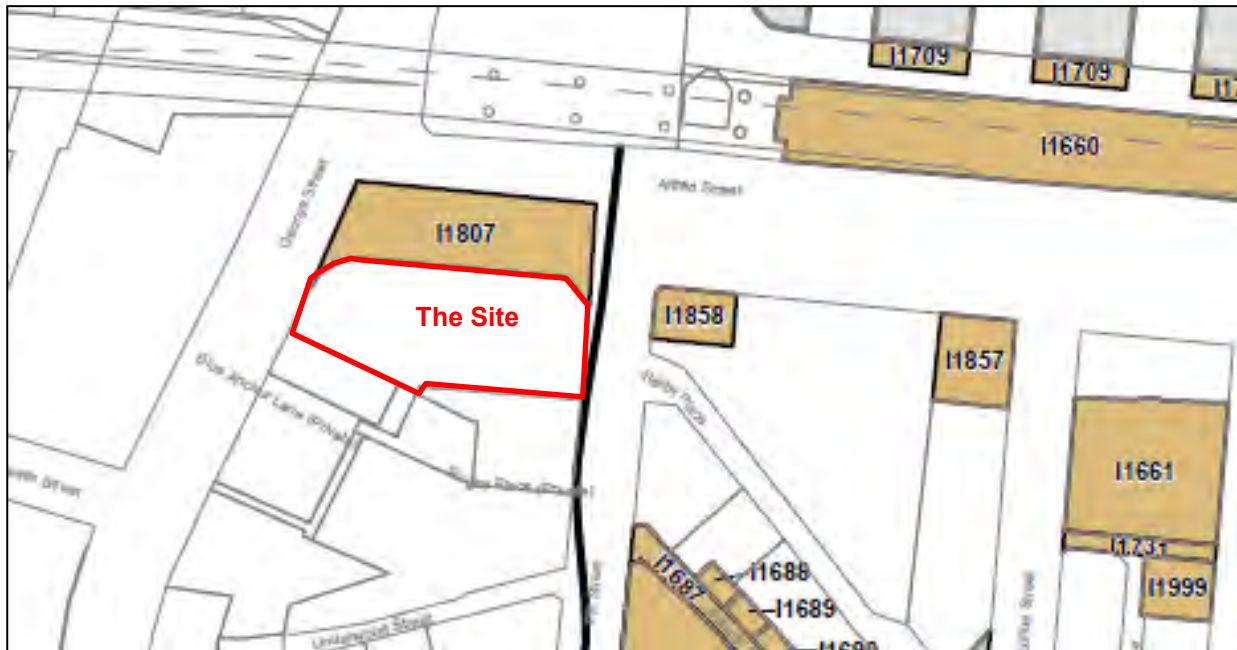
7.7.8 HERITAGE

As indicated at Figure 29 the SLEP 2012 Heritage Map identifies the following heritage items in the immediate vicinity of the site:

- I1807 – Herald Square
- I1858 – Ship Inn
- Tank Stream (archaeological feature listed on the State Heritage Register and register of the National Estate).

A Heritage Impact Assessment has been prepared by Godden Mackay Logan and is considered at Section 8.7.

FIGURE 29 – EXTRACT SLEP 2012 HERITAGE MAP



7.7.9 CAR PARKING

The proposal includes the envelope of the basement car park and the provision of car parking rates in accordance with the relevant requirements under SLEP 2012. Whilst this application does not seek approval for a specific number of car parking spaces, the following table demonstrates that the proposed six levels of basement car parking can facilitate the maximum permitted number of car parking spaces.

TABLE 15 – INDICATIVE COMPLIANCE WITH MAXIMUM CAR PARKING SPACES

		SLEP 2012 Car Parking Rate	Requirement
Tower A	Residential flat buildings	<ul style="list-style-type: none"> For each studio – 0.1 spaces for each 1 bedroom – 0.3 spaces, and for each 2 bedroom – 0.7 space, and for each 3 or more bedroom – 1 spaces, and 	<ul style="list-style-type: none"> 4 x studio – 0.4 spaces 13 x 1 bedroom – 3.9 spaces 87 x 2 bedroom – 60.9 spaces 80 x 3 bedroom – 80 spaces Max. provision – 145.2 spaces
	Retail premises	$M = (G \times A) \div (50 \times T)$ Where: <ul style="list-style-type: none"> <i>M</i> is the maximum number of parking spaces, and <i>G</i> is the gross floor area of all retail premises in the building in square metres, and <i>A</i> is the site area in square metres, and <i>T</i> is the total gross floor area of all buildings on the site in square metres. 	Max. provision – 0.49 spaces

		SLEP 2012 Car Parking Rate	Requirement
Tower B	Hotel or motel accommodation	<ul style="list-style-type: none"> 1 space for every 4 bedrooms up to 100 bedrooms, and 1 space for every 5 bedrooms more than 100 bedrooms. 	Max. provision – 38.6 spaces
	Retail and Registered Club premises	$M = (G \times A) \div (50 \times T)$ <p>Where:</p> <ul style="list-style-type: none"> <i>M is the maximum number of parking spaces, and</i> <i>G is the gross floor area of all retail premises in the building in square metres, and</i> <i>A is the site area in square metres, and</i> <i>T is the total gross floor area of all buildings on the site in square metres.</i> <p>Registered club rates provided as per the recommendation provided in the Traffic and Parking Assessment at Appendix N.</p>	Max. provision – 4.13 spaces
	Indicative max. provision of car parking		189 spaces (excluding service vehicle spaces)
	Indicative car parking proposed		189 spaces (excluding service vehicle spaces)

7.7.10 AIRPORT REFERRAL

Clause 7.16 of the SLEP 2012 states that as the proposal exceeds the Sydney Airport's Limitation or Operations Surface, Council must consult with the Federal Department of Infrastructure and Regional Development regarding this application.

Despite existing development approvals for a built form up to RL 191 on the site, approval is required from the Secretary of the Federal Department of Infrastructure and Regional Development under Section 183 of the *Airports Act 1996*. This is further addressed in Section 7.1.

7.7.11 DRAFT AMENDMENTS TO SLEP 2012

Draft Amendments to SLEP 2012 and SDCP 2012 were on public exhibition from 10 March until 7 April 2015. The proposed changes include a wide range of detailed matters, including introducing a new clause to permit balconies on residential towers over 30m high to be partially enclosed for wind protection purposes without counting the balcony floor space towards gross floor area. However, the potential exclusion of winter garden balconies is not relied upon in this application and enclosed balconies are counted in GFA.

7.8 SYDNEY DEVELOPMENT CONTROL PLAN 2012

A comprehensive assessment of the proposed development against the relevant controls of the SDCP 2012 is provided at Appendix I. Key issues relating to the development's consistency with the SDCP 2012 are discussed below.

7.8.1 APDG PRECINCT CONTROLS

Section 6.1.4 of SDCP 2012 includes site specific controls for the APDG Precinct, being the street block bounded by Alfred, Pitt, Dalley and George Streets. The site comprises the northern end of the precinct.

Tower A has been designed to be generally consistent with the site specific controls and including:

- A maximum height control of 185m, consistent with the SDCP 2012 massing.
- A lower podium height to George Street (RL 131.2), consistent with the SDCP 2012 massing.
- A street frontage height between 70m and 185m at George Street and Herald Square, consistent with the SDCP 2012 massing.
- A minimum of 3.6 metres from Herald Square, generally consistent with the SDCP 2012 massing and as approved within D/2010/2029.
- Ground, first and second level active uses, consistent with the intent of the SDCP 2012.

As such Tower A is consistent with the site specific controls for the APDG Precinct in SDCP 2012.

Despite 'opting in' to the APDG controls for Tower A, Tower B proposes not to adopt the APDG Precinct controls. Despite proposing a maximum 110m building form, the envelope for Tower B does however respond to the site planning envisaged for the APDG Precinct as:

- The average setback to Herald Square for Tower B exceeds 8 metres.
- The proposal provides a through-site link exceeding 6m between the two building forms.
- Tower B is positioned adjacent Pitt Street, allowing for solar access to penetrate the through-site link and the proposed Rugby Place plaza effectively ensuring a low-scale form on the Rugby Club site.
- Vehicular access is proposed in accordance with Figure 6.15 of the SDCP 2012.

Tower B proposes an alternate solution to the APDG controls because those controls cannot accommodate the permissible FSR for the site under the SLEP 2012 (See Section 7.7.6).

As such, whilst the proposed form of Tower B has sought to reflect the envisaged built form of the APDG Precinct where possible, the expansion of the 110m footprint to 1 Alfred Street (compared to a compliant scheme on the Fairfax House and Rugby Club site) provides an alternative built form that achieves the objectives of the APDG Precinct and facilitates a world class hotel on the site.

7.8.2 CIRCULAR QUAY SPECIAL CHARACTER AREA

The proposal responds to the principles of the Circular Quay Special Character Area as it:

- Increases the area of Herald Square, a significant public space, and increases public accessibility to a proposed new public square to the south of the site.
- Reinforces the urban character and scale of Circular Quay by proposing buildings to the street alignment.
- Addresses the significant heritage values of Circular Quay within the design of the public domain across the site, as per the Preliminary Public Art Strategy included at Appendix M.
- Includes a design that proposes a through-site link to 'open out' to Circular Quay, reinforcing the image of the area as a major focal point and public space.
- Protects the heritage value and curtilage of the Tank Stream adjacent to the site.

7.8.3 STREET FRONTAGE HEIGHTS AND TOWER SETBACKS

The proposed setbacks and street frontage heights balance the functional requirements of the site, protect the amenity of surrounding properties and enhance the public domain as:

- The proposed Tower A maintains the ground level setbacks defined by the form of the approved development.
- Tower A has a 2.86 metre setback to the southern boundary, a relatively insignificant non-compliance with the 2.9 metre control.
- Tower A maintains an 8.55 metre setback to the 185m tower form from George Street, consistent with the 8 metre front setback control.
- The proposed Tower B setbacks are generally consistent with the site specific provisions in the SDCP 2012 with the following exceptions:
 - The proposed ground level setback to the centre line of Rugby Place varies between 5m and 6m. The proposal is predominantly compliant with only a minor non-compliance due to the existing alignment of the site boundary and the resulting 'pinch-point'. This minor numeric non-compliance is considered acceptable.
 - The proposed upper level setback to Pitt Street is 6m. This setback is considered acceptable as it will have a negligible impact on the amenity of Pitt Street compared to a fully compliant scheme. Specifically this setback:
 - The proposal includes a lower tower form than that previously approved in D/2010/1533, resulting in an increased in the podium level setback and solar access to Pitt Street, compared to that originally approved on the Fairfax House site.
 - As the building envelope controls for the APDG Precinct do not accommodate the floor space available to incentivise tourist accommodation, a balance of setbacks must be achieved on the site. The proposed building envelopes maintain a building separation of a minimum 6.5m between Tower A and Tower B, and achieve a 6m setback to Pitt Street. This balance has been raised with Council officers as an appropriate response to the site constraints.
 - The proposed 6m setback has an imperceptible variation to the amenity of Pitt Street compared to an 8m upper level setback.

7.8.4 BUILDING SEPARATION

The proposal results in the following building separation distances within the site, and in relation to the proposed and existing development on adjoining properties:

- The building separation between Tower A and Tower B varies between 6.92m and 16.845m (excluding façade fenestration).
- The building separation between Tower A and 200 George Street is 56.3m. This is generally consistent with the 60m control, and is consistent with the APDG Precinct Controls.
- The building separation between Tower A and the St George Building (subject to likely future redevelopment) is 16m. Due to the commercial nature of this proposal, this separation distance is considered acceptable.
- The building separation between Tower B and the existing development at 33-35 Pitt Street (subject to likely future redevelopment) is 7.9m. Due to the commercial nature of this proposal, this separation distance is considered acceptable.

7.8.5 SOLAR ACCESS

- Due to the orientation of the proposed building envelope for Tower A and wide northern frontage, the development can achieve a minimum 2 hours direct sunlight between 9:00am and 3:00pm on June 21 onto at least 1sqm of living room windows and minimum 50% of the required area of private open space for approximately 94.6% of apartments.
- The proposal is therefore compliant with the requirements of the ADG and the SDCP 2012.

7.8.6 NATURAL VENTILATION

- Due to the slender tower form, the proposed building envelope for Tower A can achieve approximately 82.1% of cross ventilated apartments.
- The proposal is therefore compliant with the requirements of the ADG and the SDCP 2012.

7.8.7 DWELLING MIX

The proposed unit mix of Tower A will not comply with the SDCP 2012 as outlined below:

TABLE 16 – DWELLING MIX OF THE AMENDED DEVELOPMENT UNDER THE SDCP 2012

APARTMENT TYPE	SDCP 2012 CONTROL	TOWER A PROPOSED MIX		COMPLIES
Studio	5%-10%	4	2.2%	✗
1-bedroom	10%-30%	13	7.1%	✗
2-bedroom	40%-75%	87	47.3%	✓
3+-bedroom	10%-100%	80	43.5%	✓
TOTAL		184		

While the development as proposed to be amended provides less studio and 1 bedroom apartments than required by SDCP 2012, the larger apartment types proposed are consistent with the premium location of the site. Notwithstanding, a small number of studio and 1 bedroom apartments are included to provide some variety within the development.

7.9 RELEVANT COUNCIL POLICIES

7.9.1 CITY OF SYDNEY COMPETITIVE DESIGN POLICY

Under Clause 6.21 of the SLEP 2012, development with a height greater than 55 metres in Central Sydney (as well as other specified types of development) are generally required to undertake a competitive design process in accordance with the City of Sydney Competitive Design Policy.

The Design Excellence Strategy for the site, as described at Section 8.2 is proposed in accordance with the City of Sydney Competitive Design Policy.

7.10 ANY PLANNING AGREEMENT

As detailed at Section 3.1.2, in association with the Stage 2 consent D/2010/2029 for the site, the applicant for the Stage 2 Consent (i.e. Valad Commercial Management Limited) entered into a VPA with Council. The VPA comprises a series of land dedications and restrictions on title to facilitate the provision of various public benefits. It also provided for the provision of public art works.

Following approval of the Stage 1 SSD Development Application the amending DA for Tower A, and the subsequent design competition and Stage 2 development application for Tower B, an Amended VPA will be prepared which will reflect the final built form and public domain. Alternatively a new VPA could be entered into between Council and Wanda to reflect these amendments. This will be the subject of further discussion with Council.

The Applicant is currently preparing a proposal in relation to the Amended VPA for consideration by Council.

The Draft Public Benefit Offer at Appendix H details the proposed amendments, in principle, to the existing VPA.

8 Impact Assessment

8.1 OVERVIEW

This section of the EIS provides an assessment of the application in accordance with Section 79C(1)(b) of the EP&A Act 1979 and the SEARs issued by the Secretary of the Department of Planning and Environment for this application.

