sydney METRO | city & southwest

PITT STREET SOUTH
OVER STATION DEVELOPMENT

CONCEPT STATE SIGNIFICANT DEVELOPMENT APPLICATION

VOLUME ONE

NSW GOVERNMENT

NSW MAKING IT HAPPEN

GLOSSARY AND ABBREVIATIONS

Glossary and Abbreviations

Term	Definition
Concept SSD Application	A concept development application as defined in section 4.22 of the EP&A Act – a development application that sets out concept proposals for the development of a site, and for which detailed proposals for the site or for separate parts of the site are to be the subject of a subsequent development application or applications
Council	Council of the City of Sydney
CSSI	Critical State Significant Infrastructure
CSSI Approval	The approval under the EP&A Act for the construction of the Sydney Metro City & Southwest Chatswood to Sydenham project, as amended by subsequent modification applications. The CSSI project (application number SSI 15_7400) was approved by the Minister for Planning on 9 January 2017 and has been amended on 18 October 2017 (Modification 1), 21 December 2017 (Modification 2), 22 March 2018 (Modification 3) and 13 December 2017 (Modification 4) Any reference to the CSSI Approval is a reference to the most current version of that approval as amended by any subsequent modification application.
Detailed SSD Application	The SSD Application(s) made after the concept SSD Application that seeks consent for the design and to physically construct the development
DPE	Department of Planning and Environment
EP&A Act	*Environmental Planning and Assessment Act 1979* (NSW)
EP&A Regulation	*Environmental Planning and Assessment Regulation 2000* (NSW)
EIS	Environmental Impact Statement
Heritage item	An item of environmental heritage listed in Schedule *5 of Sydney Local Environmental Plan 2012* or on the State Heritage Register under the Heritage Act 1977
Interchange Access Plan	The Interchange Access Plan is a requirement of Condition E92 of the CSSI Approval. The station and its integration into the surrounding public domain will be resolved through further design development through the preparation of this plan and a SDPP, under the terms of the CSSI Approval
Integrated station development	Combined station, OSD and public domain works
Over Station Development (OSD)	Over station development as defined in the CSSI Approval – includes non-rail related development that may occupy land or airspace above, within or in the immediate vicinity of the Sydney Metro CSSI but excluding spaces and interface works such as structural elements that may be constructed as part of the CSSI Approval to make provision for future developments
Preferred Infrastructure Report (PIR)	The Submissions and Preferred Infrastructure Report submitted as part of Sydney Metro City & Southwest Chatswood to Sydenham project, application no. SSI 15_7400
SDCP 2012	Sydney Development Control Plan 2012
Station Design Precinct Plan (SDPP)	The Station Design Precinct Plan is a requirement of Condition E101 of the CSSI Approval. The station and its integration into the surrounding public domain will be resolved through further design development through the preparation of this plan and an IAP, under the terms of the CSSI Approval
Secretary	Secretary of the NSW Department of Planning and Environment, or their delegate
SLEP 2012	*Sydney Local Environmental Plan 2012*
SLR	Sydney Light Rail
SSD	State significant development as defined by section 4.36 of the *Environmental Planning and Assessment Act 1979*
Station box	The volumetric area of the Pitt Street Station development approved under the CSSI Approval – includes below and above ground elements up to the 'transfer slab' level, above which would sit each OSD

Term	Definition
Sydney Metro City & Southwest – Chatswood to Sydenham project	The Chatswood to Sydenham component of Sydney Metro City & Southwest involves the construction and operation of a 16.5 kilometre metro line from Chatswood, under Sydney Harbour and through Sydney's CBD out to Sydenham. This section of Sydney Metro City & Southwest will deliver new underground platforms at Central station and seven new metro stations at: ∘ Crows Nest ∘ Victoria Cross ∘ Barangaroo ∘ Martin Place ∘ Pitt Street ∘ Waterloo ∘ Sydenham This part of the project will operate between Chatswood and Sydenham Stations.
Sydney Metro City & Southwest –Sydenham to Bankstown Upgrade	Upgrading of the T3 Bankstown Line to Sydney Metro standards between Sydenham and Bankstown, including the upgrade of all 10 stations. These works are the subject of a separate Critical State Significant Infrastructure project (reference SSI 17_8256) which was lodged with the DPE in September 2017. This application has yet to be determined.
Sydney Metro	The applicant for the concept SSD Application
Sydney Metro CSSI	Sydney Metro City & Southwest – Chatswood to Sydenham project

STATEMENT OF VALIDITY

Statement of Validity

Item	Details	
Development application details (SSD 17_8876)		
Applicant name	Sydney Metro	
Responsible person	Fil Cerone, Director Sustainability Environment & Planning, Sydney Metro City & Southwest, Transport for New South Wales Level 43, 680 George Street, Sydney	
Applicant address	PO Box K659 Haymarket NSW 1240	
Land to be developed	**Street address**	**Lot reference**
	125-129 Bathurst Street, Sydney	Lot 1, DP60293
	131-135 Bathurst Street, Sydney	Lot 1, DP59101
	296-300 Pitt Street, Sydney	Lot 1, DP436359
	302 Pitt Street, Sydney	Lot 1, DP62668
Proposed development	Sydney Metro Pitt Street South over station development. A concept State significant development Application for over station development at the approved southern portal of Pitt Street Station, Sydney. The application seeks consent to the broad development concept for the future development including the maximum building envelope, conceptual land uses including residential or commercial, pedestrian and vehicle access, car parking, signage zones, future subdivision of part of the OSD footprint (if required) and structural, servicing and space provisioning integration with Pitt Street Station which was approved as Critical State Significant Infrastructure (SSI 15_7400) by the Minister for Planning on 9 January 2017 (as modified). The application also seeks approval for strategies for stormwater management, ecological sustainable development, public art and design excellence.	
Environmental Impact Statement prepared by:		
Name	Michael Rowe Director, Planning Ethos Urban	
Qualifications	BPlan(Hons), MPIA	
Address	173 Sussex Street, Sydney	
Declaration	I declare that I have prepared the contents of this Environmental Impact Statement and to the best of my knowledge: ∘ it is in accordance with Schedule 2 of the *Environmental Planning and Assessment Regulation 2000* ∘ it includes all available information that is relevant to the environmental assessment of the development to which the Statement relates ∘ the information contained in the Statement is neither false nor misleading.	
Signature		
Date	8th August 2018	

This page has intentionally been left blank

EXECUTIVE SUMMARY

Executive Summary

Introduction

Sydney Metro is Australia's biggest public transport project.

Services start in 2019 in the city's north west with a train every four minutes in the peak. Metro rail will be extended into the CBD and beyond to Bankstown in 2024. Sydney Metro includes new CBD railway stations underground at Martin Place, Pitt Street and Barangaroo and new metro platforms at Central.

In 2024, Sydney Metro will have 31 stations on a new 66-kilometre rail system – the biggest urban rail project in Australian history. Sydney Metro will have ultimate capacity for a train every two minutes in each direction under the CBD.

Sydney Metro will revitalise communities, transform places and make the nation's only global city more livable and connected.

Not only will this new mass transit system move more people safely and reliably than ever before, it will unlock the potential of Sydney as a growing global city, creating new and diverse opportunities to support changing communities.

Joining other great global mass transit development initiatives, the NSW Government has identified Sydney Metro stations which can be better integrated with the areas around them, creating world-class places that will shape our city's future.

In building new metro stations for Sydney, an exciting opportunity exists to integrate global best practice and innovative thinking to create a sense of place.

Vibrant neighbourhoods help strengthen communities, attract investment and enhance liveability. A dynamic place integrates restaurants, parks, footpaths, buildings and other public spaces to invite greater interaction between people and foster healthier, more social and economically viable communities.

Sydney Metro consists of Sydney Metro Northwest, which is due for completion in 2019 and Sydney Metro City & Southwest, which is due for completion in 2024. Sydney Metro City & Southwest includes the construction and operation of a new metro rail line from Chatswood, under Sydney Harbour through Sydney's CBD to Sydenham and on to Bankstown through the conversion of the existing line to metro standards. Early planning is also underway for the next stage of the Sydney Metro system, Sydney Metro West.

The construction of Sydney Metro Chatswood to Sydenham was approved as a Critical State Significant Infrastructure Project on 9 January 2017 by the Minister for Planning (CSSI Approval). The project also involves the delivery of seven new Metro stations, including a new station at Pitt Street in the Sydney CBD. The future Pitt Street Station will feature two station portals, known as Pitt Street North and Pitt Street South.

Pitt Street South integrated station development

Pitt Street Station is in the heart of the Sydney CBD – the key economic and cultural centre of Sydney.

The new station will support the continued growth of the Sydney CBD, providing access to Central Sydney in a highly accessible and central location.

With frontages to Bathurst Street and Pitt Street (but excluding the corner Edinburgh Castle Hotel site), the new Pitt Street South over station development (OSD) will provide for additional development capacity in the CBD which responds to opportunities created by the station and the wider site surrounds.

Specifically, the proposal comprises an envelope and the potential for either future residential or commercial use. The development would include residential apartments or commercial floor space above the southern portal of Pitt Street Station which each carry an array of benefits, subject to detailed evaluation and design.

The proposal would contribute to the creation of a holistic station precinct, working with other nearby developments in the growth of this portion of the Sydney CBD.

To be successful, Sydney Metro needs to be integrated into active precincts around each metro station. The Pitt Street Station is a key catalyst in the ongoing transformation of the Sydney CBD. Sydney Metro provides a new railway spine through the CBD, the likes of which has not occurred for 40 years in Sydney, and accordingly needs to be supported as primary transport infrastructure for the future.

As new metro stations are built, the opportunity exists for the procurement of each station and its associated OSD/s as a single integrated station development package which would encourage simultaneous delivery and facilitate a more integrated design.

Concurrent construction of the station, public domain works and OSD would help to reduce community impacts and would allow for the whole development to be completed close to when Sydney Metro services start in 2024.

Other opportunities to deliver station and public domain works as part of integrated station developments have been identified at Victoria Cross (North Sydney), Crows Nest, Martin Place and Waterloo stations, as well as at the northern Pitt Street Station portal, which are the subject of separate SSD Applications.

Sydney Metro is progressing the concept State significant development (SSD) Application for the Pitt Street South OSD, which seeks approval for a building envelope (i.e. volumetric parameters), residential or commercial land uses, future subdivision (if required) and general development strategies to inform the future detailed design of the OSD. The building envelope has been designed to allow a future OSD building to sit above and be fully integrated with the Pitt Street Station, forming a single integrated station development.

This concept SSD Application is the first stage in the development assessment process for the OSD. Consent is not sought for any construction or other physical work as part of this application, although a high level assessment of potential construction-related impacts is provided.

Sydney Metro City & Southwest planning approval

In January 2017, the construction of the initial portion of Sydney Metro Chatswood to Sydenham was approved by the Minister for Planning under Part 5.1 (now Division 5.2) of the *Environmental Planning and Assessment Act 1979* (EP&A Act) as a Critical State Significant Infrastructure project (SSI 15_7400). The project (hereafter referred to as the CSSI Approval) includes the delivery of seven new metro stations, including a new station at Pitt Street in the Sydney CBD.

Since determination, four modifications have been lodged to modify various aspects of the CSSI Approval. These modification applications relate to Victoria Cross and Artarmon Substation, Central Walk, Martin Place Station (associated with changes proposed by Macquarie Group in their Unsolicited Proposal) and Sydenham Station and Sydney Metro Trains Facility South. Further detail in respect of each application is provided in Chapter 2 of this Environmental Impact Statement (EIS).

The remainder of the City & Southwest project (Sydenham to Bankstown) proposes the conversion of the existing heavy rail line and the upgrade of the existing railway stations along this alignment to metro standards. This portion of the project, referred to as the Sydenham to Bankstown Upgrade, is the subject of a separate CSSI Application (No. SSI 17_8256) for which an EIS was exhibited between September and November 2017 and a Response to Submissions and Preferred Infrastructure Report (PIR) was submitted to the NSW Department of Planning & Environment (DPE) in June 2018 for further exhibition and assessment.

Planning relationship between Pitt Street Station and Pitt Street South OSD

While the Pitt Street South Station and OSD would form a single integrated station development, the planning pathways defined under the EP&A Act involve separate assessment for each component of the development. In this regard, the approved station works (CSSI Approval) are subject to the provisions of Part 5.1 of the EP&A Act (now referred to as Division 5.2) and the OSD component is subject to the provision of Part 4 of the EP&A Act.

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

- demolition of existing development
- excavation
- station structure including concourse and platforms
- lobbies
- retail spaces within the station
- public domain improvements
- the station portal link
- access arrangements including vertical transport such as escalators and lifts
- structure and service elements and relevant space provisioning necessary for constructing the OSD, such as columns and beams, space for lift cores, plant rooms, access, parking, and building services

Planning context

This EIS has been prepared by Sydney Metro for submission to the NSW Department of Planning and Environment (DPE) in support of a concept SSD Application for OSD comprising a residential or commercial building integrated with the southern portal of the future Pitt Street Station, which is part of the new standalone Sydney Metro rail network.

State Environmental Planning Policy (State and Regional Development) 2011 (SRD SEPP) identifies development considered to be State significant (SSD). Under the criteria in clause 19(2) of Schedule 1 of the SRD SEPP, this proposal is SSD, as it is within a rail corridor, is associated with railway infrastructure for the purposes of residential or commercial premises and has an estimated capital investment value in excess of $30 million. Accordingly, it also qualifies as SSD for the purposes of section 4.36 of the EP&A Act.

This application is being made under Part 4 of the EP&A Act and comprises a 'concept SSD Application' under section 4.22 of the EP&A Act. It forms the first stage of the Pitt Street South OSD project and establishes the planning framework (height, setbacks, car parking, access and land uses) against which future detailed SSD applications will be assessed. The concept design for the OSD has been designed to be fully integrated with the current stage of station design for Pitt Street Station. No physical works are proposed under this application.

The EP&A Act requires that an EIS be prepared for SSD, including particulars of the location, nature and scale of the development and an assessment of the development's environmental, social and economic impacts under section 4.15. The EIS must be prepared in accordance with the requirements referred to in the EP&A Act and the *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation). This includes the Secretary's Environmental Assessment Requirements (SEARs) issued by the Secretary of the DPE (Appendix A).

This EIS has been prepared by Sydney Metro for exhibition and assessment by the DPE and the application will be determined by the NSW Minister for Planning or his delegate.

Project objectives

The following objectives have been identified for this concept SSD Application following an assessment of the site opportunities and constraints:

- support the NSW Government's planning strategies and objectives, including the *Greater Sydney Region Plan (2018) and the Eastern City District Plan* (2018)
- enable the development of an OSD building at the site which would be capable of being used for either residential or commercial purposes and would contribute to the creation of a fully integrated station development at the centre of the Eastern City
- provide a development outcome which is commensurate with the status of Central Sydney as a leading economic and cultural centre
- enhance the customer experience and urban amenity through the development of an integrated design concept that ensures delivery of a quality public domain area with strong connections to the site's surroundings
- create an urban environment that drives high usage of the Sydney Metro network
- provide the opportunity to deliver the OSD as early as possible with the aim of opening concurrently or shortly following completion of the Pitt Street Station
- enable a building form which works to minimise overshadowing impacts on public open spaces including Hyde Park
- provide a sensitive relationship between the site and the surrounding heritage context
- create a framework to achieve design excellence in the final integrated station development

Project needs and benefits

Pitt Street Station is a key CBD station on the future Sydney Metro network and will play a key role in transporting people to and from Central Sydney, as well as providing a range of transport connections to other modes, including the heavy rail, bus networks and the future Sydney Light Rail (SLR) network.

This concept SSD Application for OSD capitalises on the benefits of the future Pitt Street Station by proposing a building envelope directly above the station. The proposed envelope would be capable of being used for either residential or commercial purposes, with both uses determined through this assessment to be appropriate under this EIS, and the detailed use to be subject to future detailed application(s).

A commercial scheme would provide substantial additional commercial floor space within the Sydney CBD to support the employment capacity and economic development of the Eastern City. A residential scheme would provide for an increase in the permanent residential population of the city centre, locating additional residential capacity close to jobs and contributing to 'out of hours' activation in the vicinity of the new station.

The location of additional residential or commercial office capacity in this location would also align with a key action in the *Eastern City District* Plan by aligning development growth with the opportunities created by the Pitt Street Station.

The proposal also has key environmental benefits, with impacts on the site's surroundings being a key consideration of the development. Specifically, the proposed envelope has been modelled to ensure that setbacks respond to surrounding buildings, particularly the neighbouring Princeton Apartments. The uppermost extent of the proposed envelope has been designed in order to comply with the Hyde Park West Sun Access Plane, and minimise overshadowing to the public domain.

The concept proposal

The concept SSD Application seeks concept approval in accordance with section 4.22 of the EP&A Act for the OSD above the approved Pitt Street Station (southern portal). This application establishes the planning framework and strategies to inform the detailed design of the future OSD and specifically seeks planning approval for:

- a building envelope (as illustrated at Figure 1)
- a maximum building height of Relative Level (RL) RL 171.6, which equates to approximately 35 residential storeys or 30 commercial office storeys, including the podium height of RL 71.0 which equates to approximately 8 storeys above ground
- conceptual use of the OSD component for the purposes of (subject to further detailed applications):
  - residential accommodation; or
  - commercial office premises
- use of the conceptual OSD space provisioning within the footprint of the CSSI Approval (both above and below ground), including the OSD lobby areas, podium car parking, storage facilities, services and back-of-house facilities
- car parking for a maximum of 34 spaces located across three levels of the podium
- loading, vehicular and pedestrian access arrangements from Pitt Street
- strategies for utilities and service provision
- strategies for the management of stormwater and drainage
- a strategy for the achievement of ecologically sustainable development
- a strategy for public art
- a design excellence framework
- the future subdivision of parts of the OSD footprint (if required)

As this concept SSD Application is a staged development pursuant to section 4.22 of the EP&A Act, future approval would be sought for detailed design and construction of the OSD. Concept indicative designs, showing potential residential and commercial building form outcomes at the site, have been provided as part of this concept SSD Application at Appendix D and Appendix E, respectively.

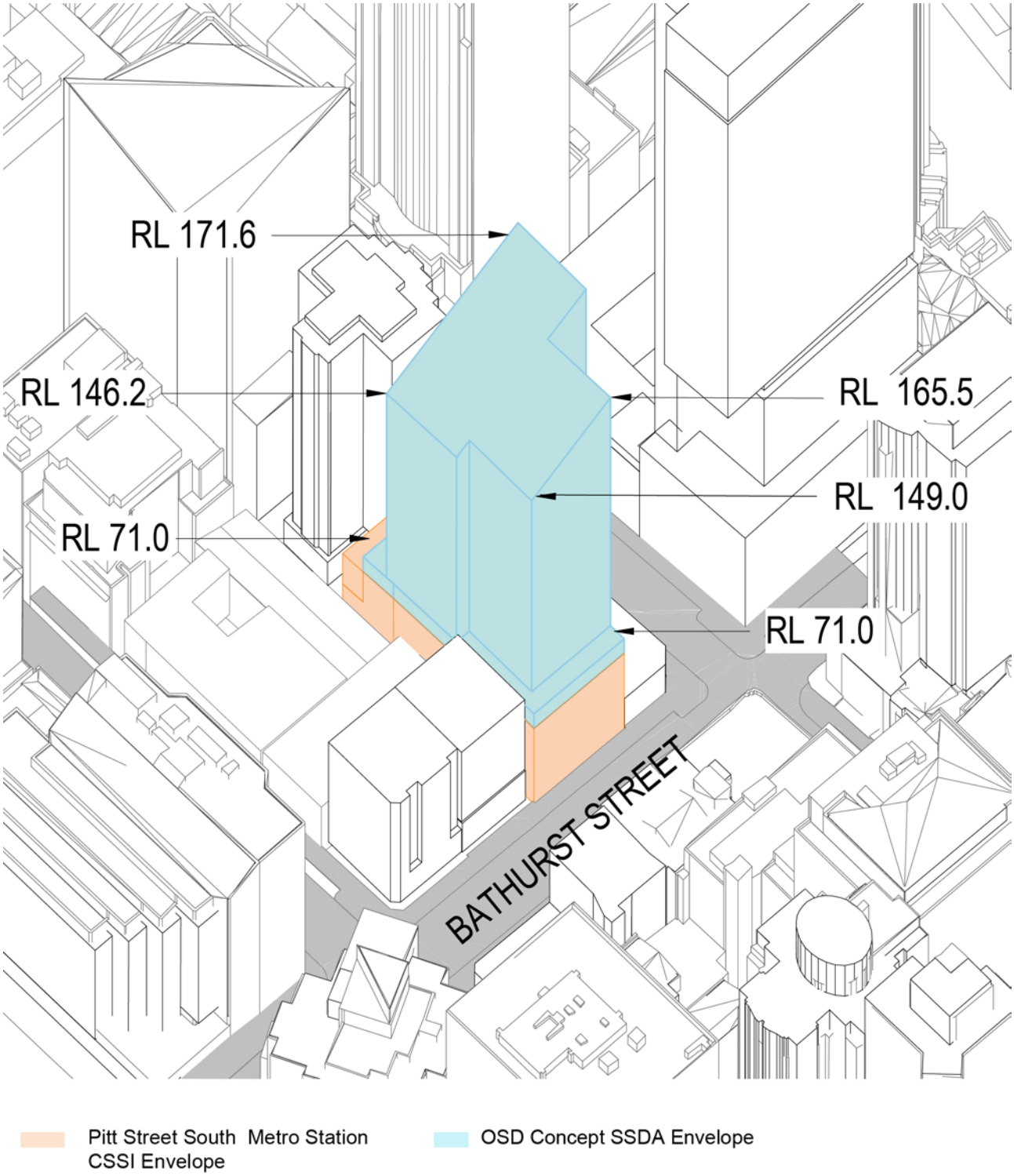


Figure 1 – Proposed Pitt Street South OSD building envelope (axonometric diagram from north east)

Assessment of impacts and mitigation measures

This EIS has been prepared in accordance with the provisions of Part 4 of the EP&A Act, including the requirement to address the SEARs issued for the project.

Key environmental issues have been examined throughout the design and development process. Consultation has been carried out with key stakeholders to identify potential impacts at an early stage. Where possible, measures to avoid or mitigate impacts have been recommended.

An overview of the impacts and measures proposed to minimise and / or address these impacts is provided below. More detailed assessment is provided in Chapter 8 of this EIS, supported by a range of Technical Papers included as appendices to this EIS. Measures proposed to manage impacts are addressed in Chapter 12 of this EIS.

Overshadowing

The maintenance of solar access to Hyde Park has been a central element in the development of the proposal, in accordance with the key public open space role that Hyde Park plays in the context of the City of Sydney. The concept proposal has been designed to comply with clause 6.17 of the *Sydney Local Environmental Plan 2012* (SLEP 2012), with the specific intention of minimising the solar access impact to Hyde Park. The proposed envelope is not considered to adversely impact upon any other public domain areas.

Although the proposal would result in some later-afternoon overshadowing of parts of Hyde Park during the April to September period of the year, it is considered that the impact of this would be minor, and would not result in any adverse impact on the ability for people to enjoy Hyde Park. For many parts of the year, the shadow of the development would fall within the existing shadows cast by other buildings.

Built form

The proposed building envelope has been designed to provide an appropriate response to the surrounding context, while also enabling the delivery of a high-quality building form at the site. Key features of the building envelope include the provision of:

- a maximum height of RL 171.6 (approximately 35 residential storeys or 30 commercial office storeys) designed in a manner to comply with the Sun Access Plane and minimise overshadowing impacts to Hyde Park
- the provision of considered setbacks at each frontage, which have been determined based on a careful impacts analysis
- a definitive podium element, which establishes and integrates with the station

A Design Excellence Strategy has been provided at Appendix I which outlines a process for achieving design excellence in the future detailed design and delivery of the development. Site-specific OSD Design Guidelines have also been provided at Appendix J, which would guide the detailed design of the OSD through the future stages of the development.

Solar access

The mitigation of potential impacts on the amenity of surrounding apartments has been a key feature of this proposal. Principally, this has been due to the proximity of the Princeton Apartments immediately to the south of the site, which has been constructed with north facing windows on the common boundary with the site. On this basis, any development at the site would be likely to have an impact on solar access to the Princeton Apartments. The proposed building envelope above podium is considered to be an acceptable outcome at the site, being set back 12 metres from the Princeton Apartments to provide adequate separation in accordance with the Apartment Design Guide requirements and to minimise visual privacy impacts.

Similarly, an assessment is undertaken on the solar access impacts from the development on the Century Towers apartments to the southwest, which confirms that the proposal results in minor impacts in this regard.

Heritage

Heritage impacts have been assessed as part of this process, with the site's locality including a number of heritage items such as the Edinburgh Castle Hotel, adjoining the site on the northwest corner, and the Metropolitan Fire Brigade building located immediately to the east of the site. Other heritage items within the vicinity of the site have also been assessed, with the specific potential impacts of the proposal considered and any necessary mitigation measures identified in relation to each heritage item. Future detailed building design development would seek to further mitigate impacts of the vertical street walls above Edinburgh Castle Hotel where the building footprint above podium wraps around the building. Materiality and façade articulation of the podium would respond to the heritage item to better integrate the two sites and to activate the facades, ensuring that adverse heritage impacts are avoided.

The Heritage Impact Assessment provided as part of this concept SSD Application provides a series of key recommendations, which particularly relate to the form and appearance of the development relative to the surrounding heritage context.

Visual and view impacts

The visual impact of the development, in the context of the surrounding skyline, has been assessed from a number of key vantage points around inner and Central Sydney. In this exercise, the envelope of the building has been imposed within the existing and forthcoming building form context of the site, in order to confirm the cumulative impact of the development on the Sydney skyline. This assessment has determined that the visual impact of the development would generally be low to medium in nature, with the proposed building envelope being well suited to the surrounding context. The OSD also does not interrupt any key public view corridors across the Sydney CBD.

Additionally, the impact of the proposal on views from surrounding apartments has been assessed, including from nearby existing residential apartments at Princeton Apartments and Century Towers, as well as the future Greenland Centre residential apartment building which is under construction. For each of these buildings, perspectives including the proposed envelope have been provided for the low, medium and high-rise apartment levels. The proposed development has been determined to have an acceptable impact on surrounding views, given that the proposed building envelope complies with the controls prescribed under the SLEP 2012. Some impacts are experienced predominately at the mid-rise levels for views across the site to the west and north-west, however given the established nature of view assessment in the context of the Sydney CBD this is considered to be a reasonable outcome at the site.

Transport

In the context of the Sydney CBD road network, the proposal's impacts have been carefully analysed against the existing and future operations. In this respect, a detailed Transport, Traffic and Parking Impact Assessment has been prepared as part of this application which provides a full assessment of the potential impacts of the concept proposal on the surrounding transport networks.

Consultation with the Sydney Coordination Office (SCO) and Roads and Maritime Services (RMS) has been ongoing during development of the concept design, recognising the importance of the central CBD location of the site and resulting in well resolved traffic, loading and servicing arrangements for the proposed OSD.

For the purposes of this assessment, an indicative residential scheme (159 residential dwellings) and alternate commercial scheme (19,031) square metres GFA) have been assessed.

In regards to traffic generation, the assessment concludes that the proposed OSD would have a relatively minor impact on the operation of the surrounding road network, noting that levels of service would remain largely unchanged from that previously contemplated under the *"Pitt Street South Modelling Assessment"* dated 13 December 2017.

An assessment of pedestrian traffic impacts has also been undertaken, which determines that the pedestrian impacts resulting from the OSD are considered to be satisfactory.

Finally, an assessment of the parking and loading layout, including the loading dock has determined that the proposal would be able to be managed without resulting in any adverse impacts on the operation of the surrounding road / pedestrian network and Pitt Street Station, subject to future detailed design. This assessment has been undertaken for both a residential or commercial scheme.

Ecologically sustainable development

An ecologically sustainable development (ESD) framework has been prepared to define the principles that would be incorporated into the future design, construction and operation of the OSD. This framework works to establish the manner in which a future detailed design would need to address a number of different environmental targets and performance measures.

Construction management

A Preliminary Construction Management Statement has been prepared by Sydney Metro to address how the ongoing development of the project would manage impacts to pedestrians, bus services, metro users and taxis. The potential impacts associated with the three potential staging scenarios for construction of the integrated station development are considered, with the statement providing preliminary mitigation measures for managing impacts for each stage. Detailed consideration of construction-related impacts would occur as part of the detailed SSD application.

Noise and vibration

Noise and vibration sources both to and from the future OSD have been identified in this assessment, commensurate with the Central Sydney context of the site and the potential for impacts from station operations.

In regard to noise intrusion into the future OSD, impacts would be able to be sufficiently mitigated, and would be subject to further detailed design work. It is considered that the proposal is capable of achieving compliance with the relevant acoustic criteria.

The isolation of noise and vibration from Sydney Metro will occur at the source, not within future OSD, and would adequately reduce rail-induced noise and vibration in the OSD to acceptable levels. Therefore no special mitigation measures are necessary within the OSD.

Economic impacts

The OSD would enable the delivery of a number of different economic benefits. Development at the site, whether commercial or residential, would contribute to the growth of the population of the Sydney CBD, resulting in additional economic activity in the City of Sydney. During construction it is expected that 350 jobs would be generated.

A residential scheme at the site would increase the population of the Sydney CBD, providing for 'out of hours' activation at the site and contributing to the economic impact of the local residential population base.

A commercial office scheme at the site would directly contribute to the creation of additional commercial floor space in Central Sydney, which would accommodate an estimated 1,500 ongoing jobs.

Other issues

A number of other issues have been assessed in this EIS including:

- utilities, infrastructure and services
- wind
- stormwater and flooding
- prescribed airspace for Sydney Airport
- accessibility
- crime prevention through environmental design (CPTED)
- waste management
- social impacts

No issues or major risk or consequence were identified. Management and mitigation measures have been identified to minimise any potential impacts.

Framework for the management of design and environmental impacts

Given the integration of the delivery of the metro station with an OSD development, Sydney Metro has given consideration to the management of impacts associated with the project. The project approach to environmental mitigation and management identified for the CSSI is illustrated in Figure 2 and includes:

- **project design –** measures which are inherent in the design of the project to avoid and minimise impacts
- **mitigation measures –** additional to the project design which are identified through the environmental impact assessment
- **construction environmental management framework –** details the management processes and documentation for the project
- **construction noise and vibration strategy –** identifies measures to manage construction noise and vibration
- **design guidelines –** provides an assurance of end-state quality
- **environmental performance outcomes –** establishes intended outcomes which would be achieved by the project

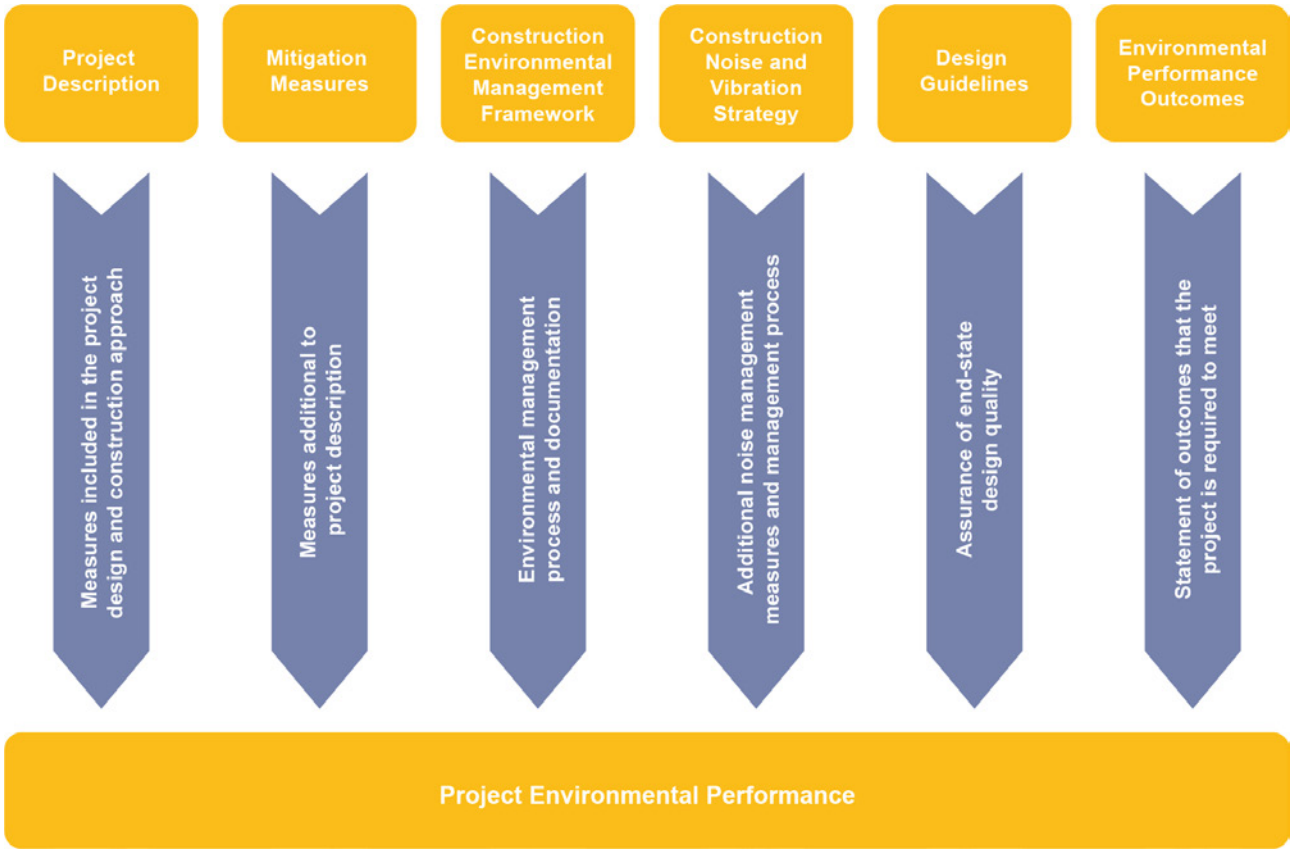


Figure 2 – Project approach to environmental mitigation and management

Sydney Metro proposes to implement a similar environmental management framework where the integrated delivery of the CSSI station works and the OSD occur concurrently. This would ensure a consistent approach to management of design interface and construction-related issues.