8.2 DESIGN EXCELLENCE OF THE PROPOSAL

Part 3 of the SEARs issued for the project on 30 June 2015 requires the application to demonstrate how the proposal achieves design excellence. As this is a Stage 1 SSD Development Application, the proposal is seeking consent for land uses and building envelopes only. Kerry Hill Architects has provided the following with regard to the design excellence of the proposed built form:

- *The development consists of a tower which has 58 storeys. The tower is residential with retail functions connecting to the public domain. The location of the development at Circular Quay, has an unrivalled view of Sydney Harbour, the Harbour Bridge and the Opera House.*
- *The design creates the illusion of two distinct volumes. The dominant tall, slender tower appears to float calmly against the city skyline, cradled at its base by another tower of stone, which anchors the building within the public domain and relates to the skewed geometry of George and Alfred Streets. The two articulated volumes are distinguished by a change in plane and material, with masonry used for the base and a more ephemeral metal and white glass cladding for the principal tower.*
- *The apartments within the tower are planned for natural cross-ventilation and provide discrete entry lobbies, separate powder rooms and consistently large master suites, regardless of the number of bedrooms in each apartment.*

Wanda is further committed to achieving design excellence throughout the delivery of the proposed development. As such, this EIS includes a Design Excellence Strategy (Appendix K) for the competitive design alternatives process to occur as part of the subsequent stages of this development. Notably, the Design Excellence Strategy states:

- The competitive design process undertaken for 1 Alfred Street in November 2009 will remain valid for Tower A.
- The winning scheme for Tower A designed by Kerry Hill Architects will be maintained as part of the redevelopment of the site.
- Any Stage 2 development application for Tower A will address how any subsequent change to the scheme has impacted its potential to achieve 'design excellence'. This Stage 2 development application is accompanied by a statement by Kerry Hill Architects confirming that the revised design maintains the integrity of the winning design.
- Following determination of this Stage 1 SSD Development Application, a separate competitive design alternatives process will be undertaken for Tower B, the public domain, and the integrated basement. This competitive design alternatives process will:
 - Respond to a competitive design alternatives Brief prepared by the applicant and endorsed by the City of Sydney in accordance with the City of Sydney Competitive Design Policy.
 - Containing six competitors, including local and international architecture firms.
 - Be judged by a Selection Panel consisting of at least three panel members including a Chair with significant expert design qualifications to be chosen in consultation with the City of Sydney Council.
- Achieve up to 10% floor space bonus in accordance with Clause 6.21 of the SLEP 2012.

8.3 PROPOSED LAND USES

The proposed development includes a variety of land uses across the site. The proposed mix of uses has been designed to achieve a lively and activated precinct within a prominent tourist and visitor precinct within the Sydney CBD.

Approved residential land use (D/2010/2029) is proposed to be restricted to Tower A on the western portion of the site. Mitigation measures including glazing may be required within the proposed Stage 2 Development Application to ensure that the apartments can meet the acoustic requirements for internal amenity on the subject site.

Given the existing and proposed activities surrounding the subject site, retail and communal functions are proposed on the first three floors of Tower A, as a precaution to the residential land use from amenity impacts across the site.

A Plan of Management and a Security Management Plan will be provided as part of the Stage 2 Development Application for the hotel and registered club components of the development.

8.4 BUILT FORM

8.4.1 BUILDING ENVELOPES

The proposed building heights comply with the relevant maximum building height controls within the SLEP 2012 as outlined in Section 7.7 of this EIS. The APDG Precinct controls detailed within the SDCP 2012 do not anticipate a 110m massing on the 1 Alfred Street site in addition to the 185 metre tower at the western portion of the 1 Alfred Street site.

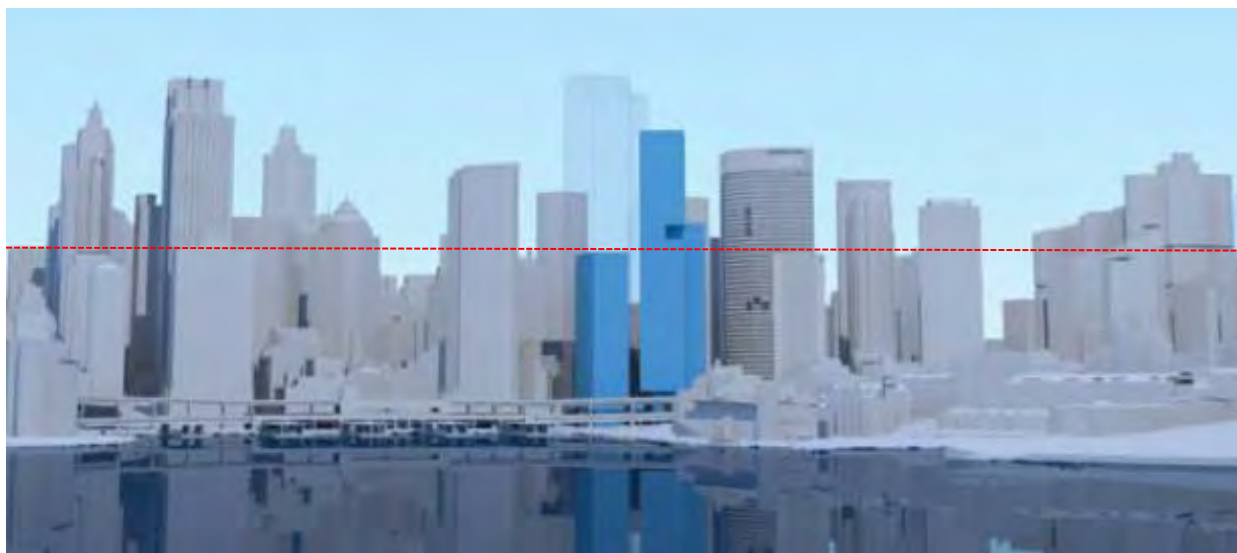
The SDCP 2012 envelopes however directly adopted the built form of D/2010/2029, which was for primarily residential development to which only 4:1 Accommodation floor space was available. The envelopes do not provide for the 6:1 Accommodation floor space specifically allowed to incentivise tourist and visitor accommodation. The SDCP 2012 envelopes for the Fairfax House and Rugby Club sites do not facilitate 4:1 Accommodation floor space, let alone the 6:1 available for tourist accommodation.

Due to the proposed amalgamation of the existing three development sites, and taking into consideration the existing approved development across the sites, a 110m tower form previously approved on the Fairfax House site has been lengthened so that the building footprint extends onto the 1 Alfred Street site. This enlarged built form accommodates the additional FSR available for visitor accommodation.

Whilst this 110m building height is permissible under the SLEP 2012, the impacts of this additional height (compared to a 55m scheme at the northern portion of the site) are required to be considered.

The proposed building height across the site has been considered in relation to the wider city skyline. The proposed 110m building height for Tower B responds to a series of other buildings fronting Circular Quay, including the AMP Tower at 33 Alfred Street, Four Seasons Hotel at 199 George Street, Intercontinental Hotel at 117 Macquarie Street, and The Quay Apartments at 2 Phillip Street. This height, in addition to the proposed height of Tower A, fit contextually in the skyline and does not read as a visually intrusive or dominant element when viewed from Sydney Harbour.

FIGURE 30 – PROPOSED HEIGHT OF BUILDINGS AGAINST CITY SKYLINE



The proposed building height of Tower B results in the following public benefits and impacts:

- The proposed additional GFA across the site accommodates new visitor accommodation, which is a land use with recognised benefits for the local, state and national economy.
- The proposed building footprint facilitates an enlarged through-site link across the site, increasing the view corridors and connections from Rugby Place and improving the connectivity and accessibility of the proposed new network of plazas and laneways through the ADPG Precinct.
- The proposed building footprint accommodates a significant setback to Alfred Street, effectively widening Herald Square, a prominent public square adjacent to Circular Quay.
- The proposed building footprint accommodates a 5m ground level setback and 6m upper level setback to Pitt Street, improving view corridors at the ground level.
- The proposed Tower B built form increases the upper level building separation with Tower A to 6.92 metres (compared to 5.5m originally approved).
- The proposed towers have been designed as slender forms, notably increasing the building separation from that originally approved across the site.
- The applicant commits to a competitive design excellence process for each of the Stage 2 development applications on the site, as detailed in the Design Excellence Strategy, which will ensure that the detailed design of the development responds to the site context and minimise impacts on surrounding development whilst maximising interaction with the public domain.
- The proposed building envelope of Tower B is orientated in a north-south direction, reducing potential visual impact on properties to the south of the site, and creating view and solar corridors between the proposed buildings.

On balance, the proposed 110m building form extending onto the 1 Alfred Street site is considered appropriate to achieve the objectives of the APDG Precinct and deliver an integrated development across the larger site.

8.4.2 OVERSHADOWING

A shadow analysis of the indicative design has been undertaken by Crone Partners and is included with the Design Report at Appendix F. The winter solstice diagrams are reproduced at Figure 31.

FIGURE 31 – SHADOW DIAGRAMS – WINTER SOLSTICE



PICTURE 29 – SHADOW IMPACTS 10:00AM



PICTURE 30 – SHADOW IMPACTS 12:00PM



PICTURE 31 – SHADOW IMPACTS 2:00PM

The proposal does not result in any increase of overshadowing to Macquarie Place or other significant public places between the hours of 10:00am and 2:00pm on June 21.

Whilst the proposed envelope for Building B includes a 110m building element on 1 Alfred Street, previously not considered by the APDG Precinct controls, the shadow impacts of the proposed 110m envelope is considered acceptable as:

- This proposed Square in the APDG Precinct is proposed to be relocated adjacent to George Street within the Lend Lease proposal as it has been demonstrated to Council that the proposed location of the major square within the APDG Precinct would not achieve optimal solar access.
- A 110m compliant scheme on the Rugby Club and Fairfax House sites that does not 'opt into' the APDG Precinct provisions of the SDCP 2012 would create an inevitable overshadowing of this square.
- The proposed building envelopes do not result in any adverse impact on surrounding sensitive uses such as residential flat buildings.

As such it is considered that the proposal does not result in any adverse overshadowing impacts.

8.4.3 SETBACKS AND STREET FRONTAGE

The proposal positively responds to the surrounding streetscape by:

- Proposing a street frontage height of 21m for Tower B and 25m for Tower A, ensuring a pedestrian scale is maintained surrounding the subject site;
- As illustrated in Section 8.6.1 the proposed building envelopes will not have an adverse impact on the surrounding local street network as the proposed towers are to be setback from the street and include appropriate upper level setbacks;
- The proposed building envelopes can facilitate a variety of retail and lobby spaces responding to the scale of surrounding street network and proposed laneways to complement the proposed adjoining active laneway frontages; and

- Maintaining visual connections to the sky through the proposed through-site link, as illustrated within the Design Report at Appendix F as illustrated at Figure 32.

FIGURE 32 – INDICATIVE GROUND PLANE (SOURCE: CRONE PARTNERS)



8.4.4 ACTIVE FRONTAGES

The proposal meets the intent of the site specific provisions set out under SDCP 2012 in relation to the provision of active frontages to streets, lanes and arcades. Active frontages are proposed to Alfred, George and Pitt Streets where possible, and also to the internal through-site link. In response to Council's vision for Rugby Place, additional retail is proposed adjacent to this laneway.

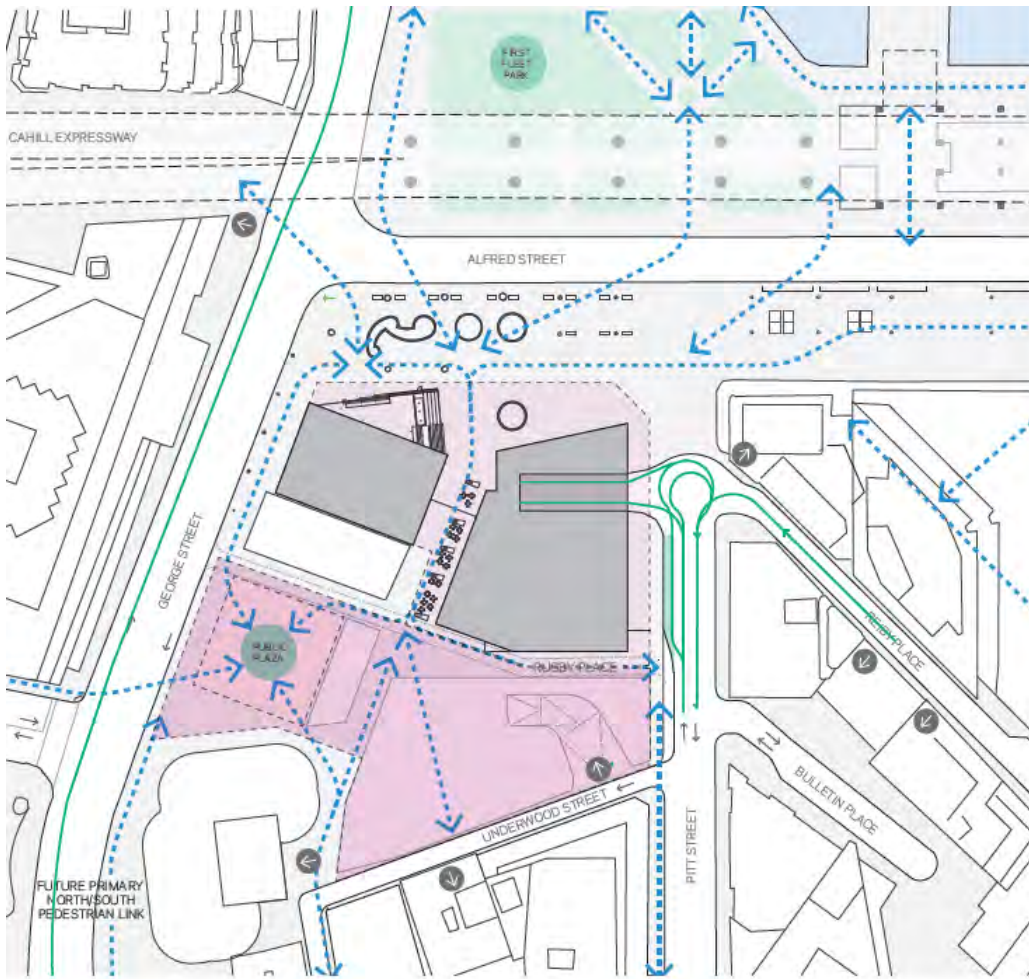
As illustrated in Figure 24 foyer and lobby spaces are proposed along Pitt and George Streets rather than the Herald Square forecourt which will benefit from having full retail frontages.