Sydney Metro proposes this environmental management framework would apply to the OSD until completion of the station and public domain components of the integrated station development delivery contract (i.e. those works under the CSSI Approval). Should the OSD be constructed beyond the practical completion and opening of the station, standard practices for managing construction-related environmental impacts would apply in accordance with the relevant guidelines and Conditions of Approval for the detailed SSD Application(s).

Further detail regarding this framework and how it would be applied is included at Chapter 11 of this EIS.

Community consultation

As part of the preparation of this application, consultation was undertaken with a range of stakeholders. Key consultation activities included:

- a community information session (advertised by letterbox drop, newspaper advertisements, medium release and website forums) held on 21 November 2017 and was attended by 36 community members
- an industry briefing, held in November 2017 in Sydney. This event provided detailed information on Sydney Metro integrated station developments and was attended by 640 industry representatives
- engagement with State and local government agencies and public authorities prior to submission to brief them on the project, including, but not limited to, City of Sydney, RMS, SCO and the DPE
- Place Managers engaged by Sydney Metro to build relationships and act as a feedback mechanism. Place Managers have engaged with nearby residents, tenants and businesses near the Pitt Street South site throughout the preparation of this application

Feedback received from consultation has been incorporated into the design of the proposed envelope where appropriate.

The DPE will place this concept SSD Application on public exhibition during which time community members and other stakeholders will be able to review the application and make a written submission.

Should this application be approved, Sydney Metro would continue engagement activities throughout the course of the project.

Conclusion and justification

The Pitt Street South OSD would provide for a new integrated residential or commercial building form above the southern portal of Pitt Street Station. The proposal is demonstrated to result in a building form which is appropriate in the surrounding context and would be capable of being developed in accordance with either use as part of a future application(s). Each of the considered uses would enable the provision of appropriate outcomes at the site, and would contribute to the activation of the surrounding station precinct.

A residential scheme at the site would provide for future dwellings with high amenity, and would contribute to the provision of an additional residential base at the site, which would work to increase activation at the site throughout the day and night. A commercial scheme at the site would provide additional commercial floor space in a location that is close to public transport and would contribute to an increased employment potential at the site. Through this assessment, both uses have been demonstrated as being appropriate in the context of the site.

The OSD would relate well to the surrounding development context, and complement the existing and future building forms in this portion of the Sydney CBD. The OSD also relates well to the surrounding public domain, having minimal impacts on daylight in the public domain, and being designed to have only a minor impact on solar access to Hyde Park.

It has also been demonstrated that the development takes into account the objectives of the EP&A Act and matters of ecologically sustainable development.

The development is considered to best meet the objectives when compared to all other alternatives considered.

A detailed environmental assessment has been undertaken for the concept SSD Application, and has influenced the design evolution of the proposal. Consultation has been carried out with key stakeholders to identify potential impacts and to develop mitigation measures where required. Using the measures and commitments specified in this EIS, the identified environmental impacts are considered to be acceptable and manageable.

Next steps

Sydney Metro is seeking approval from the Minister for Planning for a residential or commercial use building over the southern portal of Pitt Street Station. Subsequent steps in the process include:

- exhibition of the SSD Application and EIS in accordance with the relevant statutory requirements and invitation for the community and stakeholders to make submissions
- consideration of submissions received by the Secretary of the DPE. Submissions received would be placed on the DPE's website and a copy would be provided to Sydney Metro
- Sydney Metro may then be required to prepare and submit:
  - a submissions report, responding to the issues raised in the submissions
  - a preferred project report, outlining any proposed changes to the concept proposal to minimise its environmental impacts or to deal with any other issue raised
- determination of the concept SSD Application by the Minister for Planning or his delegate (if approved, the determination may include modifications to the development and / or Conditions of Approval).

Contents

1. Introduction 1
1.1 Purpose of this Statement 1
1.2 Sydney Metro City & Southwest –Chatswood to Sydenham 2
1.2.1 Overview 2
1.2.2 Integrated Station Development 4
1.2.3 Planning relationship between Pitt Street Station and Pitt Street South OSD 6
1.3 Overview of proposed Pitt Street South OSD 8
1.4 Need for the project 9
1.5 Objectives of the development 9
1.6 Analysis of alternatives 10
1.6.1 Alternative option A – do nothing 10
1.6.2 Alternative option C – alternative building envelope designs 11

2. Planning context 21
2.1 State significant development 21
2.2 Secretary's Environmental Assessment Requirements 22
2.3 Environmental Planning and Assessment Regulation 2000 requirements for the EIS 28
2.4 Other Approvals 29

3. The site 33
3.1 Location 33
3.2 Legal Description 35
3.3 Development on the site pre-demolition 36
3.4 Surrounding development 38
3.4.1 To the north 38
3.4.2 To the east 40
3.4.3 To the south 42
3.4.4 To the west 45
3.4.5 New and forthcoming development near the site 48
3.5 Transport and accessibility 50
3.6 Open Space 56
3.7 Heritage 58
3.8 Topography / finished levels 59
3.9 Flooding and stormwater 60
3.10 Vegetation 61
3.11 Utilities and infrastructure 61
3.12 Easements and covenants 61

4. The proposed development 65
4.1 Description of the proposal 65
4.2 Key development information 66
4.3 Building envelope 67
4.4 Land use 69
4.5 Gross Floor Area 70
4.6 Pedestrian access and connectivity 70
4.7 Vehicular access and parking 71
4.8 Indicative building design 74
4.9 Design guidelines and design excellence strategy 76

4.9.1 Design guidelines ... 76
4.9.2 Design excellence strategy ... 76
4.10 Planning pathway relationship between station and OSD ... 77
4.10.1 Extent of approved development under CSSI Approval ... 77
4.10.2 Extent of proposed development under this concept SSD Application ... 78
4.10.3 Summary of planning pathway relationship between CSSI Approval and concept SSD Application ... 79
4.11 Physical integration between station and OSD ... 80
4.11.1 Envelope footprint ... 80
4.11.2 Interface levels ... 80
4.12 Staging ... 81
4.13 Infrastructure and services ... 82
4.14 Ecologically sustainable development strategy ... 83
4.15 Retail and commercial strategy ... 83
4.16 Public art strategy ... 83
4.17 Signage ... 84
4.18 Mechanical services ... 84
4.19 Subdivision ... 84

5. Stakeholder and community engagement ... 87
5.1 Secretary's Environmental Assessment Requirements ... 87
5.2 Consultation with Community ... 87
5.3 Consultation during development of Sydney Metro City & Southwest ... 88
5.4 Consultation during preparation of this SSD application ... 88
5.5 Consultation with agencies ... 90
5.6 Outcomes from consultation ... 91
5.6.1 Summary of community feedback ... 91
5.6.2 Stakeholder feedback – City of Sydney Council ... 91
5.6.3 Stakeholder feedback – Sydney Coordination Office ... 92
5.6.4 Summary of stakeholder feedback – Design Review Panel ... 93
5.6.5 Stakeholder feedback – Air Services ... 94
5.6.6 Stakeholder feedback – Utility Services Providers ... 94
5.6.7 Department of Planning and Environment ... 94
5.6.8 Office of the Government Architect ... 94
5.7 Public Exhibition of the SSD Application ... 95
5.8 Ongoing Consultation and Engagement ... 96
5.9 Next Steps ... 96

6. Assessment of compliance with strategic plans ... 99
6.1 NSW State Priorities ... 99
6.2 NSW's Premier's Priorities ... 100
6.3 A Plan for Growing Sydney ... 101
6.4 Towards our Greater Sydney 2056 ... 101
6.5 Greater Sydney Region Plan 2018 ... 101
6.6 Eastern City District Plan ... 104
6.7 NSW Long Term Transport Master Plan ... 105

6.8 Future Transport Strategy 2056 105
6.9 Building Momentum: State Infrastructure Strategy 2018-2038 106
6.10 Better Placed: An Integrated Design Policy for Built Environment of NSW 107
6.11 Sustainable Sydney 2030 108
6.12 Sydney City Centre Access Strategy 110
6.13 Central Sydney Planning Strategy 110
6.14 Other strategic policies and guidelines 111

7. Assessment of compliance with statutory provisions 115
7.1 Environmental Planning and Assessment Act 1979 115
7.1.1 Evaluation (section 4.15) 116
7.1.2 State significant development (Division 4.7) 117
7.2 Environmental Planning and Assessment Regulation 2000 117
7.3 Airports Act 1996 (Cth) 117
7.4 Biodiversity Conservation Act 2016 118
7.5 State Environmental Planning Policies 118
7.6 Sydney Local Environmental Plan 2012 122
7.6.1 Development requiring or authorising preparation of a development control plan 125

8. Assessment of environmental impacts 131
8.1 Secretary's Environmental Assessment Requirements 131
8.2 Built form and urban design 131
8.2.1 Podium setback 132
8.2.2 Setbacks above podium 133
8.2.3 Northern setback 133
8.2.4 Eastern setback 134
8.2.5 Southern setback 134
8.2.6 Western setback 135
8.2.7 Edinburgh Castle Hotel setbacks 135
8.2.8 Recommendations 136
8.3 Solar access to Hyde Park 136
8.3.1 Recommendations 140
8.4 Visual and view impacts 141
8.4.1 Visual impacts from surrounding vantage points 141
8.4.2 View impacts on neighbouring residential properties 145
8.4.3 Recommendations 148
8.5 Streetscape and public domain 149
8.5.1 Streetscape impacts 149
8.5.2 Public domain daylight levels 150
8.5.3 Recommendations 150
8.6 Residential amenity 150
8.7 Impact on adjoining properties 152
8.7.1 Overshadowing and solar access impacts 152
8.7.2 Recommendations 154
8.8 Integration with Sydney Metro station infrastructure 154
8.8.1 Interrelationship of Uses 154
8.8.2 Impact on Rail Infrastructure 154

8.8.3 Recommendations 155
8.9 Heritage impacts 155
8.9.1 Recommendations 158
8.10 Transport and accessibility 158
8.10.1 Existing conditions 159
8.10.2 Mode share 159
8.10.3 Traffic impacts 159
8.10.4 Parking impacts 161
8.10.5 Pedestrian impacts 161
8.10.6 Bicycle access and parking 162
8.10.7 Sustainable transport initiatives 162
8.10.8 Recommendations 163
8.11 Edinburgh Castle Hotel development potential 163
8.12 Environmental sustainability 164
8.12.1 BASIX 165
8.12.2 Recommendations 165
8.13 Ecologically Sustainable Development 166
8.14 Prescribed airspace for Sydney Airport 167
8.14.1 Surrounding development 167
8.14.2 Airspace protections 167
8.14.3 Airspace impacts 167
8.14.4 Recommendations 168
8.15 Wind impacts 168
8.15.1 Wind impacts 168
8.15.2 Recommendations 169
8.16 Utilities, infrastructure and services 170
8.16.1 Water and Sewer 170
8.16.2 Stormwater 170
8.16.3 Gas 170
8.16.4 Electricity 170
8.16.5 Telecommunications 170
8.16.6 Recommendations 170
8.17 Stormwater and flooding 171
8.17.1 Flooding 171
8.17.2 Stormwater 172
8.17.3 Recommendations 172
8.18 Noise and vibration (construction) 172
8.18.1 Construction works overview 172
8.18.2 Construction noise and vibration study area 173
8.18.3 Noise monitoring and Rated Background Level 173
8.18.4 Construction noise and vibration management levels 173
8.18.5 Recommendations 175
8.19 Noise and vibration (operation) 175
8.19.1 Airborne noise 176
8.19.2 Ground-borne noise 176
8.19.3 Recommendations 176
8.20 Public benefits, contributions and voluntary planning agreement 177

8.21 Signage 177
8.21.1 Recommendations 178
8.22 Construction management 179
8.23 Reflectivity 180
8.23.1 Recommendation 180
8.24 Contamination 180
8.25 Crime prevention through environmental design 180
8.25.1 Recommendations 181
8.26 Waste management 181
8.26.1 Recommendations 182
8.27 Accessibility 182
8.27.1 Recommendation 182

9. Social and economic impacts 185
9.1 Social impacts 185
9.2 Economic impacts 185

10. Site suitability and public interest 189
10.1 Site suitability 189
10.2 Public interest 190

11. Framework for management of design and environmental impacts 193
11.1 Construction environmental management framework 196
11.2 Construction noise and vibration strategy 196

12. Mitigation measures 199

13. Environmental risk assessment 207

14. Conclusion 213

List of Appendices

VOLUME 1 (A4)

A. Secretary's Environmental Assessment Requirements

VOLUME 2 (A3)

B. Site Title Diagrams and Site Survey
C. Architectural Drawings of Proposed Building Envelope
D. Architectural Drawings of possible indicative building (Residential)
E. Architectural Drawings of possible indicative Building (Commercial)
F. Sydney Metro and Over Station Development Demarcation Drawings
G. Built Form and Urban Design Report
H. Shadow Study

VOLUME 3 (A4)

I. Design Excellence Strategy
J. OSD Design Guidelines
K. Strategic Land Use Analysis
L. Pre-Submission Consultation Report
M. Solar Access Impact on Adjacent Properties
N. Wind Impact Assesment

VOLUME 4 (A4)

O. Acoustic Report
P. Flooding and Stormwater Management Plan
Q. Ecologically Sustainable Development Report
R. Heritage Impact Statement
S. Accessibility Design Review
T. Transport and Traffic Impact Assessment Report

VOLUME 5 (A3)

U. Private View Analysis
V. Visual Impact Analysis

VOLUME 6 (A4)

W. Visual Impact Assessment Report
X. Aviation Report
Y. Waste Management Plan
Z. Construction Management Statement
AA. Services and Utilities Infrastructure Report
BB. Crime Prevention Through Environmental Design Report
CC. BDAR Assessment Waiver Request

INTRODUCTION

CHAPTER ONE

1. Introduction

1.1 Purpose of this Statement

This Environmental Impact Statement (EIS) is submitted by Sydney Metro to the NSW Department of Planning and Environment (DPE) in support of a concept State significant development Application (concept SSD Application or concept proposal).

The concept SSD Application is made under section 4.22 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and seeks approval for over station development (OSD) comprising an envelope for a future residential or commercial building integrated with the southern portal of Pitt Street Station. Pitt Street Station is part of the new standalone Sydney Metro rail network.

Sydney Metro is Australia's biggest public transport project. It presents a major opportunity to shape Sydney for generations to come and will be a legacy for our evolving global city. Sydney Metro will move more people than ever before in a safe and reliable way, facilitating Sydney as a growing global city by providing opportunities to strengthen existing centres, revitalise communities and create great places.

The OSD seeks to maximise the land use opportunities associated with Sydney Metro, support additional activity in the Sydney CBD, drive a high level of patronage on the new metro rail and contribute to the creation of a single integrated station development. The OSD would contribute to the Sydney skyline and would form a new destination and focal point for the CBD that would complement surrounding development.

This concept SSD Application is the first stage of the Pitt Street South OSD project. The second stage would be a detailed SSD Application for the design and construction of the OSD (detailed SSD Application).

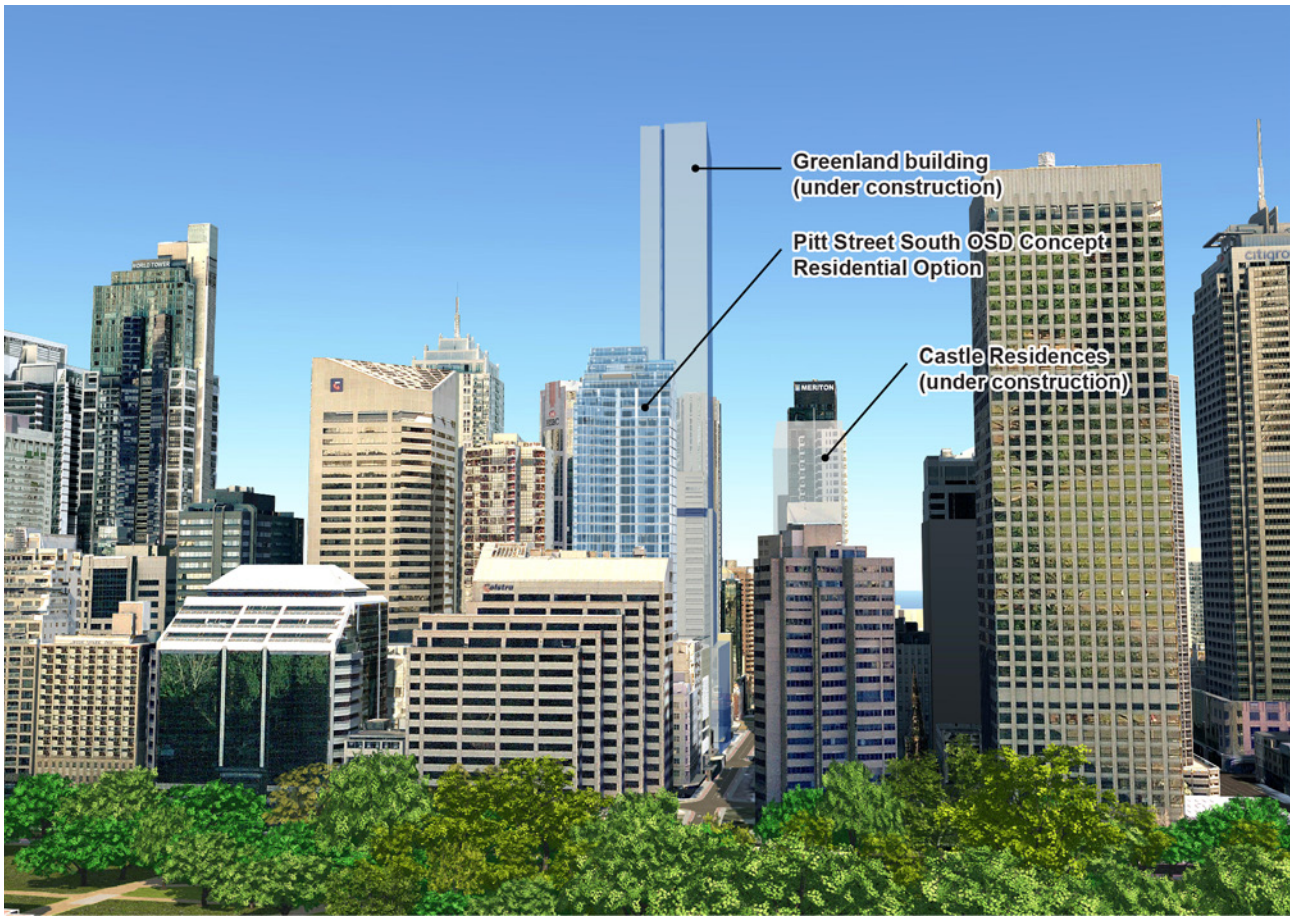


Figure 3 – Pitt Street South OSD indicative design (in blue), as viewed from Hyde Park

Note: Approved surrounding developments under construction including Greenland Centre and Castle Residences also shown.

The concept proposal seeks approval for a building envelope (i.e. volumetric parameters), use of the OSD for concept land uses (subject to further application) which could include residential or commercial uses, future subdivision (if required) and general development strategies to inform the future detailed design of the OSD. The building envelope has been designed for a future building form to sit above and be fully integrated with the southern portal of Pitt Street Station, forming a single integrated station development. No physical works are proposed as part of this concept SSD Application.

Two indicative designs have been included, for both a residential scheme and commercial scheme, which demonstrate potential design solutions that would be consistent with the parameters of this concept SSD Application. It is noted that the residential scheme is more detailed due to the need to demonstrate compliance with a greater number of design and amenity criteria.

The integration (structural, architectural and functional) between each scheme and the station structure has been informed by the current stage of design work undertaken for the station prepared on behalf of Sydney Metro.

The proposed building envelope is considered to provide an appropriate design response to the site and its key constraints. In particular, the approach of the development towards the Princeton Apartments to the site and the minimisation of overshadowing to Hyde Park have been key factors in the development of the proposed envelope.

The concept proposal is classified as State significant pursuant to clause 19(2) of *State Environmental Planning Policy* (State and Regional Development) 2011 (SRD SEPP), as it is within a rail corridor, is associated with railway infrastructure for the purposes of residential or commercial premises and has an estimated capital investment value in excess of $30 million and can be considered as State significant for the purposes of section 4.36 of the EP&A Act.

1.2 Sydney Metro City & Southwest – Chatswood to Sydenham

1.2.1 Overview

Sydney Metro consists of two stages – Sydney Metro Northwest, which is due for completion in 2019 and Sydney Metro City & Southwest which is due for completion in 2024 (refer to Figure 4). Once complete, Sydney Metro will have ultimate capacity for a train every two minutes through the Sydney CBD in each direction – a level of service never seen before in Sydney.

The application for Sydney Metro City & Southwest – Chatswood to Sydenham was lodged by Sydney Metro as a Critical State Significant Infrastructure project (reference SSI 15_7400) and was approved by the Minister for Planning in January 2017. The project is described in the approval (hereafter referred to as the CSSI Approval) as follows:

> *Construction and operation of a metro rail line, approximately 16.5 kilometres long (of which approximately 15.5 kilometres is located in underground rail tunnels) between Chatswood and Sydenham, including the construction of a tunnel under Sydney Harbour, links with the existing rail network, seven new metro stations, and associated ancillary infrastructure.*

The seven stations identified in the approval are at Crows Nest, Victoria Cross, Barangaroo, Martin Place, Pitt Street, Sydenham, Waterloo and Central (new underground platforms).

Since the Chatswood to Sydenham CSSI Approval was issued, Sydney Metro has lodged four modification applications to amend the approval as outlined below:

- **Modification 1 –** Victoria Cross and Artarmon Substation which involves relocation of the Victoria Cross northern services building in North Sydney from 194-196A Miller Street to 50 McLaren Street together with the inclusion of a new station entrance at this location. 52 McLaren Street would also be used to support construction of these works. The modification also involves the relocation of the substation at Artarmon from Butchers Lane to 98–104 Reserve Road. This modification application was approved on 18 October 2017.

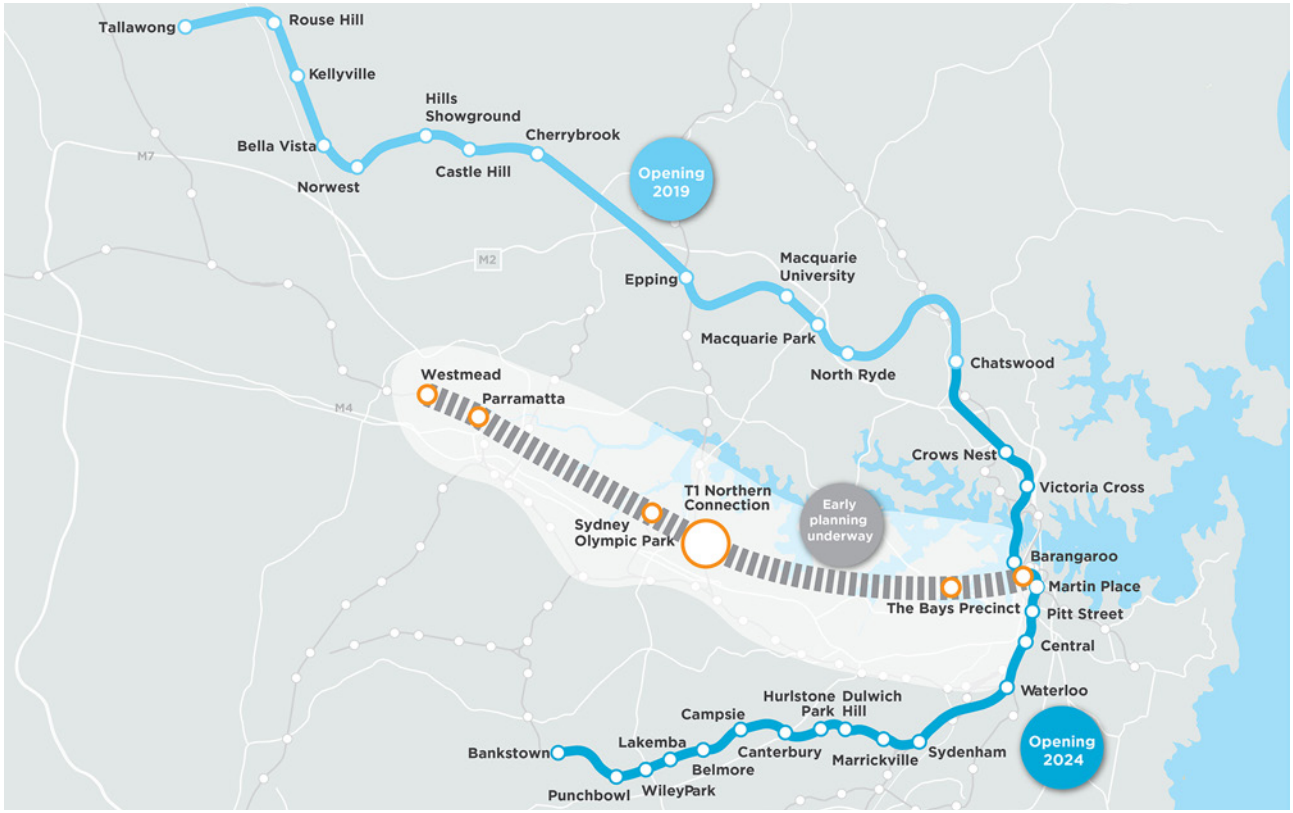


Figure 4 – Sydney Metro alignment map

- **Modification 2 –** Central Walk which involves additional works at Central Railway Station including construction of a new eastern concourse, a new eastern entry, and upgrades to suburban platforms. This modification application was approved on 21 December 2017.
- **Modification 3 –** Martin Place Station which involves changes to the Sydney Metro Martin Place Station to align with the Unsolicited Proposal by Macquarie Group Limited (Macquarie) for the development of the station precinct. The proposed modification involves a larger reconfigured station layout, provision of a new unpaid concourse link and retention of the existing MLC pedestrian link and works to connect into the Sydney Metro Martin Place Station. This modification application was approved on 22 March 2018.
- **Modification 4 –** Sydenham Station and Sydney Metro Train Facility South which incorporates Sydenham Station and precinct works, the Sydney Metro Trains Facility South, works to Sydney Water's Sydenham Pit and Drainage Pumping Station and ancillary infrastructure, and track and signalling works into the approved project. This modification application was approved on 13 December 2017.

The CSSI Approval as modified allows for all works to deliver and operate Sydney Metro between Chatswood to Sydenham Stations and also includes the upgrade of Sydenham Station. The remainder of the City & Southwest project proposes the conversion of the existing heavy rail line from west of Sydenham Station to Bankstown to metro standards and the upgrading of the existing railway stations along this alignment to metro standards. This part of the project, referred to as the Sydenham to Bankstown upgrade, is the subject of a separate CSSI Application (reference SSI 17_8256). A Response to Submissions and Preferred Infrastructure Report was submitted to DPE in June 2018 for further exhibition and assessment. Early planning is also underway for the next stage of the Sydney Metro system, Sydney Metro West.

It is noted that the Pitt Street station precinct broadly comprises two portals linked by an underground pedestrian tunnel. OSD is proposed at Pitt Street North (subject to SSD17_8876), and the Pitt Street South site to which this application relates.

1.2.2 Integrated Station Development

The construction of the Sydney Metro stations presents an exciting opportunity to incorporate global best practice for place-making and environmentally sustainable development, and to apply innovative thinking to create new city icons. The new metro stations will contribute to Sydney's reputation for design excellence and leave a lasting legacy.

To help ensure success, the metro rail service will form part of activated integrated station developments featuring station, OSD, station retail opportunities and public domain improvements. These integrated station developments will be welcoming and inclusive, serving as focal points for local communities. They will provide new places for people to work, live, shop and play, with public spaces designed to encourage walking, cycling and social interaction. This approach will support the NSW Government's planning strategies and objectives to grow high-value jobs, provide workers with better access to employment, and create liveable and sustainable centres.

In the period since the issue of the CSSI Approval, Sydney Metro has undertaken further design work in relation to Pitt Street Station to determine the space planning and general layout of the station and identify spaces within the station area (defined under the CSSI Approval) that would be available for OSD use. Additionally, design work has been undertaken to determine the technical requirements for the structural integration between the OSD and station. This design work has informed the concept SSD Application and the indicative OSD design CSSI Approval (Appendix G).

Ongoing design development of the works to be delivered under the CSSI Approval will continue with a view to developing an Interchange Access Plan (IAP) and Station Design Precinct Plan (SDPP) for Pitt Street Station to satisfy Conditions E92 and E101 of the CSSI Approval.

Figure 5 – Pitt Street Station concept map

The Pitt Street South integrated station development would be a hub in the Sydney CBD. It has been designed to act as a focal point, commensurate with the provision of a new key station in the heart of the city centre. The envisaged residential or office spaces would contribute to the growth of residential or employment potential at the site and contribute to the growth of the CBD.

Figure 5 demonstrates the location of the northern and southern portals of Pitt Street Station, including the alignment of Sydney Metro, major roads, open space, transport corridors as well as the surrounding retail, cultural and entertainment precincts. Figure 6 visualises the relationship between Pitt Street North and Pitt Street South OSDs, and Pitt Street Station beneath.

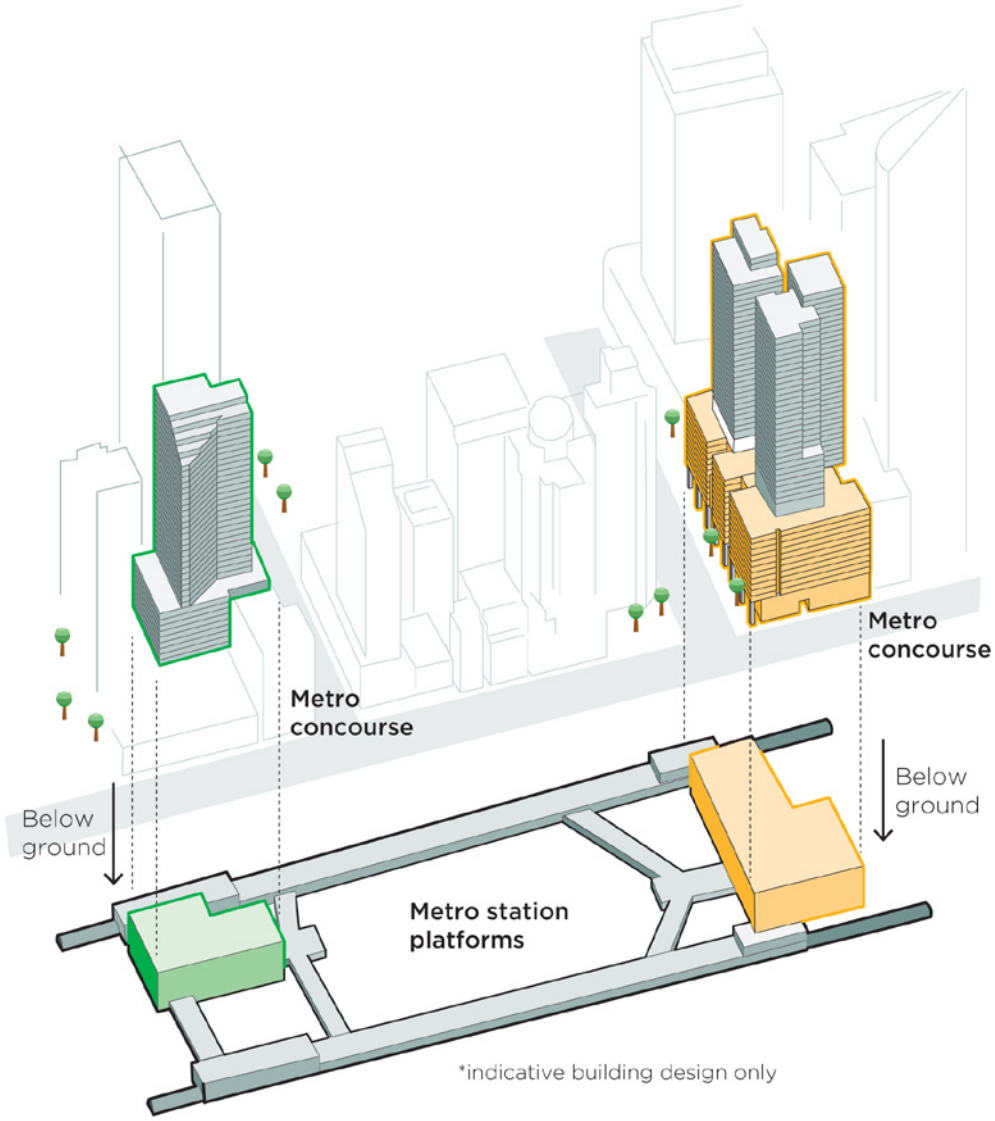


Figure 6 – Relationship between Pitt Street North OSD, Pitt Street South OSD and Pitt Street Station

1.2.3 Planning relationship between Pitt Street Station and Pitt Street South OSD

While the Pitt Street Station and Pitt Street South OSD would form part of an integrated station development, the planning pathways defined under the EP&A Act involve separate approval for the two components. The approved station works (CSSI Approval) are subject to the provisions of Part 5.1 of the EP&A Act (now referred to as Division 5.2) and the OSD component is subject to Part 4 of the EP&A Act.