8.4.5 PUBLIC DOMAIN

As outlined in this EIS, the proposed development will result in significant public domain improvements, notably:

- The proposal includes the provision of land across the site for the purposes of footpath and recreation (refer Figure 4). The total area land to be encumbered to the City of Sydney Council is 1,338sqm. This land will increase the quantity of public space within the APDG Precinct and will improve the pedestrian permeability of the precinct. This will be formalised in an Amending VPA for the land.
- The indicative plans included at Appendix F illustrate that the proposed laneways will be lined by retail and other active uses, as per Council's own vision for the space. This requirement may be conditioned by Council to ensure that the Stage 2 development applications maximise active frontages on the site. Further, the competitive design alternatives process outlined in Section 8.2 confirms that the activation of these spaces will be a key component of the competitive design brief.
- The proposed public domain and streetscape works conceptualised within this Stage 1 SSD Development Application have been designed to integrate with the proposed future upgrades of adjacent public spaces to the south of the site as proposed by Lend Lease at 33-35 Pitt Street and as illustrated in Figure 33. The proposed design recognises the proposed 'secondary square' at Rugby Place and improves pedestrian connectivity and public sightlines to this plaza.

FIGURE 33 – PROPOSED PEDESTRIAN NETWORK (SOURCE: CRONE)



- In addition to providing significant opportunities for casual surveillance and activating all street frontages by disseminating lobby functions for each of the proposed uses, the proposed public domain will be monitored by CCTV.
- Dedicated pedestrian paths of travel at the lobbies and to the basement car park are identified in the indicative plans at Appendix F, however will be subject to detailed design at the Stage 2 development application.

8.5 AMENITY

In response to Part 6 of the SEARs issued on 30 June 2015 the proposed building envelopes have been designed with consideration of the amenity for future occupants of Tower A and the protection of the amenity of the surrounding area. The proposed development is expected to result in good outstanding amenity for the future occupants of the site, without adversely impacting the surrounding development as:

- The proposed east-west alignment of the Tower A building envelope results in a wide northern façade allowing approximately 95% of apartments to achieve well in excess of the minimum required 2 hours direct sunlight between 9:00am and 3:00pm on June 21 .
- The northern orientation of 95% of apartments will also provide for world class northern views over Sydney Cove, framed by both the Sydney Harbour Bridge and Opera House.
- The Shadow Diagrams provided at Appendix F demonstrate that the proposal will not have an adverse impact on sensitive receivers such as residential flat buildings or significant public places surrounding the site.

- The proposed slender form of Tower A results in over 80% of residential apartments receiving natural ventilation.
- The Wind Effects Report provided at Appendix P concludes that mitigation measures to ameliorate wind conditions in the through-site link and on George Street can be accommodated during the Stage 2 application to ensure appropriate pedestrian wind environment surrounding the site.
- A reflectivity Report will be provided at the Stage 2 development application(s) for the detailed façade treatments of the buildings.
- Visual and acoustic privacy will be addressed at the Stage 2 development application(s) for the site. An Acoustic Report is provided at Appendix O which concludes that appropriate mitigation measures can be provided during the detailed design to ensure appropriate acoustic amenity for the occupants of Tower A.
- Whilst the site does not comply with the required building separation for habitable rooms at the pinch point between Tower A and Tower B, as demonstrated in the indicative concept plans at Appendix F, the western façade of Tower B can be treated to ensure a blank or otherwise inactive façade is provided, and screens and window positioning at Tower B can ensure the ongoing visual privacy to Tower A.
- The proposed building envelopes facilitate active frontages around the subject site, and will accommodate safe and secure access points from all street frontages. The public domain through the site will be designed in accordance with the City of Sydney requirements in the relevant Stage 2 development applications.

As summarised above, and as detailed when assessed against the specific controls and guidelines in Section 7.6, Section 7.7 and Section 7.8, the proposed building envelopes have been designed to ensure appropriate amenity is achieved on the site and for the surrounding properties and public domain.

8.6 VISUAL IMPACT

A visual impact analysis has been prepared by Crone Partners (Appendix F) to assess potential visual impacts of the Stage 1 building envelopes from key public locations around the city and from neighbouring properties. The methodology used for the preparation of this visual impact assessment is detailed in the design report with reference to the requirements for plans and documents within the SEARs.

The key public domain locations and neighbouring properties assessed have been determined by reference to the location addressed in Council's assessment report in relation to D/2010/2029.

8.6.1 KEY PUBLIC VIEWS

The visual analysis considers the views from the following key public locations and vantage points around the city.

For the purposes of this application, the locations have been selected due to their contextual significance in relation to the site, their public access, their cultural significance, and their current vantage points. The Design Report at Appendix F provides a detailed overview of the views of the proposal from the public locations including the Sydney Opera House, The Rocks, Pitt Street, George Street, Alfred Street, Cahill Expressway, Sydney Harbour, Farmer's Cove, Art Gallery NSW, Observatory Hill, and Botanical Gardens.

This Section highlights the views from key public vantage points and streets that are likely to be affected by the proposed building envelopes.

VIEWS FROM PUBLIC VANTAGE POINTS

Due to the location of the proposal on Alfred Street, the proposed building envelopes have a high level of visibility from Sydney Harbour and will make a significant contribution to the Sydney skyline, notably when viewed from the north. The proposed building envelopes have been placed against the city skyline at Figure 34.

FIGURE 34 – SKYLINE LOOKING SOUTH (SOURCE: CRONE PARTNERS)



Buildings currently proposed by other parties, including the Lend Lease proposal which is immediately south of the site, and Barangaroo to the west, have been shadowed within this view analysis, to illustrate the proposed envelopes within its potential future context.

As illustrated above, the proposed building envelopes sit appropriately within the skyline and are viewed not only as two slender forms, but at a height commensurate with other visible towers, including the AMP tower and Four Seasons Hotel, Grosvenor Place, Barangaroo and various towers at the east of the City.

The proposal will be visible from Sydney's most iconic landmarks, including the Sydney Opera House and the Sydney Harbour Bridge. The views from these significant landmarks are shown in Figure 35.

The views of the proposal from the Opera House forecourt, will be seen in context of the Gateway Building, and as such will not be read as visually intrusive or dominant within the skyline.

The views of the proposal from the Sydney Harbour Bridge (south) will be from a significant distance (over 700m), and as such the building envelopes will be read on the context of the wider city skyline. Whilst Tower A will be prominent from this location, it will be read in the context of the proposed AMP tower, and proposed Lend Lease tower to the south of the site and as such will not be read as visually intrusive or unsuitably tall.

FIGURE 35 – VIEW FROM ICONIC LOCATIONS (SOURCE: CRONE PARTNERS)



PICTURE 32 – VIEW FROM OPERA HOUSE



PICTURE 33 – VIEW FROM HARBOUR BRIDGE

VIEWS FROM SURROUNDING STREETS

Public streets represent the majority of public open space within a city, and as such it is prudent to address how the proposal will be read from the immediately surrounding streets. Figure 36 illustrates the proposed building envelopes from a pedestrian perspective on the surrounding streets. The visual impact of the proposal on the surrounding street network includes:

- As viewed from George Street looking north, the proposal will have limited visibility on the approach to Sydney Harbour. This view will be read in the context of the proposed redevelopment of 200 George within the APDG Precinct. The proposed form is marginally setback from George Street behind Jackson's on George.
- The proposal as viewed from Pitt Street looking north will be read in the context of the Lend Lease proposal and/or the existing development. The proposed building envelope is setback 5m from Pitt Street at the ground level, providing an opening out of views towards Sydney Harbour. The proposed building envelope of the tower form (Tower B) is setback 6m from Pitt Street, ensuring that the narrow width of Pitt Street is not overly impacted or enclosed.
- The proposal as viewed from Alfred Street reinforces a 'stepping down' from the Gateway Building to the west.
- The proposal as viewed from the Cahill Expressway will be from a greater distance and therefore will be read in the context of the wider CBD skyline.

FIGURE 36 – VIEWS FROM SURROUNDING STREETS (SOURCE: CRONE PARTNERS)



PICTURE 34 – VIEW FROM GEORGE STREET



PICTURE 35 – VIEW FROM PITT STREET



PICTURE 36 – VIEW FROM ALFRED STREET



PICTURE 37 – VIEW FROM CAHILL EXPRESSWAY

8.6.2 NEIGHBOURING PROPERTY VIEWS

In addition to the above visual assessment of the proposed built form envelope and indicative massing on key public views around the city, the visual analysis considers the impact on views from the neighbouring property locations, including:

- Grosvenor Place;
- Cove Apartments;
- Potential Lend Lease Proposal;
- Australia Square; and
- 200 George Street.

With regards to the visual impact assessment:

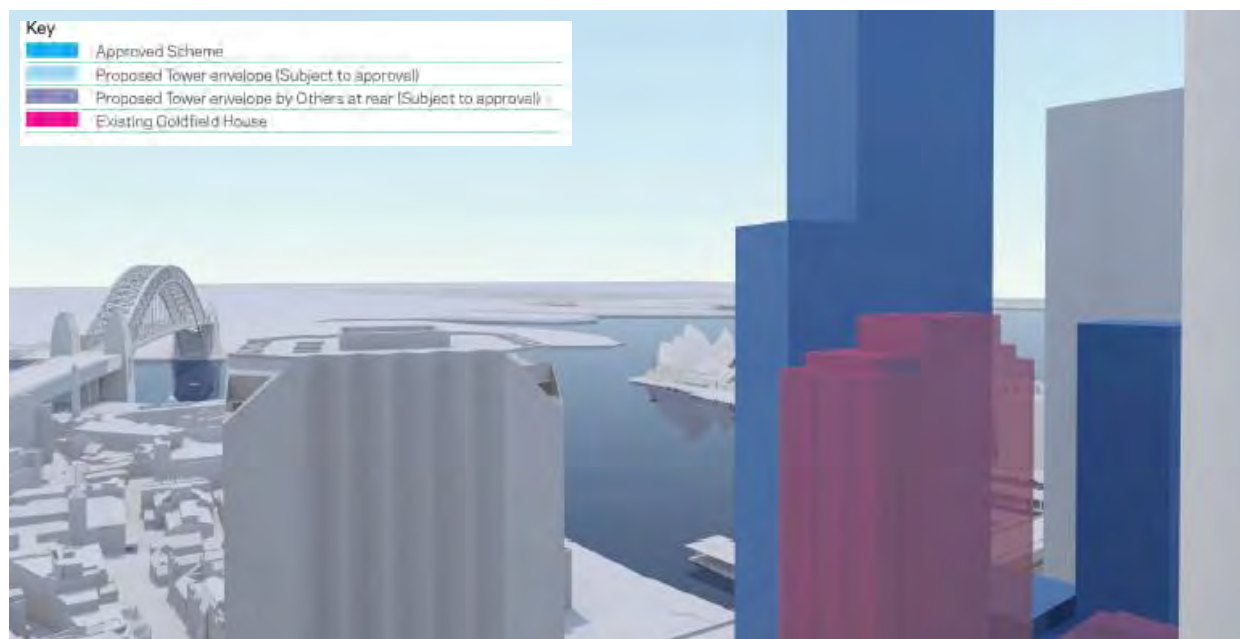
- The existing Goldfields House has a maximum height of RL103.9. As a result of the height and width of the existing development on 1 Alfred Street many mid-rise views to Sydney Harbour from surrounding properties to the west and south of the site are currently obstructed.
- The visual impact of Tower A has largely been approved in D/2010/2029. Whilst this application constitutes a new SSD Development Application for the site, the visual impact of Tower A has been previously assessed and ultimately approved by the CSPC. Marginal enlargements to the Tower A approved building envelope to the south and east and 2 metres to the north are now proposed within this application, and as such should be suitably assessed with regards to their potential impact on surrounding development.
- Whilst the proposed Tower B building envelope is 110m compared to the originally approved 55m tower on 1 Alfred Street, it should be noted that despite this addition on 1 Alfred Street, the applicant would otherwise be eligible to propose a 110m tower across the Rugby Club and Fairfax House sites (as was previously undertaken on the Fairfax House site under D/2010/1533).

For thoroughness and assessment by the Council, the proposed Lend Lease scheme on the site to the south, which is seeking a built form to a maximum height of 220m, is shown shadowed within the following figures.

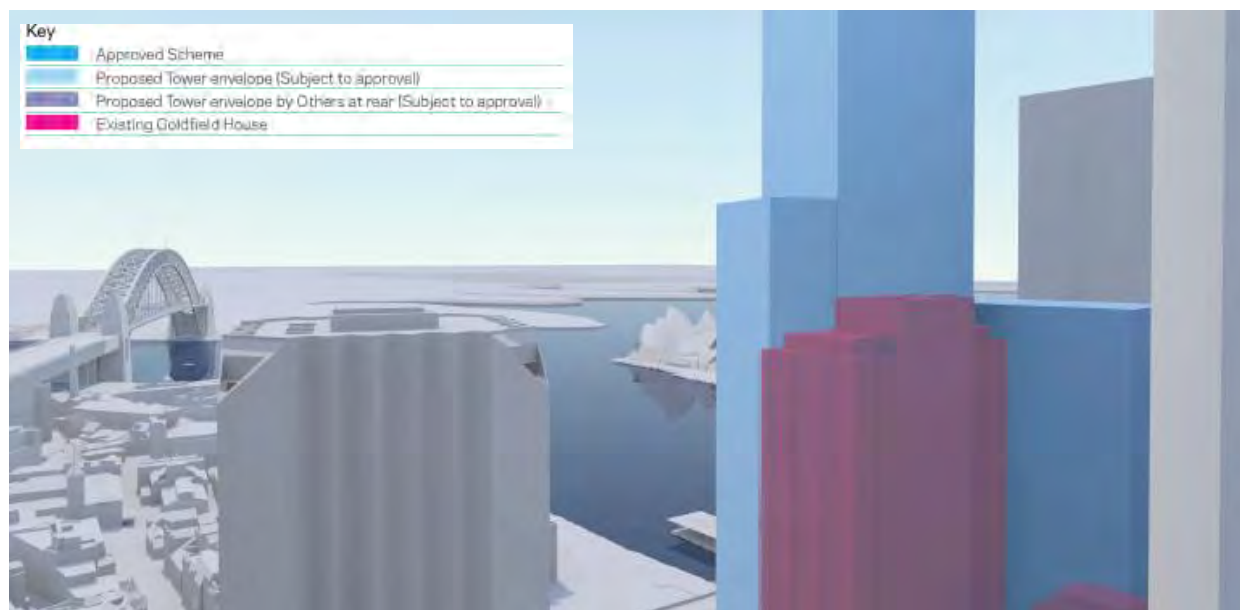
GROSVENOR PLACE

Figure 37 shows the visual impact of the proposal on Grosvenor Place, at a camera height of RL 120, compared to that previously assessed and approved. As demonstrated in this figure and the additional images at the Design Report (Appendix F), the proposal will have negligible impact on the previously accepted outlook from Grosvenor Place to significant landmarks, and will have a minor impact on wider views of Sydney Harbour east.

FIGURE 37 – IMPACT ON GROSVENOR PLACE (RL120) (SOURCE: CRONE PARTNERS)



PICTURE 38 – PREVIOUSLY APPROVED DEVELOPMENT

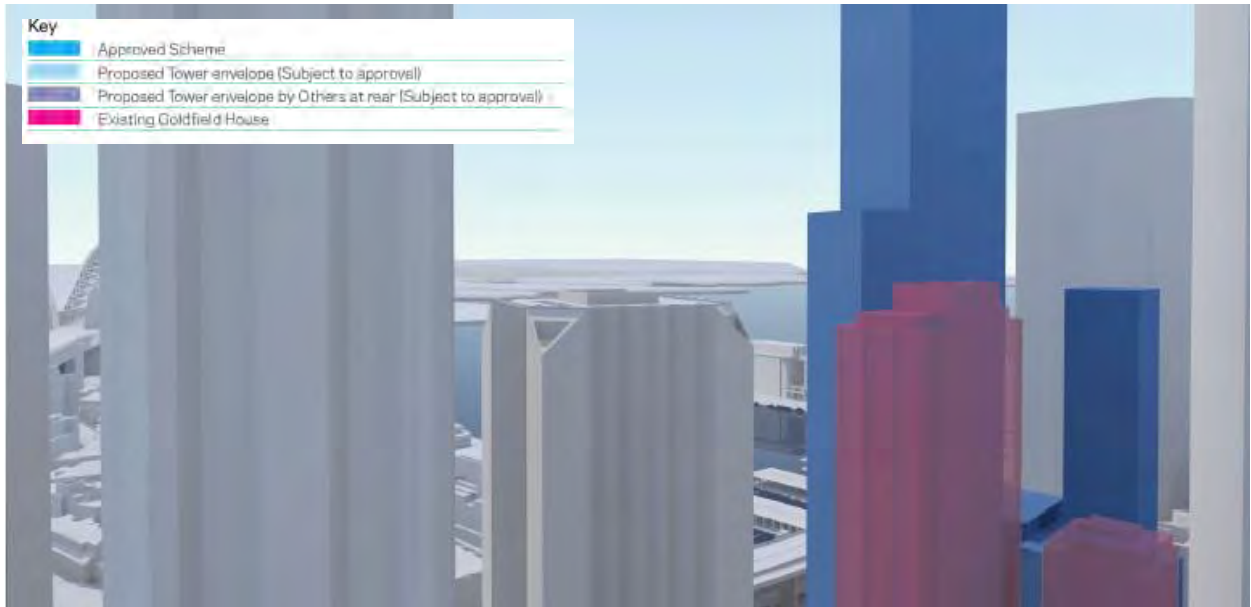


PICTURE 39 – PROPOSED DEVELOPMENT

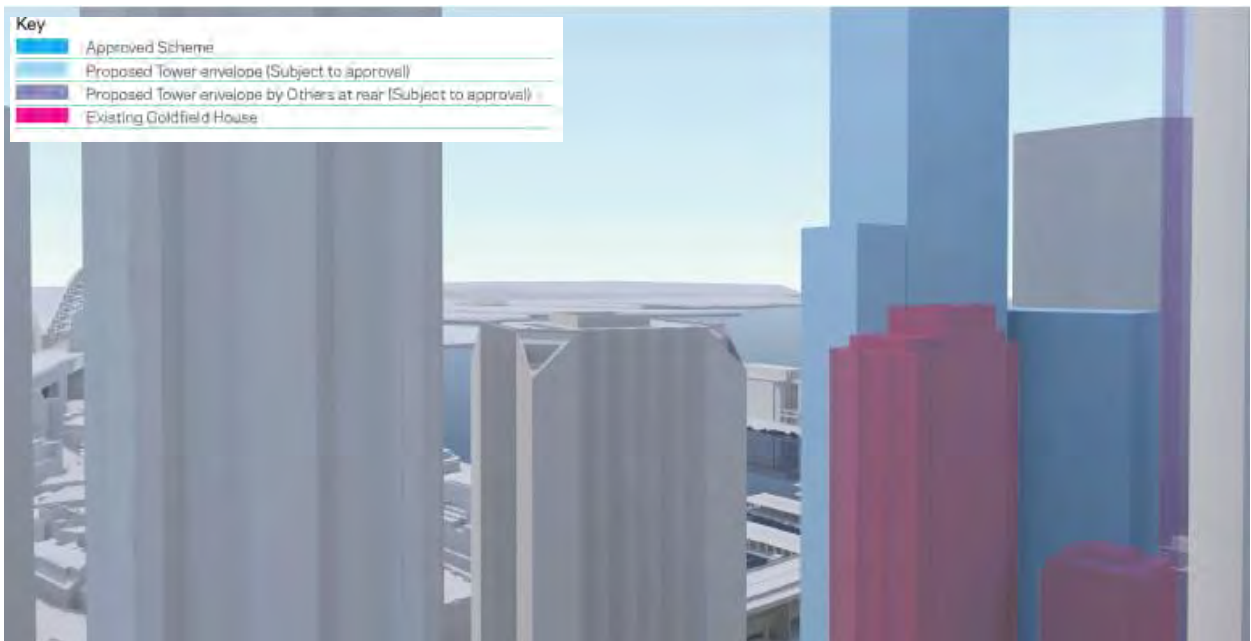
THE COVE APARTMENTS

Figure 38 illustrates the visual impact of the proposal on the Cove Apartments, at a camera height of RL 120, compared to the view impact previously assessed and approved. As demonstrated in this figure and the additional images at the Design Report (Appendix F), the proposal will have negligible impact on the accepted outlook of the Cove Apartments towards Sydney Harbour.

FIGURE 38 – IMPACT ON COVE APARTMENTS (RL120) (SOURCE: CRONE PARTNERS)



PICTURE 40 – PREVIOUSLY APPROVED DEVELOPMENT

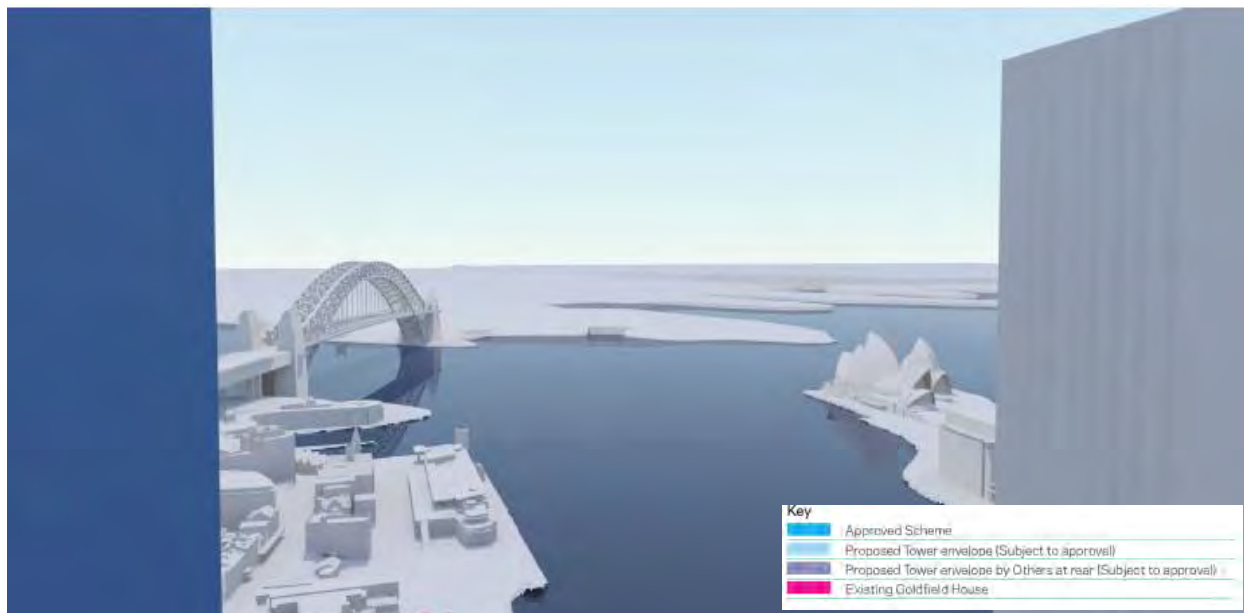


PICTURE 41 – PROPOSED DEVELOPMENT

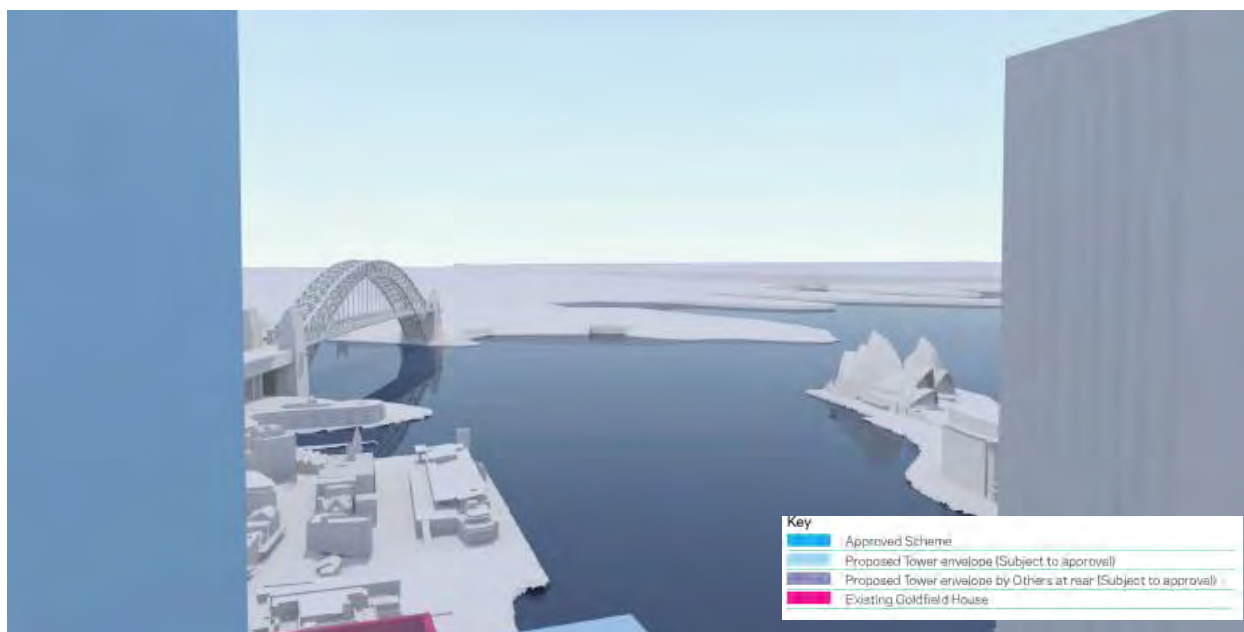
182 GEORGE STREET AND 33-35 PITT STREET (LEND LEASE PROPOSAL)

Figure 39 illustrates the visual impact of the proposal on the potential Lend Lease development, at a camera height of RL 140, compared to the building envelopes previously approved. As demonstrated in this figure and the additional images at the Design Report (Appendix F), the proposal will have an imperceptible impact on the proposed views to significant landmarks above RL112.5.

FIGURE 39 – IMPACT ON POTENTIAL LEND LEASE PROPOSAL (RL140) (SOURCE: CRONE PARTNERS)



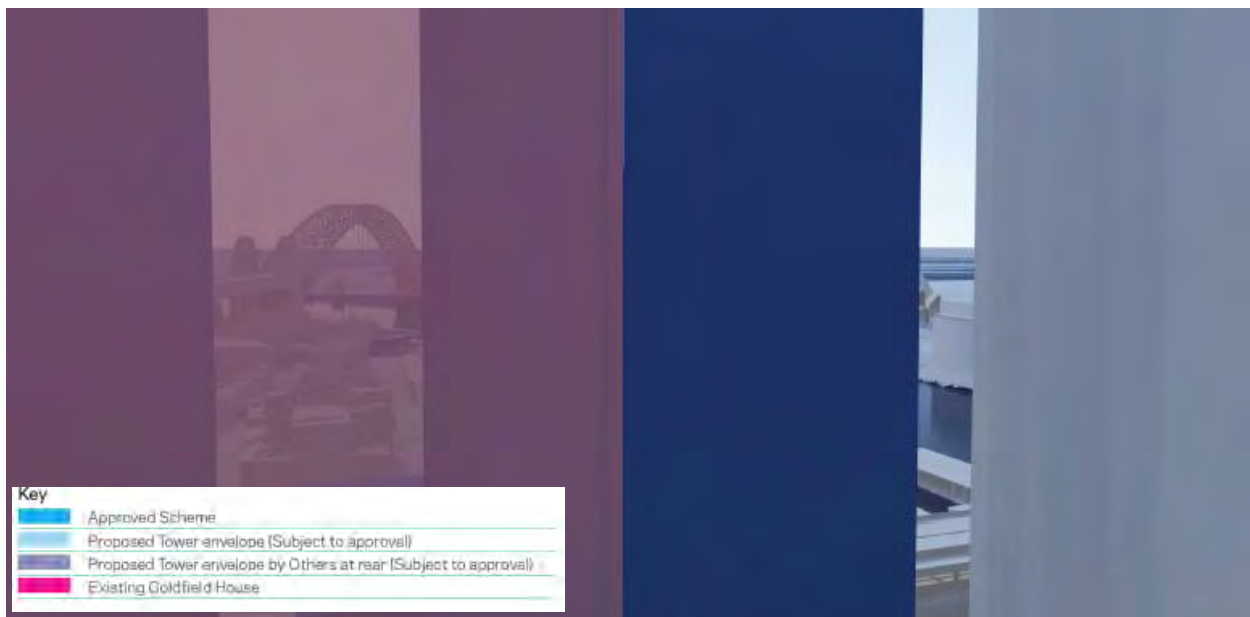
PICTURE 42 – PREVIOUSLY APPROVED DEVELOPMENT



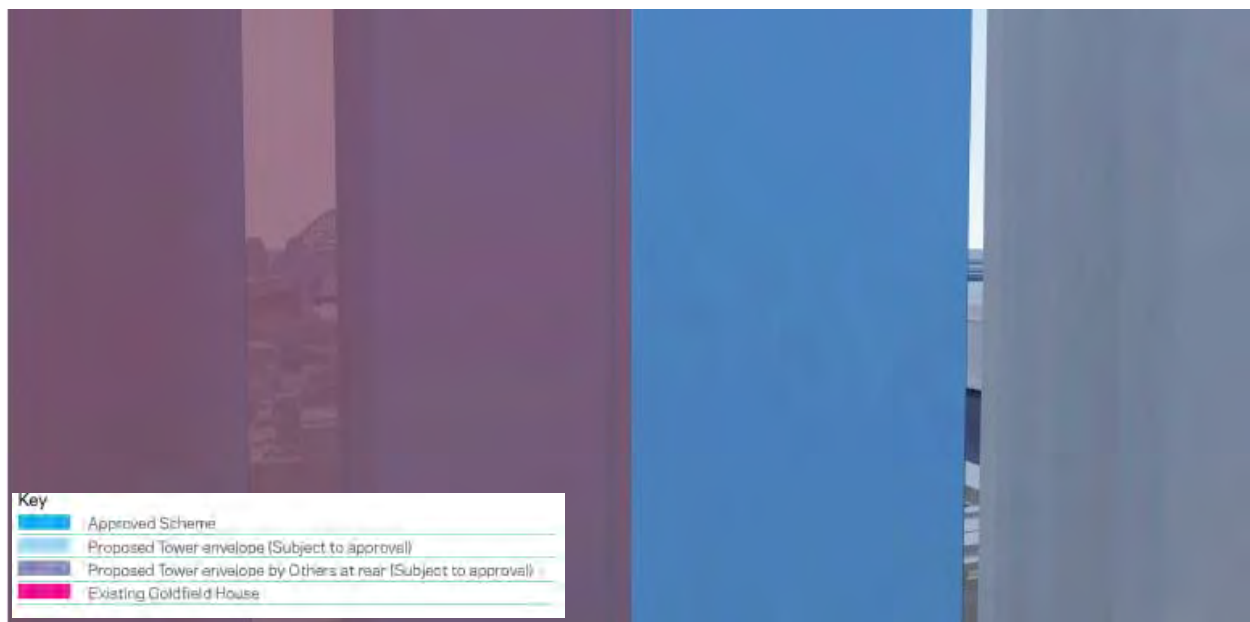
PICTURE 43 – PROPOSED DEVELOPMENT

As the proposed height of Tower B is 110m, commensurate with the approved maximum building height of the development at Fairfax House in addition to Goldfields House (as existing), the visual impact of the proposed building envelope to the proposed Lend Lease tower will only be affected by the width of Tower B.