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

- demolition of existing development
- excavation
- station structure including concourse and platforms
- lobbies
- retail spaces within the station
- public domain improvements
- platform tunnels which also carry the track and rail systems
- access arrangements including vertical transport such as escalators and lifts
- structure and service elements and relevant space provisioning necessary for constructing the OSD, such as columns and beams, space for lift cores, plant rooms, access, parking, and building services

The rationale for this delivery approach, as identified within the CSSI Application for the Sydney Metro project, is to enable OSD to be more efficiently built and appropriately integrated into the station structure. The EIS for the Chatswood to Sydenham component of the Sydney Metro City & Southwest project identified that future OSD would be subject to a separate assessment process.

The vertical extent of the approved station works (CSSI Approval) is defined by the 'transfer slab' level, above which would sit the OSD. This delineation is illustrated in Figure 7.

The CSSI Approval also establishes the general concept for the ground plane of Pitt Street Station including access strategies for commuters, residents, pedestrians and workers. In this regard, pedestrian access to the station would be from Bathurst Street and the OSD lobbies would be accessed from Pitt Street.

The public domain improvement works around the site will be delivered under the CSSI Approval. The relationship between the CSSI Approval and this concept proposal is discussed in further detail in Chapter 4.10 of this EIS.

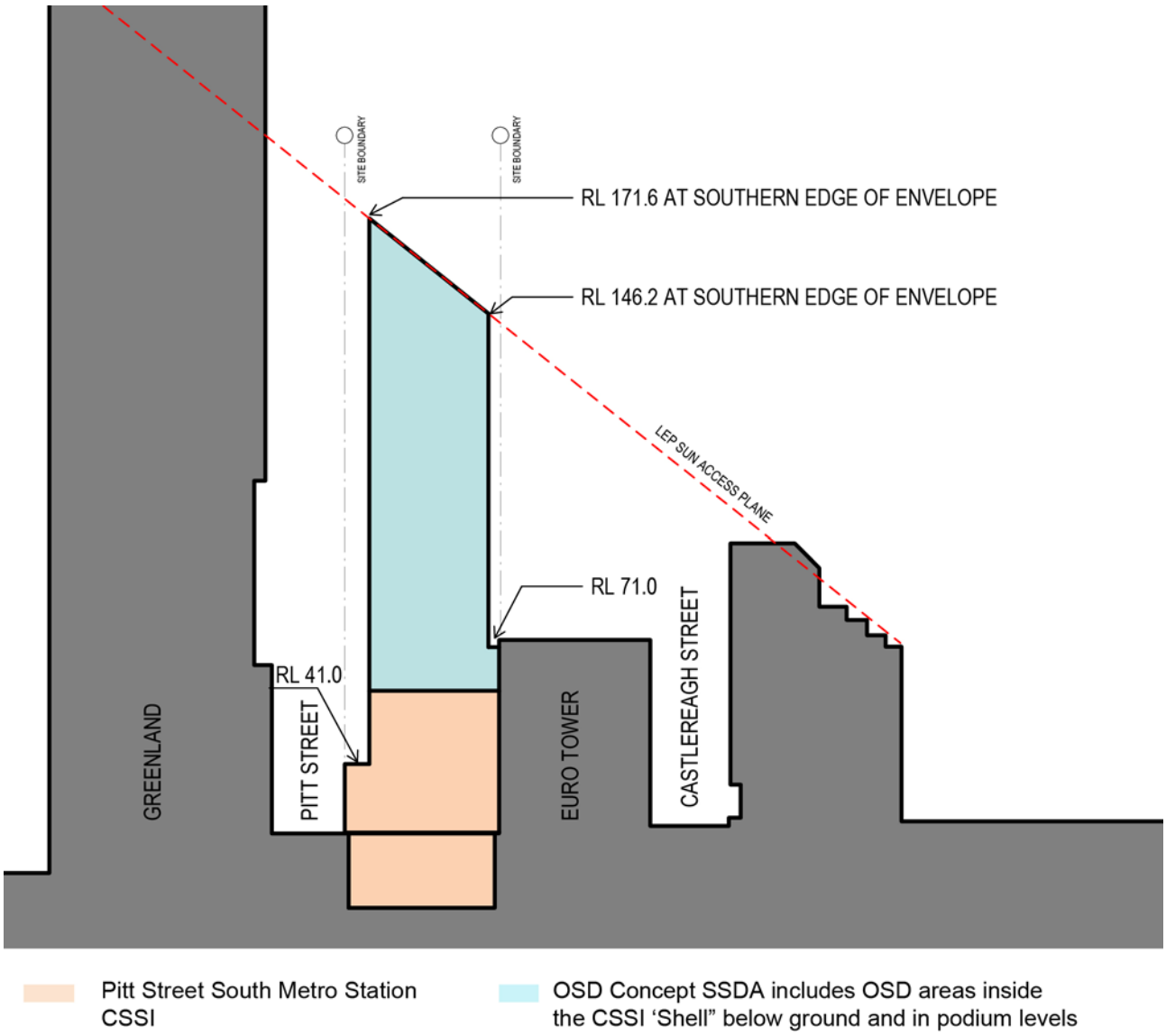


Figure 7 – Delineation between station (shown in orange) and OSD (shown in blue)

1.3 Overview of proposed Pitt Street South OSD

This concept SSD Application seeks approval for the OSD above and within the approved Pitt Street Station (southern portal) including the following:

- a building envelope for the proposed OSD
- a maximum envelope height of approximately Relative Level (RL) 171.6 which equates to approximately 35 storeys, including podium height of RL 71.0, which equates to approximately eight storeys above ground
- use of the OSD component of the development for the purposes of(subject to further detailed applications);
  - residential accommodation and/or
  - commercial premises
- use of the conceptual OSD space provisioning within the footprint of the CSSI Approval (both above and below ground), including the OSD lobby areas, podium car parking, storage facilities, services and back-of-house facilities
- car parking for a maximum of 34 spaces located across three levels of the podium

The concept SSD Application also seeks approval for future subdivisions (if required) and the strategies to guide the detailed design of the future OSD, including pedestrian and vehicular access, utilities service provision, management of stormwater and drainage, public art and the achievement of ecologically sustainable development. The application is also accompanied by a Design Excellence Strategy and Design Guidelines to which future detailed design would need to respond.

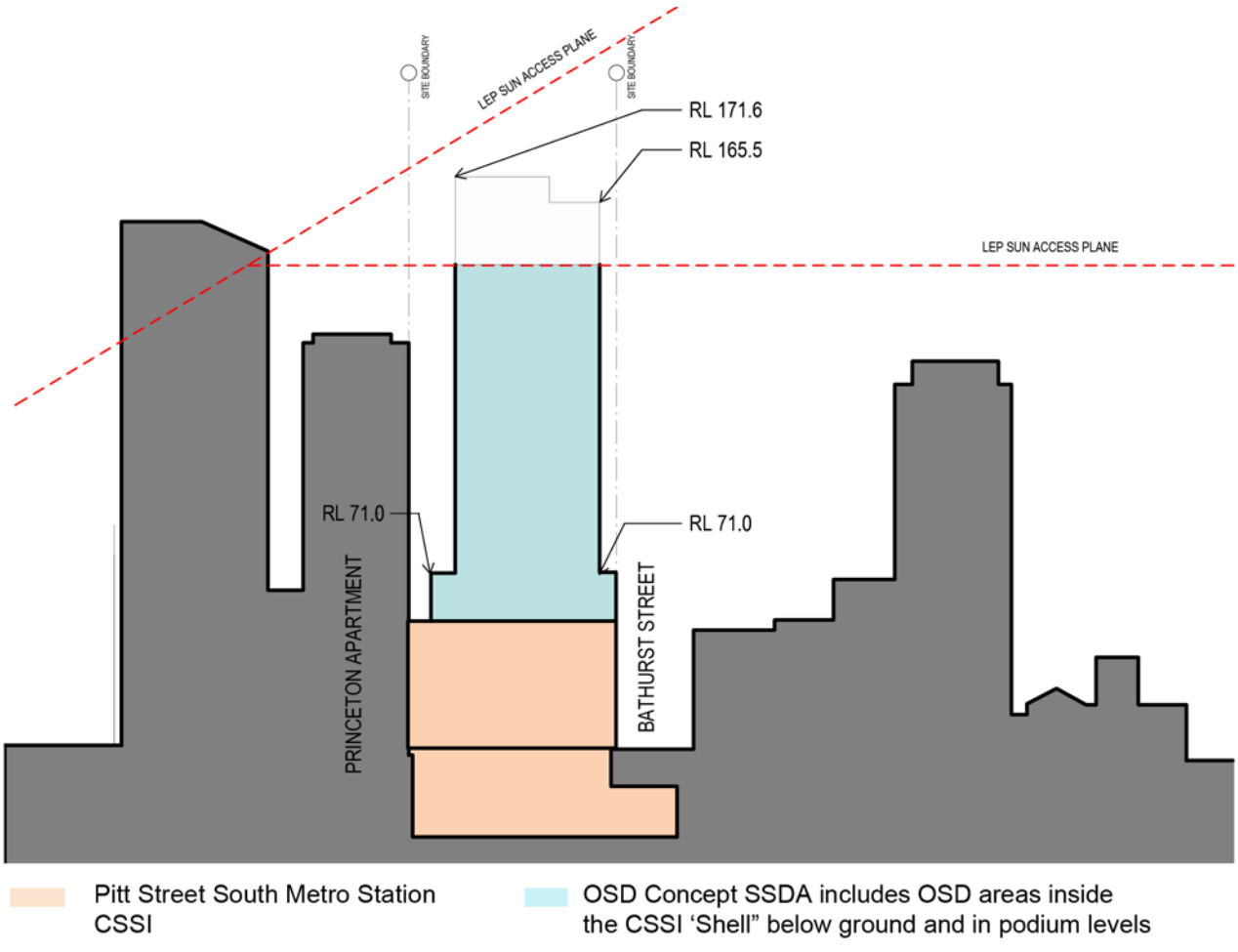


Figure 8 – North-south section of the proposed envelope

Architectural drawings illustrating the proposed building envelope are provided at Appendix C. An indicative design for the future OSD illustrating a possible residential scheme is provided at Appendix D, while an indicative design for the future OSD illustrating a possible commercial scheme is provided at Appendix E.

The proposed envelope is demonstrated in section form at Figure 8.

The OSD project is expected to create 350 jobs in the construction phase. A commercial scheme would generate an estimated 1,500 jobs in the operational phase.

The delivery strategy proposed by Sydney Metro involves engaging a single contractor to deliver the integrated station development package. This delivery strategy would provide the opportunity to commence construction on the OSD while the station construction is underway, aimed at having the full integrated station development completed as close as is feasibly possible to the station opening in 2024. This would result in the delivery of the complete, integrated outcomes for the station precinct and would reduce impacts on the community during the construction stage.

1.4 Need for the project

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

Pitt Street Station is a key new station on the Sydney Metro network, comprising one of four metro stations in the Sydney CBD, alongside Barangaroo Station, Martin Place Station and Central Station (new underground platforms). Pitt Street Station will provide access to a variety of existing and proposed other transport networks, including the future Sydney Light Rail (SLR) network. Pitt Street Station will also play a key role in alleviating congestion from other surrounding stations, including Town Hall Station, Museum Station and St James Station.

The concept proposal seeks to build upon the opportunities afforded by Sydney Metro through the provision of a concept OSD which is integrated with the southern portal of Pitt Street Station. The potential residential or commercial uses of the OSD respond to different needs in the Sydney CBD.

1.5 Objectives of the development

The objectives of this concept SSD Application are to:

- support the NSW Government's planning strategies and objectives, including the *Greater Sydney Region Plan* (2018) and the *Eastern City District Plan* (2018)
- enable the development of a mixed use building at the site which caters to a range of different in demand land uses and works to create a fully integrated station precinct in Central Sydney
- provide a development outcome commensurate with the status of Central Sydney as a leading economic and cultural centre
- enhance the customer experience and urban amenity through the development of an integrated design concept that ensures delivery of a quality public domain area with strong connections to the site's surroundings
- create an urban environment that drives high usage of the Sydney Metro network
- provide the opportunity to deliver the OSD as early as possible with the aim of opening concurrently or shortly following completion of the Pitt Street Station
- enable a building form which works to minimises overshadowing impacts on public open spaces including Hyde Park
- provide a sensitive relationship between the site and the surrounding heritage context
- create a framework which works to achieve design excellence in the final integrated station development

1.6 Analysis of alternatives

This section should be considered with reference to the floor plate and building envelope options included in the Built Form and Urban Design Report (Appendix G) and the broader delivery framework for the Sydney Metro project (Chapter 1.2).

1.6.1 Alternative option A – do nothing

The 'do nothing' option (no OSD above the Pitt Street southern portal) is considered impractical and fails to meet the Government's aspirations for a Sydney Metro project which maximises land use opportunities. Sydney Metro is well advanced in planning and construction and the OSD forms a key component of the integrated station development. The 'do nothing' option would forego an innovative and exciting opportunity to create a new Pitt Street South integrated station development which is a new point of interest at the heart of the Sydney CBD. The opportunity cost of not pursuing the OSD would be significant, given the multitude of benefits to the city which would be forgone if no OSD is pursued (further discussed at Chapters 6 to 11). This option delivers no regeneration benefits to the locality associated with the potential OSD, and would leave the station portal as a stand-alone piece of transport infrastructure which was out of scale with the surrounding Sydney CBD context.

This option would also be inconsistent with NSW transport policy direction to create new homes and jobs, promote public transport usage and encourage walking and cycling. This option would also fail to promote public transport use and contribute to the residential and employment targets in the *Eastern City District Plan (2018)*.

Alternative option B – alternative land uses

Under this assessment of alternatives, alternative land uses have been considered to confirm whether mixed use is the most appropriate land use at the site. In this regard, a Strategic Land Use Analysis has been prepared (Appendix K) which provides a detailed analysis of a range of different uses for the OSD component above the station portal.

These land uses comprise:

- residential
- commercial
- retail
- student accommodation
- hotel accommodation
- serviced apartments
- mixed uses

Each of these land uses were tested against the following criteria:

- **location -** the suitability of the land use option within the CBD context of the Pitt Street South site
- **entry and lobby -** the ability of the ground floor space to accommodate the uses without interrupting the station operations or the surrounding street network
- **vehicular loading and servicing -** the ability for an adequate level of vehicular circulation to be provided to and within site to enable for sufficient on-site loading and servicing without compromising surrounding street operations
- **car parking –** ability to provide sufficient on-site car parking and any vehicular service provision within the site to cater for the requirements of the nominated land use
- **vertical transport -** the ability for vertical passenger and goods lifting to be accommodated on the site based on the requirements of the particular land use
- **floor plate profile -** the ability for a suitable building form and floorplate to the be provided within the envelope which would be appropriate for the land use option
- **impact on adjacent properties and public domain -** the level of environmental impacts from the land use option to neighbouring buildings in the vicinity of the site (e.g. through specific floorplate requirements, or impacts in terms of noise, privacy etc.)

Based on assessment against these criteria, the highest scoring options were the residential only and commercial office only options. This was principally due to the location of the site within a highly accessible CBD context, where commercial office and residential apartments are desirable, and due to the constraints of the site which make other land uses in terms of floor plates, servicing and vertical transport difficult. The ability for a residential only or commercial only scheme to be delivered on the site represents a significant positive opportunity to contribute to the generation of either additional employment potential or additional residential accommodation at the site. Both options would deliver substantial benefits to the surrounding areas and the Sydney CBD, contributing to the legacy of the Sydney Metro project.

Additionally, the proposal would be able to function alongside the station operations in a manner which minimises any potential impacts. Both residential and commercial schemes have been tested as being able to minimise any adverse environmental impacts, especially in regard to operation of the future metro station and operation of the surrounding pedestrian and vehicular transport network.

Further explanation regarding the proposed land use has been provided at Appendix K.

Given the nature of development proposed under this application some flexibility of final land use across the OSD is proposed, with this subject to further design development based upon resolution of the final selected land use at the detailed SSD Application, stage.