FIGURE 40 – IMPACT ON POTENTIAL LEND LEASE PROPOSAL (RL70) (SOURCE: CRONE PARTNERS)



PICTURE 44 – PREVIOUSLY APPROVED DEVELOPMENT



PICTURE 45 – PROPOSED DEVELOPMENT

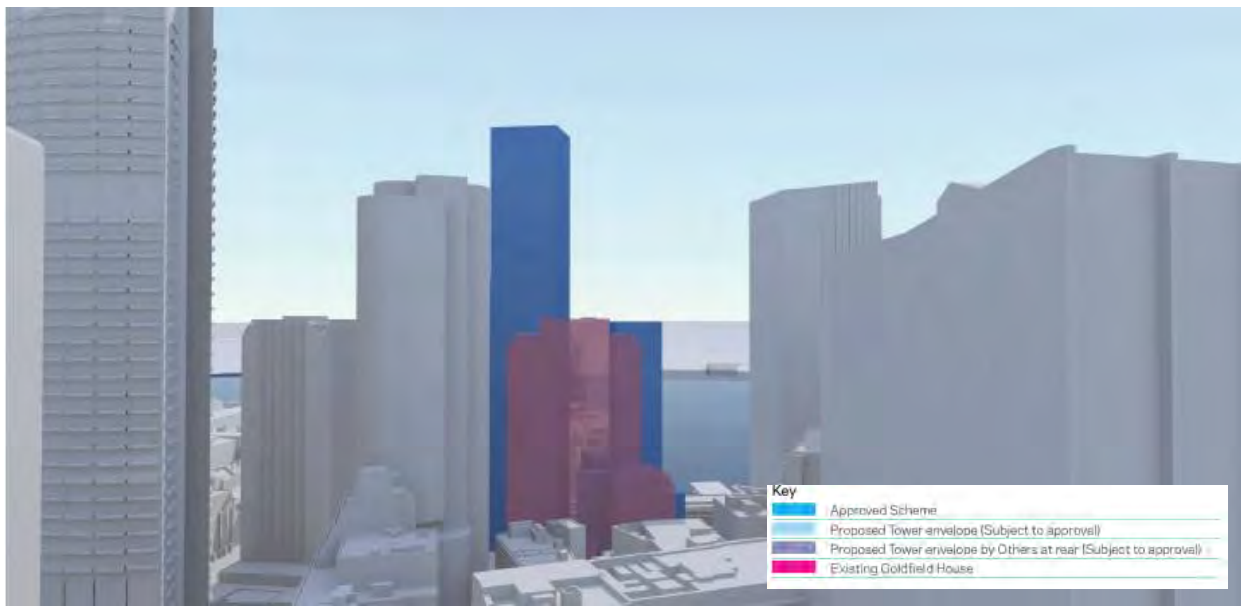
As demonstrated above, 33-35 Pitt Street does not currently benefit from low rise views of the Sydney Harbour Bridge, and as such the proposal does not result in any significant view loss to that site.

AUSTRALIA SQUARE

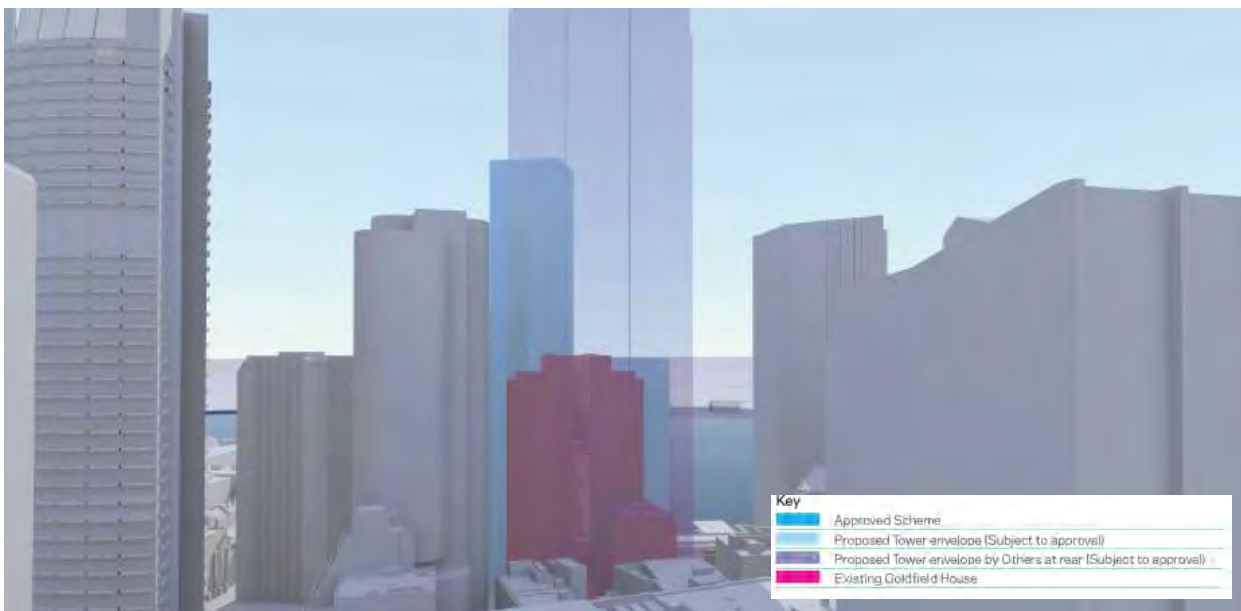
Figure 41 illustrates the visual impact of the proposal on Australia Square, at a camera height of RL 110, compared to the building envelopes previously approved. As demonstrated in this figure and the additional images at the Design Report (Appendix F), the proposal will have negligible impact on the accepted outlook to significant landmarks and Sydney Harbour.

Any impact proposed in addition to the approved building envelope should be considered in the context of the existing development on 1 Alfred Street (RL103.9) and the proposed Lend Lease tower, shadowed at Picture 37, which will have much greater impact on views from Australia Square.

FIGURE 41 – IMPACT ON AUSTRALIA SQUARE (RL110) (SOURCE: CRONE PARTNERS)



PICTURE 46 – PREVIOUSLY APPROVED DEVELOPMENT

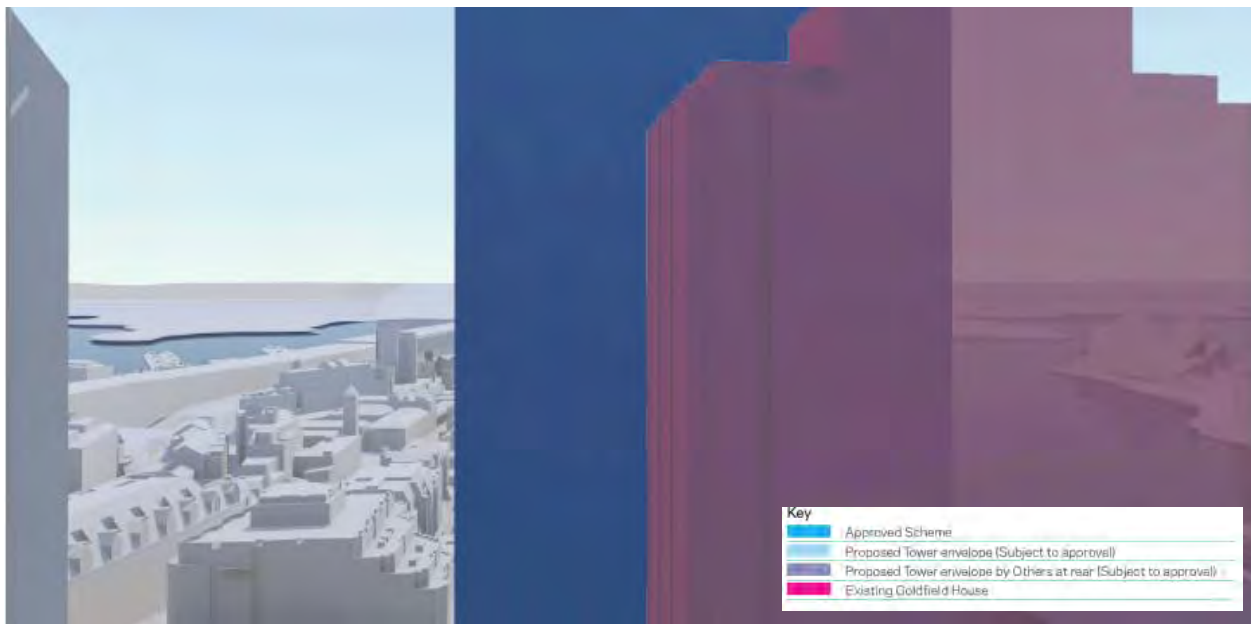


PICTURE 47 – PROPOSED DEVELOPMENT

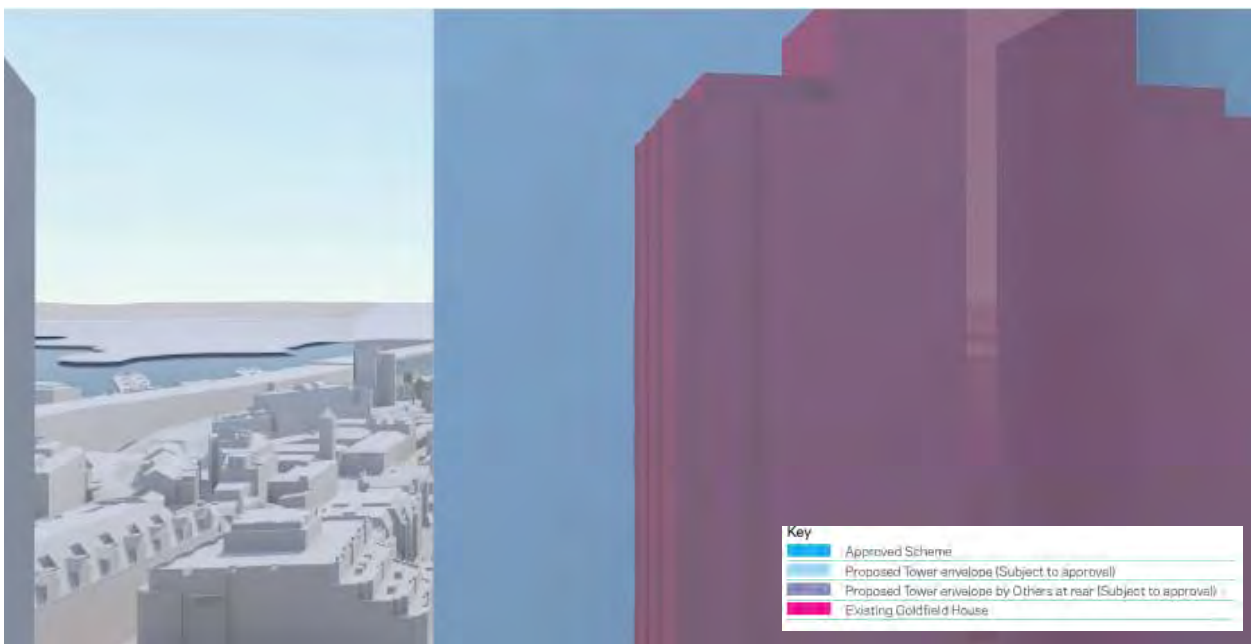
200 GEORGE STREET

Figure 42 shows the visual impact of the proposal on 200 George Street, at a camera height of RL 90, compared to that originally assessed and approved.

FIGURE 42 – IMPACT ON 200 GEORGE STREET (RL90) (SOURCE: CRONE PARTNERS)



PICTURE 48 – PREVIOUSLY APPROVED DEVELOPMENT



PICTURE 49 – PROPOSED DEVELOPMENT

Whilst this impact is greater than that previously approved, the view impact of the proposal on mid-rise levels of 200 George Street compared to the existing development and building controls is considered reasonable, as follows:

- As demonstrated in Figure 35 the existing development completely obstructs views to the Sydney Opera House, when viewed from the approved mid-rise levels of 200 George Street. As such the actual 'view loss' as a result of the proposal is minor and isolated to the western portion of the site. The actual 'view loss' to 200 George Street is shown at Figure 43.

FIGURE 43 – AREA OF 200 GEORGE IMPACTED BY ADDITIONAL OBSTRUCTION TO VIEWS TO NORTH EAST



- Whilst the Rugby Club and Fairfax House sites are owned by Wanda, there is no obligation for these sites to 'opt in' to the APDG Precinct controls in the SLEP 2012. As such, the applicant could otherwise propose a fully compliant 110m tower across these two sites under the SLEP 2012, part of which has already been approved on the Fairfax House site. Such a 'compliant' scheme would result in comparable view impact on the north eastern façade of 200 George Street, however would not deliver the same quantity of quality of public open space across the site and series of laneways across the APDG Precinct.
- 200 George Street development was approved (D/2012/893) in 2013 for a 37 storey commercial building. As such the view impact to the north eastern façade of the building should be assessed with consideration of its commercial function, rather than of a residential or hotel development where outlook of specific rooms or units have a high impact on the amenity of the development.
- As stated within the Council officer's report for D/2010/2029, "*there is no guarantee that views or outlooks from existing development will be maintained*". This is reinforced by the planning controls, which makes no provision for the protection of private views. As demonstrated in Figure 43 the impact of the proposal on existing views from the approved commercial development will be minor and isolated to small portions of the overall development. Further the potential views from 200 George Street under the previous approvals on the site are not 'guaranteed' or to be relied upon by the land owner as:
 - A compliant development on the Rugby Club site would impact the view corridor; and
 - There is no certainty that a development approval will be enacted.
- Despite the impact to mid-rise levels at 200 George Street, the proposal will result in significant public benefit, as outlined throughout this EIS. It is considered that on balance the adverse impact to a proportion of one commercial property is mostly beneficial compared to the proposed public benefit incorporated within this development.