1.6.2 Alternative option C – alternative building envelope designs

In accordance with the SEARs issued for the project, the following is required to be undertaken as part of this concept SSD Application:

> *Provide a comprehensive options analysis for the built form, supported by an urban design analysis, which considers a range of building and podium heights and setbacks, tower locations and forms, with justification that the selected option is based on careful consideration of the benefits and potential impacts of each option in the context of the immediate locality and the broader Sydney CBD area*

Accordingly, an assessment of four different potential building envelopes has been undertaken to confirm the potential impacts arising from different designs at the site. Each of the options considered has been designed to align with the key controls affecting building height under the SLEP 2012, including the Hyde Park Sun Access Plane. Envelopes with a maximum height lower than the maximum available under these controls were not tested further, given that the Sun Access Plane already limits the development potential of the site and constrains the ability to maximise residential accommodation or employment capacity of the site commensurate to the level of public transport accessibility provided by the integrated station development. Accordingly, the variation between the different options explored further relates to the setbacks of the envelope from the property boundaries. In this respect, the respective setbacks of each considered envelope option have been outlined at Table 1 below.

Table 1 – Setbacks to the relevant property boundary for each alternative building envelope

Option	Bathurst Street setback	Pitt Street setback	Eastern boundary setback	Southern boundary setback
Option 1	8 metres	8 metres	6 metres	No setback
Option 2	4 metres	8 metres	6 metres	6 metres
Option 3	4 metres	4.87 metres	3 metres to 137-139 Bathurst Street No setback to heritage properties	12 metres

These options have been further discussed below, as well as in the Built Form and Urban Design Report provided at Appendix G. A more detailed discussion of the rationale for the selected building setbacks is provided at Chapter 8 of the EIS.

Option 1

Description of building envelope

The first option considered is generally consistent with the provisions of the SDCP 2012 in regard to the setbacks above the podium, including an eight metre weighted average setback to Pitt Street and Bathurst Street. Option 1 provides a consistent six metre setback along the eastern boundary. No setback is provided to the southern (side) boundary adjacent to the Princeton Apartments.

Evaluation of building envelope

This option enables delivery of the largest floorplate of the four options considered, maximising the area of each floor by providing no setback to the southern boundary. This floorplate would provide maximum flexibility to accommodate a range of potential land uses, as well as allowing for the maximisation of the development capacity of the site.

The main shortcoming of this option is the separation between the new building and the Princeton Apartments development (308 Pitt Street), which is principally oriented to the east and west, but includes windows at its northern face (refer Chapter 3.4). There is a restriction on title that makes clear these northern windows 'borrow' amenity from the absence of significant development on the subject site and requiring future owners to be notified of this. Despite this, providing no setback from the property boundary would have a negative impact on solar access and outlook for existing dwellings in this building with north facing windows.

Additionally, future development to the full extent of the maximum proposed envelope for uses such as residential, hotel and visitor accommodation would be limited, in reducing the potential for any significant areas of glazing or balconies on the southern elevation.

From an urban form perspective, the Option 1 building envelope results in a relatively wide building envelope when viewed from key views to the east (Figure 9) compared to recent nearby developments such as the Greenland Centre, and does not provide any visual separation from the Princeton Apartments building.

For these reasons, Option 1 was not pursued.

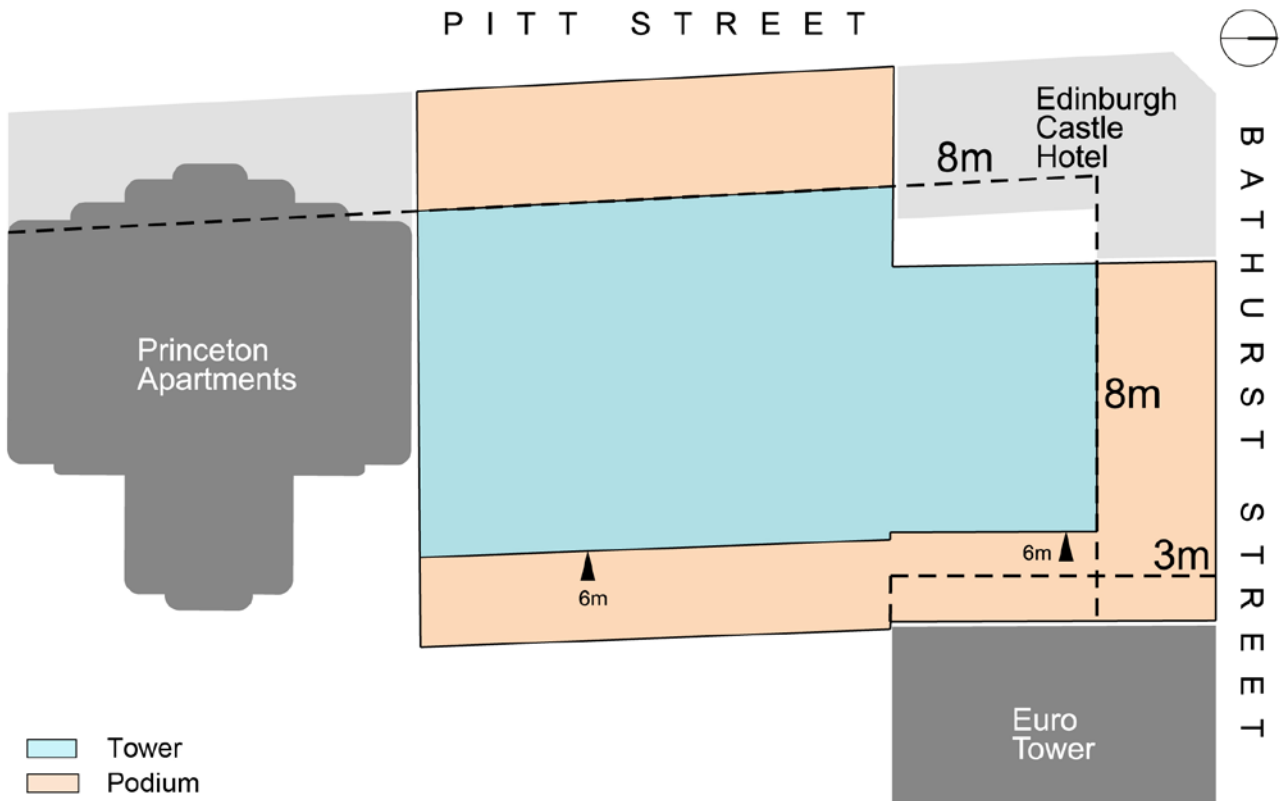


Figure 9 – Indicative above-podium building envelope plan of Envelope Option 1

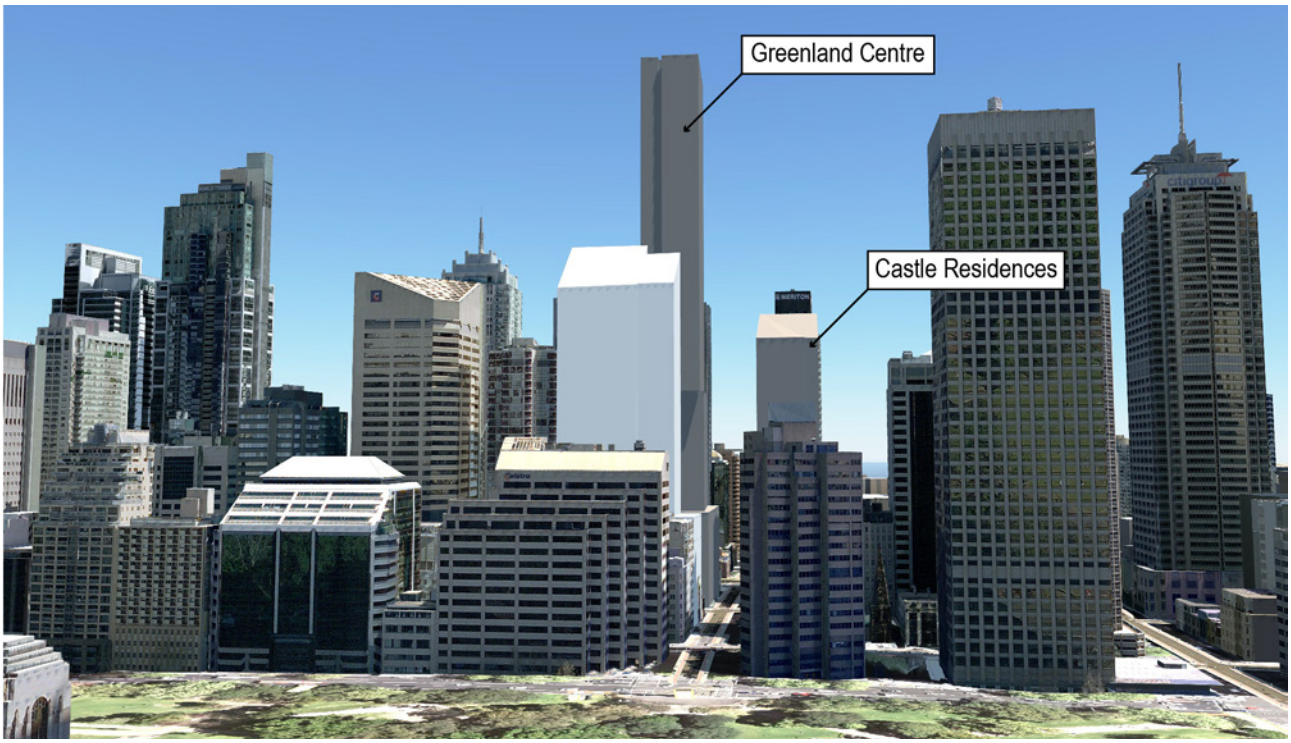


Figure 10 – Photomontage of Envelope Option 1

Option 2

Description of building envelope

Option 2 shifts the OSD building envelope to the north compared to Option 1, providing a six metre setback from the Princeton Apartments' property boundary and reducing the northern boundary setback to four metres, whilst maintaining the same eastern and western setbacks as those proposed in Option 1.

Evaluation of building envelope

By shifting the building envelope to the north, Option 2 allows existing residential dwellings in the Princeton Apartments to maintain north-facing windows with some physical separation to allow indirect and direct sunlight and ventilation. While the visual separation provides additional amenity for the Princeton Apartment dwellings when compared to Option 1, a considered design response would be required to mitigate potential visual privacy and amenity impacts to both the existing Princeton Apartment dwellings and future occupants of the OSD building. This setback distance would limit the provision of glazing on the OSD southern elevation in order to maintain privacy, potentially limiting the internal amenity for occupants near the southern boundary. In the absence of a considered design response, this could reduce the efficiency of future development within the building envelope near the southern boundary, particularly for a residential apartment land use.

The reduction in floorplate at the southern edge of the site is somewhat compensated by reducing the setback to Bathurst Street under Option 2 from eight metres to four metres, allowing additional development at the northern edge of the site. This reduction is considered to be appropriate given that it is consistent with the reduced setback of the Greenland Centre building (under construction) at 115 Bathurst Street and with other buildings along Bathurst Street.

Option 2 provides some separation between the Princeton Apartments in views to the site from the east and west (Bathurst Street), however, the separation would be visible predominately only in close-range direct views.

While Option 2 is considered to provide a reduction in overall environmental impacts compared to Option 1, the southern boundary setback results in separation between the existing and proposed buildings which would not comply with the Apartment Design Guide building separation requirements for new residential apartment development on the site.

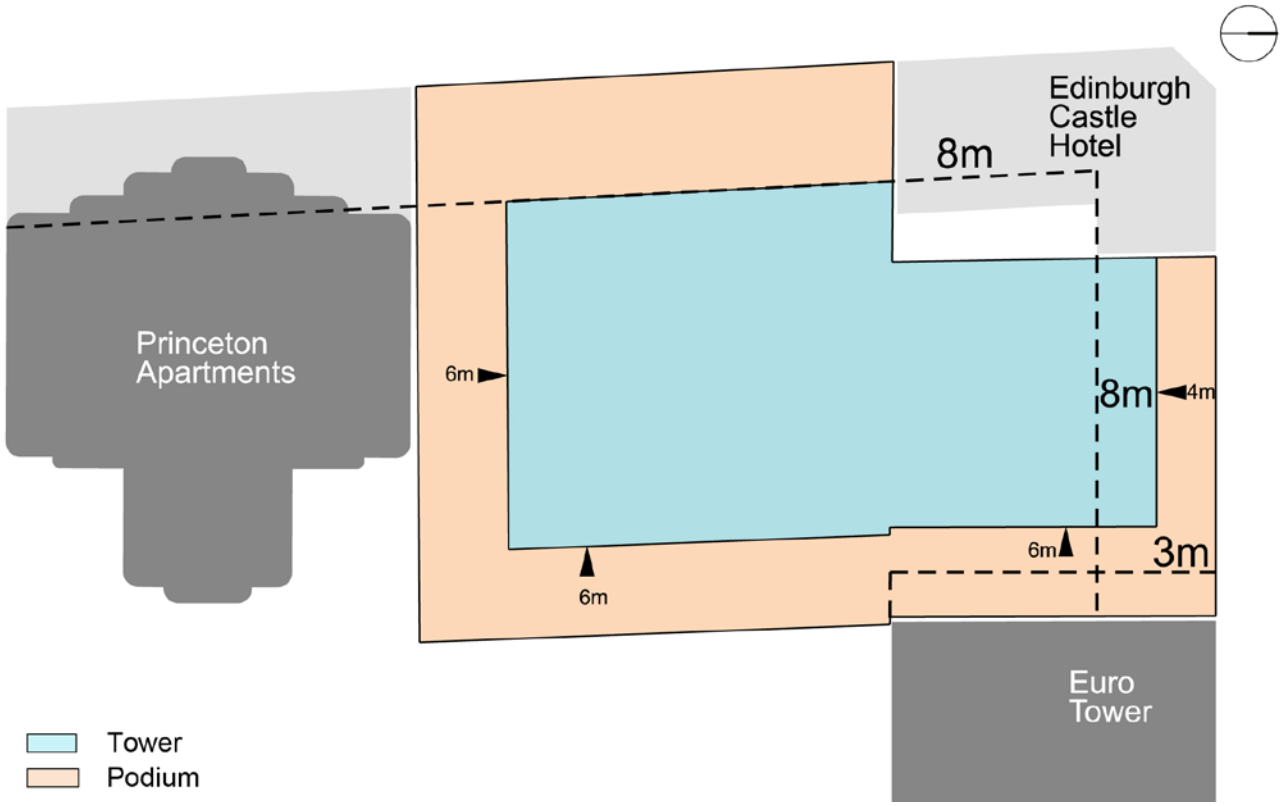


Figure 11 – Indicative above-podium building envelope plan of Envelope Option 2

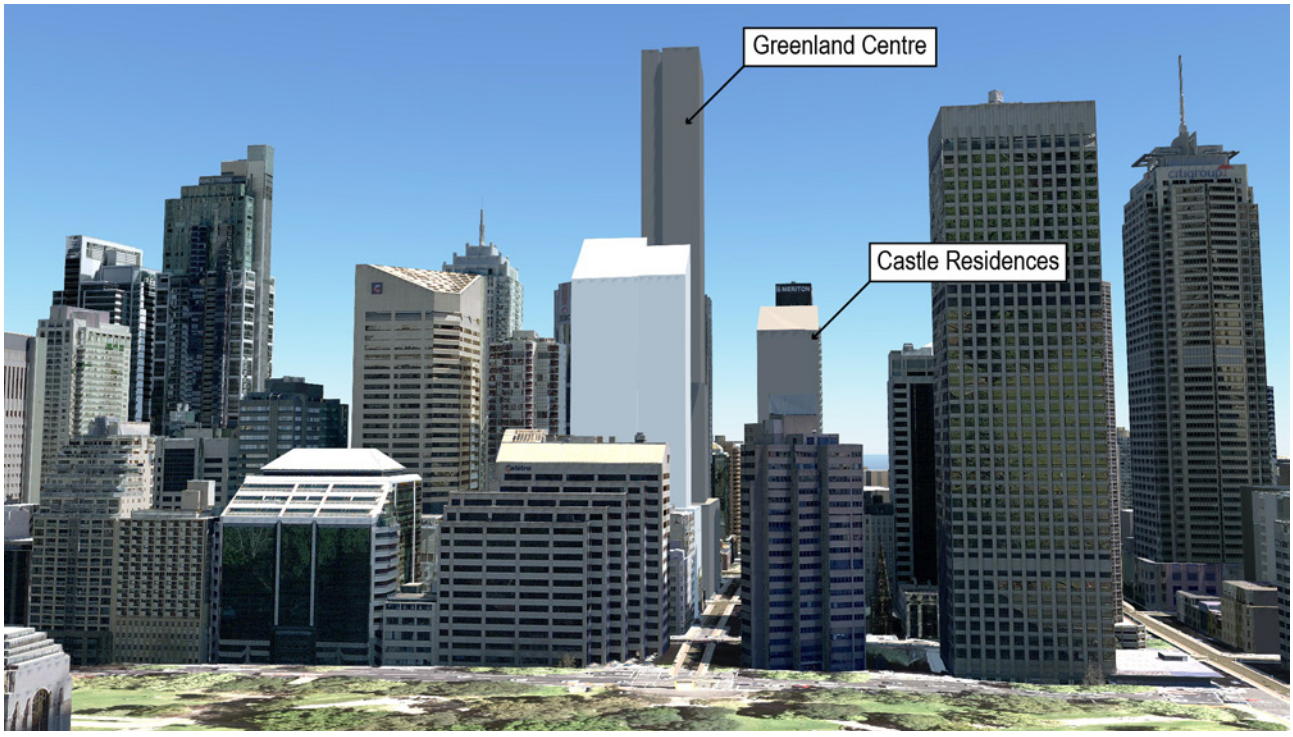


Figure 12 – Photomontage of Envelope Option 2

Option 3

Description of building envelope

Option 3 involves providing an increased (compared to Options 1 and 2) setback to the southern boundary of 12 metres above the podium. The Pitt Street setback is reduced to 5.9 metres, which is generally aligned with the minimum setback of the Princeton Apartments and 320 Pitt Street building further to the south of the site. On the eastern property boundary, a 3 metre setback is proposed to the 137-139 Pitt Street site, while no setback is proposed to the other properties on the eastern boundary.