8.6.3 SUMMARY OF VISUAL IMPACT

As detailed above, the proposed building envelopes do not unduly impact upon any important public or private views. The proposed building envelope sits within the skyline as two slender forms, and is proposed as a maximum height commensurate with other visible towers at Circular Quay.

At street level, the amenity of Pitt, George and Alfred Streets will be improved as a result of the proposal, including the demolition of out-dated commercial buildings, ground level setbacks, and an enlarged Herald Square. As such the proposal will have a positive visual impact from the surrounding street network and public domain.

Whilst the proposal includes obstruction to views from 200 George Street, this impact affects a minor proportion of that commercial development and this impact is considered reasonable in the context of the public benefit created as a result of the proposal. Further, private views are not guaranteed and would otherwise be affected by commensurate view impact by a fully compliant 110m scheme on the Rugby Club site. In light of the matters outlined above, it is considered that the view impact is satisfactory.

8.7 HERITAGE AND ARCHAEOLOGY

Due to the site's proximity to a number of heritage items, and the potential impact on archaeological relics on and adjoining the site, a Heritage Impact Statement (HIS) and Preliminary Archaeological Assessment have been prepared by GML Heritage and are included at Appendix L.

The HIS and Preliminary Archaeological Assessment conclude that:

- The proposed redevelopment will not have any adverse impact on the heritage values of the heritage items in the vicinity of the Goldfields House site.
- No significant views of heritage significance would be impacted by the proposed redevelopment.
- Whilst the proposed redevelopment extends into the 3 metre statutory curtilage established by the *Heritage Act 1977* for the Tank Stream, the proposed basement envelope does not involve lateral excavation within the Tank Stream (an archaeological item listed on the State Heritage Register) curtilage, compared to that existing /approved. Despite this, the work method for the demolition, excavation and building works will need to minimize vibration and instability risks to the Tank Stream.
- Further historical archaeological assessment of the Rugby Club site will be required during the Stage 2 detailed design application to determine appropriate mitigation measures including the need for a Section 140 Excavation Permit. Further, an Aboriginal Due Diligence assessment process following the Code of Practice should also be undertaken for this area of the site.
- The proposed redevelopment results in an opportunity to encourage greater public appreciation of the heritage listed Tank Street Fountain and facilitate greater understanding of both the early history of the precinct and its maritime uses and of the Tank Stream.

The above recommendations will be incorporated in the Stage 2 detailed development application for the basement and the public domain.

8.8 TRAFFIC, PARKING AND ACCESS

An assessment of Traffic and Parking has been prepared by Transport and Traffic Planning Associates and is included at Appendix N. The assessment examines the existing transport conditions, the proposed vision for the public domain and its interface with traffic movements within and around the site, as well as the proposed transport and access arrangements for the site.

8.8.1 VEHICULAR SITE ACCESS

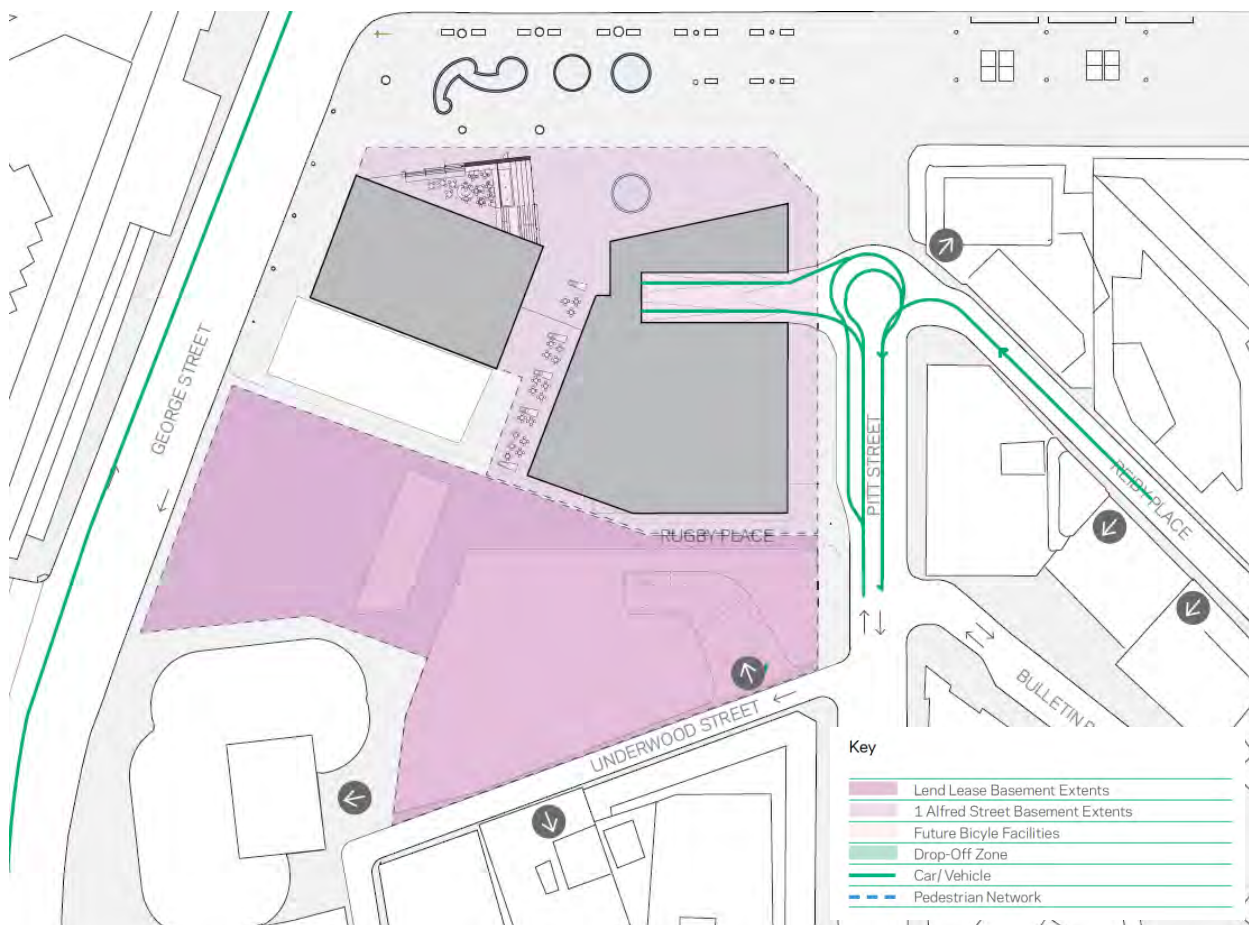
The proposed vehicle access strategy for the site involves the introduction of a new consolidated entry and exit point off Pitt Street as illustrated in Figure 44. This location is driven by the following access constraints on the site:

- Herald Square is a pedestrianised plaza immediately to the north of the site, which is listed as including a local heritage item, as such vehicular access is not possible from Alfred Street from the north of the site.

- The approved CSELR on George and Alfred Streets will close large portions of the effected road network, and as such vehicular access is not possible from George Street from the west of the site.
- It is anticipated that Rugby Place and Anchor Lane will be closed to vehicular traffic in conjunction with the redevelopment of the consolidated site to the south of the subject site. As such vehicular access is not possible from Rugby Place from the south of the site.

Therefore Pitt Street is the only possible location for vehicular access. Wanda would welcome the opportunity to discuss with surrounding land owners to further integrate the proposed basement within surrounding properties to avoid requirement for vehicular access from Pitt Street. This however will be subject to the parties reaching agreement on any such integration and as such does not form part of the current application.

FIGURE 44 – PROPOSED VEHICLE ACCESS POINT (SOURCE: CRONE PARTNERS)



8.8.2 SERVICE VEHICLE ACCESS

The Traffic and Parking Assessment at Appendix N provides details of a turning path assessment for a City of Sydney refuse truck, notably 9.24 metre length, indicating a proposed satisfactory arrangement. Waste removal will be accommodated within Basement Level 1.

Based on the proposed development, 16 service / delivery vehicle spaces are required to service the development. The indicative service vehicle parking proposed within the basement envelope can accommodate this peak demand.

8.8.3 PARKING PROVISION

As outlined in Section 7.7, the indicative car parking proposed within the Basement envelope has been designed to meet the maximum requirements of SLEP 2012. Notably, the SLEP 2012 car parking requirements can be summarised as follows:

- Retail:
 - $(\text{Retail GFA} / \text{Total GFA}) \times (\text{Site Area} / 50)$
- Hotel:
 - 1 space for every 4 bedrooms up to 100 bedrooms, and
 - 1 space for every 5 bedrooms more than 100 bedrooms.
- Residential:
 - for each studio - 0.1 spaces, and
 - for each 1 bedroom – 0.3 spaces, and
 - for each 2 bedroom – 0.7 space, and
 - for each 3 or more bedroom – 1 spaces
- Motorcycle Spaces – 1 space (13sqm) for each 50 car spaces or part thereof
- Bicycle Parking – Discussed at Section 8.8.5.

The Traffic and Parking Assessment at Appendix N recommends that the car parking rate for a Registered Club is to be determined as follows:

- Registered Club:
 - $(\text{Registered Club GFA} / \text{Total GFA}) \times (\text{Site Area} / 50)$

The Traffic and Parking Assessment at Appendix N concludes that the indicative parking proposed within the Basement envelopes is appropriate and consistent with the SLEP 2012 and SDCP 2012 strategy for constraining reliance on private motor vehicle use and encouraging walking and cycling.

8.8.4 TRAFFIC GENERATION

The Traffic and Parking Assessment finds that the proposal, based on the indicative apartment layout and hotel development will result in the following traffic generation:

TABLE 17 – ANTICIPATED TRAFFIC GENERATION

	AM		PM	
	IN	OUT	IN	OUT
Tower A	6	17	17	6
Tower B	22	22	22	22
Total	28	39	39	28

The existing Goldfields House car park generates some 50 vehicular trips per hour (vtpH) in the morning and afternoon peak periods and in addition to this there are service vehicle movements and pick-up/set-down movements (i.e. taxis) and movements associated with the Fairfax House and Rugby Club sites.

The Traffic and Parking Assessment concludes that the traffic generation of the proposed development will be very minor and largely imperceptible on the access road system.

8.8.5 ALTERNATIVE FORMS OF TRANSPORT

The basement envelope and access points proposed across the site seek to encourage the use of alternative forms of transport from private vehicles. As outlined previously, the site is highly accessible by pedestrians and public transport. The proposal is consistent with the City of Sydney's vision for reduced cars in the CBD as follows:

- Due to the proposed uses across the site, the net number of car parking spaces proposed across the site is less than that originally approved at 1 Alfred Street.
- The indicative design of the basement currently includes 252 dedicated bicycle spaces in addition to basement storage cages for the residents of Tower A, compared to 194 car parking spaces.
- The site benefits from its proximity to the Circular Quay transport hub, including the approved CSELR alignment running on two frontages of the site.
- The delivery of a through-site link and formalisation of Rugby Place improves the pedestrian connectivity of the site, and connects surrounding properties with these public transport hubs.
- The proposed development will also be required to provide end of trip facilities such as lockers, showers and change rooms associated with the commercial uses across the site.

The Sydney City Centre Access Strategy proposes a dedicated two-way bicycle lane along the western side of Pitt Street between Alfred Street and King Street, eliminating parking along that side of the road. This proposed bicycle lane, which as we understand it is currently not funded, presents a potential conflict between the required access points to the site. As such, Wanda proposes that the City of Sydney investigate the opportunity to position the dedicated bicycle lane on the eastern side of Pitt Street, or alternatively provide a 'share zone' immediately to the east of the subject site.

8.8.6 CONSTRUCTION TRAFFIC

The appointed Contractor for the Stage 2 development applications will be required to prepare a detailed Traffic Management Plan prior to the issue of a Construction Certificate. Further construction vehicle movements will be required to be compliant with the conditions of consent and general road use-use regulations regarding environmental management, materials, loading and unloading zones, restricted hours of delivery, and minimisation of impacts to the surrounding road network.

For the purpose of this Stage 1 SSD Development Application the following details of the proposed construction traffic management include:

- Due to the anticipated construction timing of the CSELR project on George Street, a work zone will be required on Pitt Street during the construction of the development.
- Where possible, concrete pumping plant will be located within the site such that trucks can enter and leave the site from Pitt Street.
- Full time staff will be engaged to manage and co-ordinate the safe and efficient delivery of materials with trucks either entering or leaving the site.

8.9 ACOUSTIC IMPACT

A preliminary Noise Impact Assessment of the proposed development has been undertaken by Acoustic Logic and included at Appendix O. In preparation of this report a detailed noise survey was undertaken, including additional 'attended' noise measurements to confirm previously conducted surveys remain accurate. The report addresses acoustic considerations relating to external noise sources within the vicinity of the site including George, Alfred and Pitt Streets, surrounding roof top mechanical services, and Circular Quay train station.

The report highlights a number of key findings as summarised below:

- Detailed review of mechanical plant should be undertaken at CC stage, once plant selections and locations are finalised.
- The external terraces at the bar/ restaurant are not to be used before 8:00am or 11:00pm to protect the residential amenity of Tower A. In the event however that music (other than background music) is proposed at the bar or dining areas, or alternatively that any terrace area is proposed to be used after 11:00pm, a detailed acoustic review should be undertaken for such a subsequent application.
- Windows to the ballroom are to be kept closed during any use of amplified music. In the event that highly amplified music is used or that the ballroom is used after midnight, a detailed acoustic review should be undertaken, recommending any additional façade glazing that may be required.

The Noise Impact Assessment concludes that provided the acoustic treatments nominated in the report are adopted, the noise impact on future occupants of the development will comply with the relevant standards. Further, provided that the acoustic treatments and management controls nominated in the report are adopted, the noise generated by the development will comply with the relevant standards.

8.10 WIND ASSESSMENT

A Wind Assessment (Appendix P) has been prepared by Cermak Peterka Petersen (CPP) to provide a desktop assessment of the impact of the proposed building envelopes on the pedestrian level local wind environment in and surrounding the site. The Wind Assessment notably found that:

- As a result of winds from north-east, the wind conditions in the immediate vicinity of the site are expected to be classified as acceptable for pedestrian standing or walking and pass the distress criterion.
- Wind conditions in the proposed through-site link are pressure driven, as the two towers are relatively close to one another compared with the east-west dimension. The inclusion of the podium to the small tower will assist in reducing the increase in flow through this space. Any activation of this space for pedestrian sedentary activities such as an outdoor café style would require additional amelioration in the space such as vertical screens, particularly in the summer months when the north-east winds are prevalent.
- As a result of the proposal, wind conditions are expected to marginally exceed the distress criterion for the corner of George and Alfred Streets. A wind-tunnel test would be required to quantify whether any exceedance exists with the final development geometry.

In light of the above, vertical screens or other mitigation measures to ameliorate wind conditions in the through-site link can be accommodated during the Stage 2 application which includes the design of Tower B and the public domain. Further articulation of Tower B can also be accommodated within the relevant Stage 2 application to improve the wind condition at the corner of George and Alfred Streets.

8.11 CONTAMINATION ASSESSMENT

A Preliminary Site Investigation Report (Appendix Q) has been prepared by Coffey for the proposed development to assess the potential for soil or groundwater contamination to be present at the site. The Preliminary Site Investigation notably found that:

- The site is not declared significantly contaminated land, is not subject to a site audit statement, and is not subject to any management orders within the meaning of the *Contaminated land Management Act 1997*;
- The site has been identified as being on an Acid Sulfate Soils map as being Class 1 or 2.
- The available information indicates that the site historically comprised privately owned allotments prior to 1928, which were later owned by various commercial or government bodies. Major development of the site and surrounds, especially the northern section, has progressively occurred

after at least 1930. After 1970, the site has been used commercial, minor retail and hospitality (Rugby Club) use.

- All buildings on the site were operational at the time of the site inspection, and consisted of predominantly commercial land uses including office space and minor retail facilities.
- The remainder of the site is covered by concrete pavement, pedestrian walkways and bitumen sealed area of Rugby Place. No landscaping was observed on site, except for planter boxes on the outer northern perimeter of the Goldfields House building on the Ground Floor. The pavements present on-site were in good condition with no significant staining or damage observed.

In light of the above, the Preliminary Site Investigation found the following potential sources of contamination at the site:

- *Fill material of unknown quality [used] beneath the site;*
- *Former potential oil trap pit at Fairfax House Building;*
- *Former and current use of the AST on the lower basement level at the Goldfields House Building within the northern part of the site;*
- *Electricity transformer located at lower basement level of the Goldfields House Building;*
- *Sewerage Injector at the Goldfields House Building;*
- *Asbestos within the buildings; and*
- *A number of minor localised staining on walls and floors of The Goldfields House Building and at one location of floor staining at The Rugby Club Building.*

Coffey therefore considered that the potential sources of contamination pose a low-moderate likelihood of contamination. As such the Preliminary Site Investigation concludes that the site is can be made suitable for the proposed mixed commercial and residential development from a contamination perspective.

8.12 GEOTECHNICAL CONDITIONS

A Geotechnical Report (Appendix R) has been prepared by Coffey for the proposed development to provide preliminary information on the subsurface stratification, and comment on excavation, foundations, and groundwater levels. The report found:

- Fill was observed to a depth of 2 – 5 metres across the site.
- The subsurface conditions generally comprise of sand, clay and sandstone.
- Engineering borehole logs and observations of local excavations indicate the bedrock surface is typically highly weathered to moderately weathered sandstone, grading to slightly weathered and fresh sandstone with depth.
- Proposed basement excavations will be below the groundwater table. Groundwater levels and permeability will be assessed by the installation and monitoring of piezometers as well as in-situ water pressure testing during geotechnical investigations.
- At the detailed design stage for the basement, a ground investigation including borehole drilling will be carried out to provide information on the ground conditions at the site, including the presence and nature of the rock jointing. The impact of any identified adversely oriented joints will be considered in the basement excavation design.
- Coffey assess that the presence of the proposed basement may impact the future CBD Rail Link tunnels on the nominated alignments. This assessment based on construction of the basement may result in a change to stress distribution within the areas around the tunnels. Notably however, the

basement construction methodology is not anticipated to affect the zone which would be tunnelled. Further, a more detailed assessment of potential impacts on the CBD Rail Link tunnels will be undertaken at detailed design stage of the basement.

In light of the above and the detailed assessment at (Appendix R), Coffey has assessed the proposed development and concludes that the site is suitable for its intended use and that the geotechnical conditions on the site can be adequately addressed through the utilisation of industry-standard design and construction techniques and practices.

8.13 WATER, DRAINAGE, STORMWATER AND GROUNDWATER

In response to Item 13 of the SEARs issued on 30 June 2015, a Preliminary Integrated Water Management Plan has been prepared by the Robert Bird Group and is included at Appendix Z. A final Integrated Water Management Plan will be provided as part of the Stage 2 DA for the basement. The Preliminary Integrated Water Management Plan provides:

- Detail on the indicative stormwater management systems that will be adopted for the site;
- Detail of the history of flooding on and around the site;
- Confirmation that the proposed design and construction of the development is to be in accordance with the requirements of the NSW Aquifer Interference Policy;
- Commitments to water sensitive urban design; and
- Assessment of potential impacts on surface water quality and hydrology including proposed management, mitigation and monitoring measures where required.

A full assessment of the proposed impact on water quality of the tank stream and the Aquifer Interference Policy cannot occur until a Stage 2 detailed design has been developed. Where the preliminary Integrated Water Management Plan cannot address a matter of Item 13 of the SEARs due to the current stage of the development, the Preliminary plan commits to achieving this at Stage 2 of the development.

Additional details of the potential impact of the proposal on the hydraulic services around the site, including stormwater, waste water, and potable water are provided at the Infrastructure Management Plan at Appendix W.

The Geotechnical Statement at Appendix R provides recommendations for groundwater management that are to be detailed during the design of the groundwater management and monitoring systems at the Stage 2 DA for the basement. No groundwater inflow assessments are possible at this stage of development, however the existing two level basement is understood to be operating adequately, suggesting manageable groundwater inflows through bedrock at RL -4m AHD. Further groundwater analysis will be undertaken as part of the Stage 2 DA for the basement. In particular the Groundwater Management Plan and all necessary monitoring systems will address all necessary measures required to mitigate potential impacts on groundwater dependent ecosystems.

8.14 BUILDING CODE OF AUSTRALIA

A Building Code of Australia Assessment has been prepared by City Plan Services and is included at Appendix S. The report has addressed the key matters of consideration contained in the Building Code of Australia and the proposal is capable of complying with the requirements of the NCC 2013 (BCA) with further assessment at subsequent stages of the development. A detailed report demonstrating compliance with Section J of the BCA will be submitted as part of the Stage 2 development application.

Further, a Fire Safety Engineering Statement has been prepared by AECOM (Appendix T) for Tower B and the basement, which states that the proposed Alternative Solutions for the project could be supported by performance-based fire engineered alternative solutions in subsequent stages of the development.

Archiving

8.15 STRUCTURAL ASSESSMENT

The CBD Future Rail Corridor passes beneath the north-east corner of the site. In accordance with the requirement of the Infrastructure SEPP, this Stage 1 SSD Development Application will be referred to Transport for NSW for comment.

The Robert Bird Group has been engaged by Crone Partners to provide Structural and Civil Engineering advice for this Stage 1 SSD Development Application (Appendix V). This advice confirms that subject to recommendations in the advice, the building envelope and function is generally in accordance with the relevant Australian Standards, the Building Code of Australia and all other statutory conditions relevant to the structure of the project. Further, the design of the footings of the basement and building structures have been designed to ensure the loading does not affect the CBD Future Rail Corridor zones of influence.

As such, subject to continued liaison and detailed methodology at the Stage 2 DA, no adverse impacts on the CBD Future Rail Corridor are expected to result from the redevelopment of the site.

8.16 ACCESSIBILITY

An Accessibility Report has been prepared by Morris Goding Accessibility Consulting in support of this Stage 1 SSD Development Application and is included at Appendix U. The Accessibility Report notes the following:

- The detailed design of the proposed buildings will be developed to ensure the principles of the DDA are upheld. Further, the design will comply with the requirements of the DDA Access to Premises Standards and include requirements for accessible buildings, linkages and the seamless integration of access provisions compliant with AS1428.1-2009. This compliance will be detailed in the subsequent Stage 2 development applications.
- The new public domain will be universally accessible for all members of the public.
- The design of the new public domain areas will provide a consistent accessible environment through detailed design and planning of integrated accessible network of paths of travel. This design will be detailed in the subsequent Stage 2 development applications.
- Retail tenancies and the residential lobby on the ground floor of Tower A will be able to be accessed from George Street.
- The new hotel will be able to be accessed from Pitt Street.
- The provision of lift access within each separate building will provide continuous accessible paths of travel from each ground floor foyer to all upper residential floors at Tower A, and all upper hotel room floors, guest common areas and to all hotel rooms across the development at Tower B, respectively.

The Accessibility Statement therefore concludes that the relevant accessibility requirements across the site can be readily achieved within the subsequent Stage 2 development applications and ongoing detailed design.

8.17 UTILITIES AND INFRASTRUCTURE

In response to the requirements of the SEARs, Built have confirmed that the construction of the proposed development will not have an adverse impact on surrounding transport infrastructure, including the Cahill Expressway, Circular Quay Railway Station and rail corridor, and Sydney Light Rail.

This statement of proposed construction methodology is provided at Appendix AA. Further detail of the proposed construction period will be further outlined within the Stage 2 development application for the Tower B, public domain, and basement car parking.

For the purposes of this Stage 1 SSD Development Application, a Services Report and an Infrastructure Management Plan has been prepared by AECOM and are included at Appendix W. The reports confirm

that all essential infrastructure services for electricity supply, communication services, water services and gas supply are provided to the site and are capable of extension/augmentation as required.

The following 'required alterations' to existing utility services to the site have been highlighted in the preliminary report:

- A "Connection Application" has been submitted to Ausgrid for augmenting electrical services on the site.
- Applications have been submitted to NBN Co to separately connect Towers A and B prior to the commencement of the civil works for each building.
- Applications have been lodged with Telstra for augmenting telecommunications services on the site.
- Based on advice by Sydney Water, the existing sewer drainage infrastructure does not have sufficient capacity to cater for the proposed development. The advice letter indicates that a new connection point will need to be provided from the existing manhole located in Albert Street.
- Based on advice by Sydney Water, the proposed development will not have to provide On-Site Detention (OSD). The advice letter indicates that an existing Ø300 connection point to the "Tank Stream" may be utilised.
- All sub-soil drainage shall be conveyed to Sydney Water's "Tank Stream" system, via the sub-soil pumping system.
- Based on advice from Sydney Water, the existing water infrastructure does not have sufficient capacity to cater for the proposed development. The advice letter indicates that a new connection point will need to be provided from the Ø450mm water main on the southern side of Albert Street.
- Each building shall be provided with potable hot water from a dedicated centralised gas fired system.
- Preliminary discussions obtained from Jemena indicate that the proposed development may be served from the existing Ø110mm 1500kPa secondary supply main, located in Pitt St. The suitability of the connection point will need to be confirmed with Jemena, via a formal application.

8.18 WASTE MANAGEMENT

A Waste Management Plan (Appendix X) has been prepared by Encycle Consulting to inform the detailed design of the proposed development. The waste management strategy for the integrated basement and proposed buildings includes:

- On collection days the City of Sydney rear-lift vehicle for residential (Tower A), and private service for the commercial tenancies (Tower A) and the hotel (Tower B) will enter the building from Pitt Street.
- Bin Store will be located in Level 1 of the Basement, as designated within the indicative basement drawings at Appendix E.
- Min. of 8m³ worth of space is allocated for bulk storage for residential tenancies.
- Two sets of dual chutes for waste and recycling (one for each core will be accommodated in the design for Tower A. General waste will be compacted prior to being deposited into the bins.
- Green Star requirements for multi-unit residential tool for Tower A bin storage are to be met.

The details of the proposed waste management strategy within the building and basement envelopes are to be outlined in the subsequent Stage 2 development applications. This report however details that the required waste management facilities can be accommodated within the proposed building and basement envelopes.

8.19 ENVIRONMENTAL SUSTAINABILITY

8.19.1 THE PRECAUTIONARY PRINCIPLE

The proposal is supported by environmental studies and technical reports which conclude that there are no environmental constraints that preclude the development of the site in accordance with the proposal, subject to appropriate management in future planning, design, construction and operational stages. It is considered that through adherence to the mitigation measures outlined in Section 11.3 the proposal will not result in serious impact to the environment.

8.19.2 CONSERVATION OF BIOLOGICAL DIVERSITY AND ECOLOGICAL INTEGRITY

Under the biodiversity principle, the conservation of biological diversity and ecological integrity should be a fundamental consideration in decision making. The proposal does not require the removal of significant vegetation, and due to its location within the Sydney CBD, the proposal is unlikely to impact any endangered or vulnerable species surrounding the site.

8.19.3 INTER-GENERATIONAL EQUITY

A Sustainability Statement (Appendix Y) has been prepared by ARUP in support of this application to confirm the sustainability aspirations of the subsequent stages of development to ensure that as a result of the development, adverse impacts will not be unreasonably imposed on future generations. The Sustainability Statement notably highlights the following ESD initiatives which are being considered for the project:

- Premium annual indoor thermal comfort and air conditioning minimisation achieved with double glazing with low-E performance, external shading and cross ventilation.
- Excellent daylight and external views achieved by balancing solar control and visual light transmission.
- Gas-fired cogeneration system for electricity generation with the waste heat being harvested for domestic hot water and pool heating.
- Photovoltaic (PV) electricity generation on the roof of both Building A & B as well as an innovative building integrated PV louvre system.
- Energy and water efficient appliances specified throughout.
- Energy efficient LED lighting in non-living areas.
- Regenerative drives on lifts to generate energy.
- Water and energy efficient VRV air conditioning units.
- Building automation within apartments to lower blinds and switch off lighting and ventilation whilst unoccupied.
- Smart meters for occupants to observe energy and water consumption.
- Independent commissioning agent to tune the building services.
- High levels of construction & operational waste recycling.
- Provision for small and fuel efficient vehicles in the basement as well as bicycles for each apartment and electric vehicle charging stations.
- Recycled content in structural cement and timber.

- Minimised indoor air toxicity with low volatile organic compound paints, sealants, adhesives and flooring as well as low formaldehyde composite wood products.

8.19.4 VALUATION AND PRICING OF ENVIRONMENTAL RESOURCES

The cost of infrastructure and measures to ensure an appropriate level of environmental performance on the site has been incorporated into the cost of development. In addition, the proposal will incorporate waste minimisation during the construction, and operation of the development. These measures have been incorporated into the cost of the development detailed in the Quantity Surveyors estimate of CIV at Appendix C.