Evaluation of building envelope

Option 3 further improves the relationship between the OSD building and the Princeton Apartments by increasing the setback from previous options considered. Although not required to, this reduces the impacts on existing dwellings with north-facing windows in the Princeton Apartments building, providing additional opportunities for direct and indirect sunlight, outlook and ventilation.

Additionally, the increased setback provides an opportunity for uses on the southern side of the development to benefit from improved amenity. The SDCP 2012 notes that a 12 metre separation from residential to residential is required for buildings up to 45 metres, with 24 metres preferred above 45 metres. The Apartment Design Guide also requires that a 12 metre separation (being half of the 24 metre separation distance between habitable rooms) be provided on a site to provide adequate building separation. Accordingly, this option is capable of accommodating residential apartments on the south while achieving an adequate level of visual privacy and amenity. Similarly, there is increased capacity to accommodate commercial office space at this southern elevation without the need for more intrusive visual privacy mitigation measures as part of future detailed building design (e.g. reduced glazing or louvres).

Increasing the setback to the southern boundary would however have a substantive impact upon the floorplate available for the future OSD building above the podium. This reduces the future development capacity of the site with a subsequent reduction in the number of potential residents or employees on the site. Providing the additional setback to the southern boundary without regaining additional floor space elsewhere would significantly impact upon the viability of a future OSD building.

At the Pitt Street frontage, a minimum setback of 4.87 metres provides for a building form above podium level that is consistent with the setback of the Princeton Apartments and the commercial office building at 320 Pitt Street further to the south. This is considered to be acceptable and appropriate given the setback is consistent with the established streetscape and the comparative benefits of providing increased separation to the southern boundary.

At the western boundary, to the south of 137-139 Bathurst Street, the OSD site adjoins the Metropolitan Fire Brigade Building which is a heritage item for which Heritage Floor Space has previously been allocated and sold resulting in a restriction on any future development above the existing building. Accordingly, no setback is required in this location to facilitate future development. Furthermore, a zero setback is able to be accommodated in this location without adverse heritage impacts, subject to detailed design and construction methodologies being developed as part of a future detailed SSD Application.

By reducing the setbacks to the east and west in comparison to Options 1 and 2, Option 3 provides capacity for a future building envelope that increases the residential or employment capacity of the site. This would be in accordance with the strategic intent and transport infrastructure capacity of the site while minimising potential environmental impacts.

The increased 12 metre setback provides for additional building separation between the future OSD building and the Princeton Apartments building. At an urban scale this allows the two buildings to be better perceived separately within both close-range and district views and reducing perceived building bulk when viewed from the west.

On the basis of the above, Option 3 was considered the preferred option which provides a suitable development outcome whilst minimising the environmental impacts of development. Further detailed justification of the final proposed setbacks is provided at Section 8.3 of the EIS.

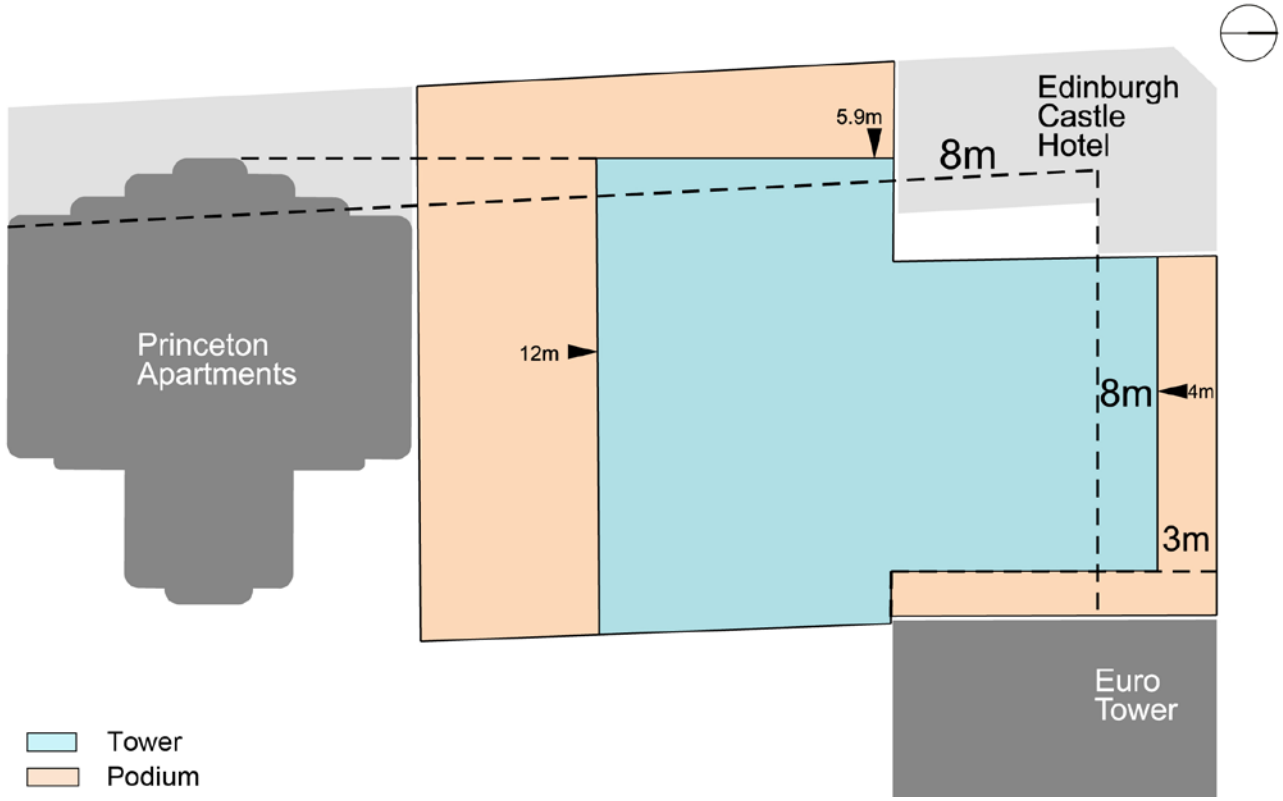


Figure 13 – Indicative above-podium building envelope plan of Envelope Option 3

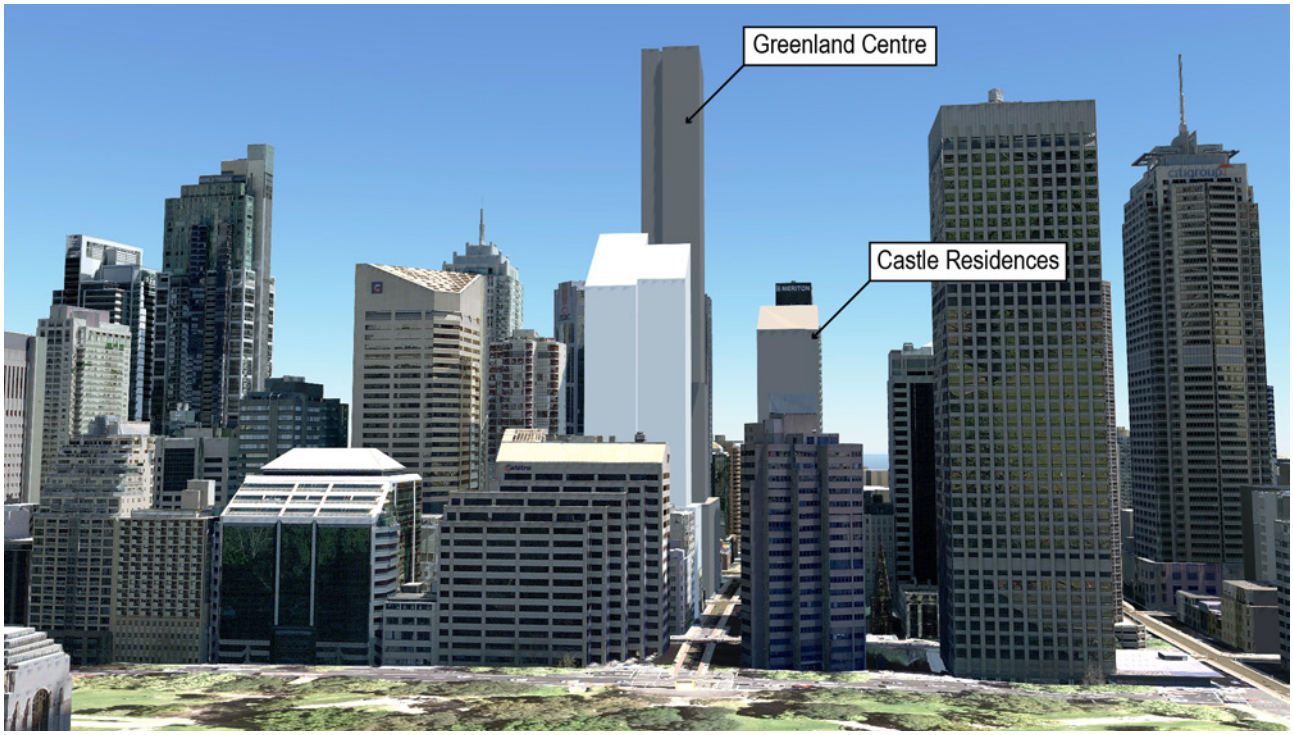


Figure 14 – Photomontage of Envelope Option 3

This page has intentionally been left blank

PLANNING CONTEXT

CHAPTER TWO

2. Planning context

2.1 State significant development

The SRD SEPP identifies development which is considered to be State significant. Clause 19(2) of Schedule 1 of the SRD SEPP provides that the following development is SSD:

> *Development within a rail corridor or associated with railway infrastructure that has a capital investment value of more than $30 million for any of the following purposes:*
>
> a) *commercial premises or residential accommodation;*
>
> b) *container packing, storage or examination facilities;*
>
> c) *public transport interchanges.*

Development for concept proposal applications is also able to be considered State significant by virtue of clause 12 of the SRD SEPP, which states that:

> *If:*
>
> a) *Development is specified in Schedule 1 or 2 to this Policy by reference to a minimum capital investment value, other minimum size or other aspect of the development, and*
>
> b) *Development the subject of a staged development application under Part 4 of the Act is development so specified,*
>
> *any part of the development that is the subject of a separate development application is development specified in the relevant Schedule (whether or not that part of the development exceeds the minimum value or size or other aspect specified in the Schedule for such development).*

As the concept proposal comprises a development within a rail corridor and associated with railway infrastructure for the purposes of commercial premises and/or residential accommodation and the proposed development has a Capital Investment Value in excess of $30 million, it is SSD for the purposes of the EP&A Act. By virtue of clause 8(2), all other components of the proposed development are considered State significant, including the proposed visitor accommodation component.

Section 4.12(8) of the EP&A Act requires a development application for SSD to be accompanied by an EIS. Accordingly, this EIS has been prepared in accordance with the requirements of Part 4 of the EP&A Act, Schedule 2 of the EP&A Regulation, and the SEARs (provided at Appendix A).

The application is made as a concept SSD Application pursuant to section 4.22 of the EP&A Act. It sets out the concept proposal for the development of the site and seeks consent for a maximum building envelope, residential or commercial land uses, pedestrian and vehicular access, car parking, signage, further subdivision of parts of the OSD footprint (if required) and its integration with Pitt Street Station (southern portal). This application also seeks approval for strategies for stormwater management, ecologically sustainable development, public art and design excellence. As this is a first stage concept SSD Application only, consent is not sought for any construction or other physical work, although a high level assessment of potential construction-related impacts is provided.

This application is accompanied by an indicative residential OSD scheme (Appendix D) as well as an indicative commercial OSD scheme (Appendix E). Each indicative building design complies with the proposed building envelope and is integrated with the design for Pitt Street Station.

Other supporting documents are appended to this EIS (see Table of Contents). All images used to support this concept SSD application are indicative / representative only and are subject to normal planning processes, including stakeholder engagement, approval and design development as part of the future detailed design SSD application.

2.2 Secretary's Environmental Assessment Requirements

In accordance with Schedule 2 of the EP&A Regulation, the Secretary of the DPE issued the SEARs for the preparation of this EIS on 30 November 2017. The SEARs are included in Appendix A.

Table 2 provides a detailed summary of the individual matters listed in the SEARs and identifies where each requirement has been addressed in this EIS and the accompanying supporting technical studies.

Table 2 – Secretary's Environmental Assessment Requirements

Requirement	Chapter of EIS	Technical report
General Requirements		
The EIS must address the *Environmental Planning and Assessment Act 1979* and meet the minimum form and content requirements in clauses 6 and 7 of Schedule 2 of the *Environmental Planning and Assessment Regulation 2000*	Chapter 7.1 and 7.2 Chapter 2.3 Statement of Validity	Appendix A
Notwithstanding the key issues specified below, the EIS must include an environmental risk assessment to identify the potential environmental impacts associated with the development.	Chapter 13	
Where relevant, the assessment of the key issues below, and any other significant issues identified in the assessment, must include: ∘ justification of impacts ∘ consideration of potential cumulative impacts due to other development in the vicinity measures to avoid, minimise and if necessary, offset the predicted impacts, including detailed contingency plans for managing any significant risk to the environment	Chapter 8	
The EIS must also be accompanied by a report from a qualified quantity surveyor providing: ∘ a detailed calculation of the capital investment value (CIV) of the development (as defined in clause 3 of the *Environmental Planning and Assessment Regulation 2000*), including details of all assumptions and components from which the CIV calculation is derived		Submitted under separate cover
∘ a close estimate of the jobs that will be created by the development during construction and operation and	Chapter 9.2	Submitted under separate cover
∘ verification that the CIV was accurate on the date that it was prepared		Submitted under separate cover
1. Environmental Planning Instruments, Policies and Guidelines		
Address the relevant statutory provisions applying to the site contained in the relevant EPIs, including: ∘ *State Environmental Planning Policy (State and Regional Development) 2011*	Chapter 7.5	
∘ *State Environmental Planning Policy (Infrastructure) 2007*	Chapter 7.5	
∘ *State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004*	Chapter 7.5	
∘ *State Environmental Planning Policy No. 55 – Remediation of Land*	Chapter 7.5	
∘ *State Environmental Planning Policy No. 65 – Design Quality of Residential Flat Development and accompanying Apartment Design Guide*	Chapter 7.5	Appendix G
∘ *Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005*	Chapter 7.5	
∘ *Draft State Environmental Planning Policy (Environment) 2017*	Chapter 7.5	
∘ *Sydney Local Environmental Plan 2012*	Chapter 7.6	
Address the relevant provisions, goals and objectives in the following: ∘ NSW State Priorities	Chapter 6.1	