8.20 SOCIAL IMPACTS

The proposal will have the following social impacts:

- The creation of a large site development that will assist to deliver a highly innovative, functional and accessible network of lanes throughout the northern portion of the CBD, effectively increasing the land available for public recreation and enjoyment;
- In addition to the increased pedestrian permeability of the site, the mixture of uses will ensure the site is activated both throughout day and night time peak hours, throughout the week and weekends;
- Increased city living opportunities;
- CCTV will be incorporated across the proposed public domain;
- The proposal introduces a mix of uses that were previously 'privatised' such as residential uses. The proposed additional uses will increase the publically accessible areas within such an iconic and highly public site;
- Opportunities for increased interpretation and awareness of the Tank Stream; and
- Additional public art within a major precinct of the Sydney CBD.

8.21 ECONOMIC IMPACTS

The development presents a unique opportunity to contribute economically to a better Sydney CBD. The project will contribute to:

- The momentum and marketing of Sydney, Australia's Global Gateway;
- Diversity of employment opportunities within the Sydney CBD, providing in total an approximate 300 full time equivalent jobs in the hotel and development and associated retail and commercial uses;
- Delivery of additional visitor accommodation in the Sydney CBD, including a world class hotel which will support significant retailers and food and beverage offerings in the north end of the CBD; and
- Multiplier effect of increased international expenditure on the local labour market.
- The amalgamation of the existing allotments across the site will assist to achieve orderly development of the precinct.

9 Suitability of the Site

The following assessment has been structured in accordance with Section 79C(1)(c) of the EP&A Act. Key considerations in the assessment of the site's suitability include:

- The proposed development is permissible in the B8 Metropolitan Centre zone of the SLEP 2012, and the site is zoned specifically to accommodate the mix of uses proposed.
- The subject site is located in a primary tourist and commercial area in the Sydney CBD and as such the proposed uses are highly appropriate for the locality. Notably, the proposed site and surrounding locality will benefit from additional visitor accommodation within the precinct.
- The proposal further supports the Sydney CBD as Australia's primary 'global city' and will promote international investment and visitation to the primary tourist and commercial core of the city.
- The proposal introduces a mix of uses otherwise excluded from the previous development on the site. These proposed additional uses will increase publicly accessible areas within a highly public site that benefits from exceptional aspect.
- The site benefits from an exceptional frontage and aspect towards Sydney Harbour. The proposed development has sought to maximise the site's aspect and physical characteristics to the benefit of future residents and visitors of the site, Circular Quay and Sydney CBD generally.
- The site is not significantly burdened by heritage or other environmental constraints.
- The proposed scale of the development can be accommodated on the site without perversely impacting the neighbouring properties in terms of solar access and view sharing. Notably the additional floor area proposed compared to that originally approved will not result in any additional overshadowing of key public areas such as Macquarie Place.
- The site is capable of providing substantial public domain works including a north-south through-site link and a portion of an east west lane. The provision of this land and works enables the increased height and scale of development permissible in the planning controls and as illustrated within the previous approvals on the site.
- The proposal will be subject to an application under Section 183 of the *Airports Act 1996* as Tower A is proposed to exceed the Obstacle Limitation Surface.

10 The Public Interest

The following assessment has been structured in accordance with Section 79C(1)(e) of the EP&A Act. The proposed development is considered to be in the public interest for the following reasons:

- The proposal will boost the local economy by attracting significant international and local investment, in addition to attracting visitors to the locality.
- The proposal is a true 'mixed use' development, with at least four uses including retail, hotel, residential, and registered club, proposed across the site. The mixture of uses will ensure that this highly accessible and visible site is activated both throughout day and night time peak hours, throughout the week and weekends. The proposed visitor accommodation will further diversify the land uses within the CBD and support the surrounding businesses.
- The proposed development is consistent with relevant State and local planning instruments and policies, and is an appropriate development outcome for the site.
- The design of the proposed buildings will be subject to separate design excellence process and are therefore expected to make a significant positive contribute to the iconic Sydney skyline.
- The proposal enables the delivery of new publicly accessible through-site links and laneways through the site, which not only increases the permeability and activation of a key city precinct but also provides greater safety and opportunities for casual surveillance resulting from additional residents and visitors to the area.
- The proposal increases city living opportunities.
- The proposal commits to the delivery of public art across the site in accordance with the Preliminary Public Art Plan.

11 Environmental Risk Assessment

11.1 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 AS/NZS ISO 31000:2009 *Risk management—Principles and guidelines* (Standards Australia 2009). The level of risk was assessed by considering the potential impacts of the proposed development prior to application of any mitigation or management measures. Comment on residual risk (the remaining level of risk following implementation of mitigation and management measures) is also provided within this section.

Risk comprises the likelihood of an event occurring and the consequences of that event. For the proposal, the following descriptors were adopted for 'likelihood' and 'consequence'.

TABLE 18 – RISK DESCRIPTORS

LIKELIHOOD	CONSEQUENCE
A Almost certain	1 Widespread irreversible impact
B Likely	2 Extensive but reversible (within 2 years) impact or irreversible local impact
C Possible	3 Local, reversible (within 2 years) impact
D Unlikely	4 Local, reversible, short term (<3 months) impact
E Rare	5 Local, reversible, short term (<1 month) impact

The risk levels for likely and potential impacts were derived using the following risk matrix.

TABLE 19 – RISK MATRIX

LIKELIHOOD						
		A	B	C	D	E
CONSEQUENCE	1	High	High	Medium	Low	Very Low
	2	High	High	Medium	Low	Very Low
	3	Medium	Medium	Medium	Low	Very Low
	4	Low	Low	Low	Low	Very Low
	5	Very Low	Very Low	Very Low	Very Low	Very Low

The results of the environmental risk assessment for the Stage 1 building envelopes and uses are presented in Table 20.

We note that while this analysis has been undertaken in accordance with the SEARs, this methodology was designed principally in relation to processes impacting on natural ecological systems and is highly dependent upon 'reversibility'. In an urban context where buildings are designed to be relatively permanent, rankings are skewed upwards, and of questionable real meaning.

TABLE 20 – RISK ASSESSMENT

ASPECT	POTENTIAL IMPACT	LIKELIHOOD	CONSEQUENCE	RISK LEVEL
Design Excellence, Built Form and Urban Design	Inadequate building setbacks resulting in loss of pedestrian access / amenity.	D	1	Low
	The development does not achieve design excellence.	D	2	Low
	Imposition on the streetscape.	D	2	Low
Visual and View Impacts	Adverse impact on public view corridors	D	1	Low
	Adverse impact to views from Cove Apartments	D	1	Low
	Adverse impact to views from 200 George Street	B	1	High
	Adverse impact to views from Australia Square	C	1	Medium
	Adverse impact to views from Grosvenor Place	D	1	Low
	Adverse impact to views from Lend Lease Proposal	B	1	High
Prescribed Airspace for Sydney Airport	Adverse Impact on airspace operations.	D	2	Low
Amenity	Adverse solar access and ventilation of the residential apartments in Tower A.	E	1	Very Low
	Adverse impact on visual and acoustic privacy of residential apartments in Tower A.	C	2	Medium
	Adverse impacts on residential amenity of surrounding properties.	E	1	Very Low
	Overshadowing of surrounding public spaces.	E	1	Very Low
	Adverse impact on reflectivity of the proposed buildings on public domain.	D	1	Low
	Adverse impact on the pedestrian wind environment of surrounding streets.	B	2	High
	Adverse impact on the safety and security of residents and visitors of the development.	D	3	Low
Ecologically Sustainable Development	Irreversible increase in energy usage.	D	1	Low

ASPECT	POTENTIAL IMPACT	LIKELIHOOD	CONSEQUENCE	RISK LEVEL
Public Domain and Public Access	Reduced access to public domain spaces, streets and lanes.	E	1	Very Low
	Inactive frontages of the public domain.	D	3	Low
	Unsafe and inaccessible public domain.	E	2	Very Low
Transport and Accessibility Impacts	Congestion and adverse impact on key intersections as a result of increased traffic generation on the site.	D	2	Low
	Additional demand for on street car parking spaces.	C	2	Medium
	Reduced access via public transport services.	D	2	Low
	Adverse impact on pedestrian access across the site.	D	1	Low
	Adverse impact on emergency and service vehicles in proximity to the site.	D	2	Low
Heritage	Damage to Tank Stream as a result of construction	C	1	Medium
	Impact on any archaeological relics beneath the Fairfax House and Rugby Club sites	C	1	Medium
	Damage to Aboriginal sites or artefacts	C	1	Medium
Infrastructure Provision	Adverse impact on surrounding transport infrastructure during the construction stage of the development.	D	3	Low
Interim Rail Corridor	Adverse impact on the practicality, structural integrity, safety and cost of carrying out rail expansion projects on the site.	D	3	Low
Water, Drainage, Stormwater and Groundwater	Adverse impact on the water quality of the Tank Stream.	D	3	Low
	Adverse impact on surface and ground water quality.	D	3	Low
	Adverse impact on groundwater dependent ecosystems.	D	3	Low
Staging	Adverse impact on the construction of the CSELR project.	C	4	Low

11.2 POTENTIAL CUMULATIVE IMPACTS

The proposed development facilitates the incorporation of a significant component of tourist accommodation on a site approved for predominantly residential development. Council's Draft Visitor Accommodation Action Plan 2014 states that the City of Sydney should provide a positive environment for investment in visitor accommodation by removing barriers and having a positive policy approach to accommodation development.

The 'cumulative impact' of other development similar to that proposed would be an increased supply of visitor accommodation, which would be directly consistent with such a policy approach.

11.3 MITIGATION MEASURES

Any potential impact identified in Table 20 that has a risk level of 'Medium' or greater is considered in the following table

TABLE 21 – SUMMARY OF MITIGATION MEASURES

POTENTIAL IMPACT	MITIGATION MEASURE
Visual and View Impact – Impact to views from 200 George Street	As detailed at Section 8.6 of EIS.
Visual and View Impact – Impact to views from Australia Square	As detailed at Section 8.6 of EIS.
Visual and View Impact – Impact to views from Grosvenor Place	As detailed at Section 8.6 of EIS.
Visual and View Impact – Impact to views from Lend Lease Proposal	Operational conditions, screens, and window placement will be determined at the Stage 2 development application phase of the Tower B, public domain, and basement car parking application. Any potential impact on the residential amenity of Tower A will be addressed at that stage of the project.
Amenity – Impact on the pedestrian wind environment of surrounding streets.	A wind report will be required at the Stage 2 development applications. As such, any potential impact on the pedestrian wind environment will be addressed at that stage of the project.
Traffic and Transport – Additional demand for on street car parking spaces.	As detailed in the Parking, Traffic and Transport Report at Appendix N the proposal will provide the maximum number of car parking spaces permitted in accordance with SLEP 2012.
Heritage	Mitigation measures are outlined within the Heritage Impact Statement and Archaeology Assessment at Appendix L. This report concludes that subject to appropriate construction methodology being utilised during the project, the project could proceed without an adverse impact on the Tank Stream. Further, a program of archaeological monitoring and recording will be detailed at the relevant Stage 2 development application phase.

Following the delivery of appropriate mitigation measures identified above, it is determined that the proposal will not result in any significant adverse impacts on the surrounding environment with the exception of potential view impacts to private properties. This impact has been addressed at Section 8.6 of this EIS and it is determined that the extent of impact is acceptable.

12 Conclusion

The proposed building envelopes on the site have been assessed with regard to the matters for consideration under Section 79C of the EP&A Act 1979 and the SEARs issued by the Secretary of the Department of Planning and Environment. We conclude that the proposed development can be supported for the following reasons:

- The proposal is compliant with the maximum height controls for the site, notably proposing a 185m building (Tower A) in accordance with the APDG Precinct Controls, and a 110m building (Tower B) on the site in accordance with the maximum height previously approved on the Fairfax House site, and the underlying maximum height of building controls under the SLEP 2012.
- The proposed footprint of Tower A exceeds the 24% maximum floor plate permissible under the APDG Precinct Controls for 'Block 3' as it is 27.5% of the 1 Alfred Street (Block 3) site area. This is considered acceptable as this tower footprint is proportionally reduced (18.5%) relative to the inclusion of the Fairfax and Rugby Club sites into the applicant's land holding, and at 739sqm is well below the generic 1,000sqm maximum control contained in SDCP 2012.
- Approved car parking numbers are intended to be in accordance with the provisions of SLEP 2012 and can be accommodated within the proposed basement envelope.
- The proposed development does not result in any unreasonable overshadowing on the winter solstice. Shadow diagrams demonstrate that the proposed wider Tower A floor plate and the proposed envelope for Tower B will not unreasonably impact upon sunlight access to surrounding properties or public domain spaces, on the winter solstice or any other day of the year.
- The proposed development does not result in any unreasonable view loss to surrounding properties or the public domain. View loss analysis demonstrates that the proposed wider Tower A floor plate and the proposed envelope for Tower B will not unreasonably impact view corridors from publically accessible locations.
- Due to the orientation and slender form of the tower, a high level of internal residential amenity can be achieved for Tower A.
- Each of the proposed towers will be subject to separate design excellence processes, ensuring that the development will make a positive contribution to the design integrity of the Circular Quay Precinct and the Sydney CBD skyline.
- The proposed building envelope for Tower A can maintain the design excellence and integrity of the original competition winning scheme for Tower A. The original design competition was won by Kerry Hill Architects, who have been retained to design the proposed amendments within the concurrent Stage 2 'Amending DA', in accordance with their original design principles for the site.
- The public domain enhancements committed to with the existing VPA are to be maintained and expanded to the inclusion of the Fairfax House and Rugby Club Site.
- The proposal is considered in the public interest.

Having considered all the relevant matters, we conclude that the proposed Stage 1 concept plan will facilitate a sound development outcome that upholds Council's vision for the Circular Quay Precinct. The proposal therefore is considered well-worthy of Council support and ultimately approval from the Central Sydney Planning Committee.

Disclaimer

This report is dated July 2015 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd's (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Dalian Wanda (**Instructing Party**) for the purpose of EIS (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

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Appendix A

Instruments of Section 23 Delegation

Appendix B

Secretary's Environmental Assessment Requirements

Appendix C

Quantity Surveyor Statement

Appendix D

Site Survey and Land Title

Appendix E

Proposed Building Envelopes

Appendix F

Design Report

Appendix G

Indicative Staging Plan

Appendix H

Public Benefit Offer

Appendix I

Planning Compliance Assessment

Appendix J

Clause 4.6 Objection – Alternative Building Height Provisions

Appendix K

Design Excellence Strategy

Appendix L

Heritage Impact Statement and Archaeology Assessment

Appendix M

Preliminary Public Art Strategy

Appendix N

Parking, Traffic and Transport Report

Appendix O

Noise Impact Assessment

Appendix P

Desktop Wind Assessment

Appendix Q

Preliminary Site Investigation

Appendix R

Geotechnical Statement

Appendix S

Building Code of Australia Statement

Appendix T

Fire Engineering Statement

Appendix U

Accessibility Report

Appendix V

Structural Report

Appendix W Utility Services Report and Infrastructure Management Plan

Appendix X

Waste Management Plan

Appendix Y

Ecologically Sustainable Development Statement

Appendix Z

Integrated Water Management Plan

Appendix AA

Construction Management Statement

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