Requirement	Chapter of EIS	Technical report
∘ Premier's Priorities	Chapter 6.2	
∘ A Plan for Growing Sydney	Chapter 6.3	
∘ Towards our Greater Sydney 2056	Chapter 6.4	
∘ Greater Sydney Region Plan 2018	Chapter 6.5	
∘ Eastern City District Plan	Chapter 6.6	
∘ NSW Long Term Transport Master Plan	Chapter 6.7	
∘ Future Transport 2056 Strategy	Chapter 6.8	
∘ Better Placed: An integrated design policy for built environment of NSW	Chapter 6.10	
∘ Development Near Rail Corridors and Busy Roads – Interim Guideline	Chapter 6.14	Appendix O
∘ Guide to Traffic Generating Developments (RMS)	Chapter 6.14	Appendix T
∘ NSW Planning Guidelines for Walking and Cycling	Chapter 6.14	Appendix T
∘ NSW Bicycle Guidelines	Chapter 6.14	Appendix T
∘ Sustainable Sydney 2030	Chapter 6.11	
∘ Sydney City Centre Access Strategy 2013	Chapter 6.12	
∘ City of Sydney Policy for Waste Minimisation in New Development	Chapter 6.14	Appendix Y
∘ City of Sydney Public Art Policy and Guidelines for Public Art in Private Development	Chapter 6.14	Appendix G
∘ City of Sydney Visitor Accommodation Plan 2013	Chapter 6.14	
∘ City of Sydney Tourism Action Plan 2015	Chapter 6.14	
∘ City of Sydney Competitive Design Policy	Chapter 6.14	
2. Land Use, Gross Floor Area and Floor Space Ratio		
The EIS shall: ∘ include a detailed description, analysis and justification of all proposed land uses, including car parking	Chapter 1.6 Chapter 4.4 Chapter 4.7 Chapter 8.10	 Appendix G Appendix K
∘ include a detailed gross floor area (GFA) / floor space ratio (FSR) schedule and calculations, for the site, each building and land use including car parking	Chapter 4.5	Appendix G
∘ include a floor by floor breakdown of GFA		Appendix G
∘ provide an options analysis for different land uses, including commercial, office and residential, with justification that the selected option is based on careful consideration of the benefits and potential impacts of each option.	Chapter 1.6	Appendix K
3. Design Excellence		
The EIS shall: ∘ describe how the design process leading to the Concept Proposal including how the feedback provided by the DRP constituted under the Critical State Significant Infrastructure (CSSI 7400) approval has been incorporated	Chapter 5	Appendix L
∘ Provide a Design Excellence Strategy for the future stage(s) of the development which demonstrates how design excellence will be achieved. This strategy should set out: - the type and details of the design excellence process(es) proposed to be undertaken and a clear rationale for this process having regard to established design excellence policy context and best practice - a method setting out how the proposed design excellence process will be implemented as part of the planning process	Chapter 4.9.2	Appendix I
∘ include design quality guidelines for the future built form	Chapter 4.9.1	Appendix J

Requirement	Chapter of EIS	Technical report
4. Built Form and Urban Design		
The EIS shall: ∘ provide a comprehensive options analysis for the built form, supported by an urban design analysis, which considers a range of building and podium heights and setbacks, tower locations and forms, with justification that the selected option is based on careful consideration of the benefits and potential impacts of each option in the context of the immediate locality and the broader Sydney CBD area	Chapter 1.6	Appendix G
∘ provide an analysis of the impacts of the proposal on the existing building and future development potential of the adjoining Edinburgh Castle Hotel (I1940), including the potential for residential, to allow for a high level of amenity consistent with SEPP 65 and the Apartment Design Guide	Chapter 8.11	Appendix R
∘ demonstrate how the orientation, height, setbacks, bulk, scale, massing, activation and pedestrian connectivity (including through site linkages) of the proposed development will fit within the context of the site and the existing and future designed character of the Sydney CBD area	Chapter 4.3	Appendix G
∘ provide an indicative building and landscape design showing a possible built form within the proposed building envelope	Chapter 4.8	Appendix D Appendix E
5. Integration with Sydney Metro Station Infrastructure		
The EIS shall: ∘ identify the extent of the proposal that is State significant development (SSD) and how this relates to the CSSI 7400 approval and any modifications to the CSSI	Chapter 4.3	Appendix F
∘ show how the proposed over station development will integrate in design terms and structurally with the Sydney Metro station infrastructure, and identify any specific requirements of the CSSI 7400 approval that has influenced the design of the over station development	Chapter 4.3	Appendix F
6. Amenity		
The EIS shall: ∘ include a preliminary assessment demonstrating how the proposal will achieve a high level of environmental amenity for future residents consistent with the provisions of SEPP 65 and the recommendations of the Apartment Design Guide	Chapter 8.6	Appendix G
∘ include a solar access and overshadowing analysis outlining the impacts on adjoining developments and the public domain, including design options to minimise impacts, with particular regard to Hyde Park and the sun access planes in Sydney Local Environmental plan 2012, as defined in clause 6.17(10)	Chapter 8.2 Chapter 8.7	Appendix H Appendix I Appendix M
∘ view analysis to and from the site from key vantage points and streetscape locations. Photomontages or perspectives should be provided showing the proposed development	Chapter 8.4	Appendix V Appendix W
∘ view impact analysis from adjoining developments	Chapter 8.4	Appendix U
∘ wind analysis outlining how the proposed development will minimise impacts to pedestrian comfort and safety	Chapter 8.15	Appendix N
∘ demonstrate the impacts of the proposal on the amenity of surrounding residential development including measures to minimise potential overshadowing, privacy and view impacts	Chapter 8.7	Appendix H Appendix M

Requirement	Chapter of EIS	Technical report
∘ a noise impact assessment identifying: - the main noise and vibration generating sources and activities from the site at all stages of operation - measures to minimise and mitigate potential noise and vibration impacts on surrounding occupiers ∘ the impacts of likely noise and vibration from surrounding land uses, such as noise from the operation of the rail line and surrounding road networks, and management and operational arrangements or mitigation measures to protect the amenity of residents / visitors / employees	Chapter 8.19	Appendix O
∘ include an analysis of impacts of the proposal on daylight levels in the surrounding public domain	Chapter 1.1	Appendix H
7. Heritage		
The EIS shall: ∘ include a heritage impact statement (HIS) to address the extent of impact on any heritage items in the vicinity, including any built and landscape items, conservation areas, views and settings. In particular, the impact of the proposal on the following heritage items should be assessed: - The State listed (former) Sydney Water Building including interiors and lightwell (SHR016545) - The locally listed Metropolitan fire brigade building including interior and central yard and Edinburgh Castle Hotel including interior	Chapter 8.9	Appendix R
8. Transport, Traffic, Parking and Access (operation)		
The EIS must include a Transport and Traffic Impact Assessment that provides, but is not limited to, the following: ∘ accurate details of the current daily and peak hour vehicle, public transport, pedestrian and bicycle movements from existing buildings / uses on the site using the adjacent and surrounding road network	Chapter 8.10	Appendix T
∘ forecast total daily and peak hour trips likely to be generated by the proposed development including vehicle, public transport, pedestrian and bicycle trips, together with cumulative impacts of existing, proposed and approved developments in the area and any transport / traffic upgrade	Chapter 8.10	Appendix T
∘ assessment of Public Transport Accessibility Level of the land and consequent recommended development mode split	Chapter 8.10	Appendix T
∘ impacts of the proposed development on the operation of existing and future transport networks, including the public transport capacity and its ability to accommodate the forecast number of trips to and from the development including surrounding footpaths and cycleways	Chapter 8.10	Appendix T
∘ detailed assessment of the existing and future performance of key intersections providing access to the site, supported by appropriate modelling and analysis to the satisfaction of RMS and TfNSW	Chapter 8.10	Appendix T
∘ measures to mitigate impacts of the proposed development on the operation of existing and future traffic, public transport, pedes-trian and bicycle networks, including any required upgrades	Chapter 8.10	Appendix T
∘ proposed car and bicycle parking provision for residents, staff and visitors, including consideration of the availability of public transport and requirements of the relevant parking codes and Australian Standards	Chapter 8.10	Appendix T
∘ loading dock and servicing arrangements, including consideration of loading zone hub facilities	Chapter 8.10	Appendix T
∘ measures to be implemented to encourage users of the development to make sustainable travel choices including walking, cycling, public transport and car sharing, such as provision of adequate bicycle parking and end of trip facilities	Chapter 8.10	Appendix T

Requirement	Chapter of EIS	Technical report
9. Ecologically Sustainable Development (ESD)		
The EIS shall: ∘ detail how ESD principles (as defined in clause 7(4) Schedule 2 of the EP&A Regulation 2000) will be incorporated in the design, construction and ongoing operation of the development	Chapter 8.13	Appendix Q
∘ include a framework for how the proposed development will reflect best practice sustainable building principles to improve environmental performance, including energy and water efficient design and technology and use of renewable energy	Chapter 8.13	Appendix Q
10. Biodiversity		
∘ The EIS shall provide an assessment of the proposal's biodiversity impacts in accordance with the *Biodiversity Conservation Act 2016*, including the preparation of a Biodiversity Development Assessment Report where required under the Act.	Chapter 8.12	Appendix CC
11. Public Benefits, Contributions and / or Voluntary Planning Agreement		
The EIS shall address in regard to contributions: ∘ the proposed method of calculating developer contributions payable	Chapter 8.20	
∘ any additional contributions proposed or material public benefits associated with any proposed floor space above existing planning controls	Chapter 8.20	
∘ any proposed Voluntary Planning Agreement or other legally binding instrument agreed between relevant public authorities	Chapter 8.20	
12. Prescribed airspace for Sydney Airport		
The EIS shall: ∘ identify any impacts of the proposal on the prescribed airspace for Sydney Airport, including the need for approval from the Department of Infrastructure and Regional Development for any penetration of the Obstacle Limitation Surface (OLS) for Sydney Airport (RL 156.0AHD)	Chapter 8.14	Appendix X
13. Utilities		
The EIS shall: ∘ address the existing capacity of the site to service the development proposed and any augmentation requirements for utilities	Chapter 8.16	Appendix AA
14. Staging		
∘ The EIS shall set out the staging of the proposed development, including the relationship with the construction / delivery of the Sydney Metro Pitt Street South station and the timing of public domain works	Chapter 4.12	Appendix Z
15. Consultation		
The EIS shall: ∘ during the preparation of the EIS, you must consult with the relevant local, State or Commonwealth Government authorities, service providers and community groups. In particular you must consult with: - City of Sydney Council - Government Architect of NSW - Roads and Maritime Services - Sydney Coordination Office - Sydney Airport Corporation Limited and the Civil Aviation Safety Authority ∘ Surrounding residents, businesses and local community groups	Chapter 5	Appendix L
∘ The EIS must include a report describing pre-submission consultation undertaken, including a record of the stakeholders consulted, the issues raised during the consultation and how the proposal responds to those issues. Where amendments have not been made to address an issue, a short explanation should be provided.	Chapter 5	Appendix L

Requirement	Chapter of EIS	Technical report
Plans and Documents		
∘ The EIS must include all relevant plans, architectural drawings, diagrams and relevant documentation required under Schedule 1 of the *Environmental Planning and Assessment Regulation 2000*. Provide these as part of the EIS rather than as separate documents.		
In addition, the EIS must include the following: ∘ site title diagrams and survey plan, showing existing levels, location and height of existing and adjacent structures / building		Appendix B
∘ site analysis plan		Appendix G
∘ schedule of proposed gross floor area per land use		Appendix G
∘ building envelopes showing the relationship with proposed and existing buildings in the locality		Appendix C
∘ documentation in plan and section of the *Sydney Local Environmental Plan 2012* Sun Access Planes as defined in Cl 6.17(10). The plans and sections should be prepared in consultation with and verified by the City of Sydney Council, and show coordinates X and Y, and horizontal bearing B and vertical angle V		Appendix C
∘ architectural drawings (to a useable scale at A3), including landscape concept plan/s		Appendix D Appendix E
∘ architectural and urban design statement, including illustrations and justification showing how the buildings will relate to the station portals and enhance the surrounding public domains		Appendix G
∘ solar access analysis report and diagrams: - including existing and proposed SEPP 65 and ADG compliance tables for all affected neighbouring residential flat buildings ∘ Hyde Park: half hourly shadow diagrams from 12pm to 3pm for 21st of each month of the year, showing existing and proposed scenarios		Appendix H Appendix M
∘ wind impact assessment (including a wind tunnel study)		Appendix N
∘ flood assessment / stormwater management plan		Appendix P
∘ retail / commercial office strategy		Appendix K
∘ ESD statement (incorporating a sustainability framework)		Appendix Q
∘ transport traffic and parking assessment		Appendix T
∘ Public Transport Accessibility Level assessment		Appendix T
∘ visual and view impact analysis and photomontages		Appendix U Appendix V Appendix W
∘ physical and 3D digital model (generally in accordance with the City of Sydney Council requirements)		Submitted separately
∘ services and utilities infrastructure report		Appendix AA
∘ signage details (if proposed)		Appendix G
∘ flight path report		Appendix Y
∘ waste strategy		Appendix Y
∘ construction noise and vibration report		Appendix O
∘ CPTED assessment		Appendix BB
∘ Preliminary construction management statement addressing how future stages will manage impacts to pedestrians, rail users, bus services and taxis		Appendix Z
∘ Public Art Strategy		Appendix G

2.3 Environmental Planning and Assessment Regulation 2000 requirements for the EIS

This EIS has been prepared in accordance with the requirements of Schedule 2 of the EP&A Regulation, which prescribes the information and content that must be submitted with a concept SSD Application. Table 3 below outlines these requirements and identifies where each of the requirements have been addressed in this EIS.

Table 3 – Schedule 2 of EP&A Regulation

Requirement for Content of EIS	Chapter of EIS
6. Form of the environmental impact statement	
An environmental impact statement must contain the following information:	
a. The name, address and professional qualifications of the person by whom the statement is prepared	Statement of Validity
b. The name and address of the responsible person	Statement of Validity
c. The address of the land: (i) In respect of which the development application is to be made, or (ii) On which the activity or infrastructure to which the statement relates is to be carried out	Statement of Validity
d. A description of the development, activity or infrastructure to which the statement relates	Statement of Validity
e. An assessment by the person by whom the statement is prepared of the environmental impact of the development, activity or infrastructure to which the statement relates, dealing with the matters referred to in this Schedule	Statement of Validity
f. A declaration by the person whom this statement is prepared to the effect that: (i) The statement has been prepared in accordance with this Schedule, and (ii) The statement contains all information that is relevant to the environmental assessment of the development, activity or infrastructure to which the statement relates, and (iii) That the information contained in the statement is neither false or misleading	Statement of Validity
7. Content of environmental impact statement	
(1) An environmental impact statement must also include each of the following:	
a. a summary of the environmental impact statement,	Executive Summary
b. a statement of the objectives of the development, activity or infrastructure,	Chapter 1.5
c. an analysis of any feasible alternatives to the carrying out of the development, activity or infrastructure, having regard to its objectives, including the consequences of not carrying out the development, activity or infrastructure,	Chapter 1.6
d. an analysis of the development, activity or infrastructure, including:	Throughout EIS
(i) a full description of the development, activity or infrastructure, and	Chapter 4
(ii) a general description of the environment likely to be affected by the development, activity or infrastructure, together with a detailed description of those aspects of the environment that are likely to be significantly affected, and	Chapter 8 and appendices
(iii) the likely impact on the environment of the development, activity or infrastructure, and	Chapter 3 and appendices
(iv) a full description of the measures proposed to mitigate any adverse effects of the development, activity or infrastructure on the environment, and	Chapter 13
(v) a list of any approvals that must be obtained under any other Act or law before the development, activity or infrastructure may lawfully be carried out,	Chapter 2.4
e. a compilation (in a single section of the environmental impact statement) of the measures referred to in item (d)(iv),	Chapter 12

Requirement for Content of EIS	Chapter of EIS
f. the reasons justifying the carrying out of the development, activity or infrastructure in the manner proposed, having regard to biophysical, economic and social considerations, including the principles of ecologically sustainable development set out in subclause (4). *Note. A cost benefit analysis may be submitted or referred to in the reasons justifying the carrying out of the development, activity or infrastructure.*	Chapter 14

2.4 Other Approvals

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

- An environment protection licence under the *Protection of the Environment Operations Act 1997* (NSW)
- A compliance certificate under section 73 of the *Sydney Water Act 1994* (NSW) for connection of water supply for the new building
- An approval for Obstacle Limitation Surface protrusion under the *Airports (Protection of Airspace) Regulations 1996* (Cth) – to ensure construction and the proposed building will not interfere with operations and safety of Sydney Airport
- Approvals under the *Roads Act 1993* (NSW) (including section 138 approvals) – may be required in the construction scenario where the station has been completed while OSD works are ongoing

It is noted that the works to the public domain and the access arrangements to the development are being undertaken under the terms of the CSSI Approval process and the necessary approval for this work will be obtained under the terms of that approval. Following completion of these works, and in the event that the OSD construction is still being undertaken or is yet to commence, separate approval/s will be obtained as necessary for any OSD works not undertaken in conjunction with the station. Refer to Chapter 4.12 of the EIS for details in relation to three potential construction scenarios for the integrated station development.

This page has intentionally been left blank

THE SITE

CHAPTER THREE

3. The site

3.1 Location

The site is located at Pitt Street and Bathurst Street, directly above the future Pitt Street Station southern portal (Figure 15). The site is located close to the south-eastern corner of Pitt Street and Bathurst Street, but does not include the corner allotment which is occupied by the Edinburgh Castle Hotel.

The site has a total area of 1,708 square metres and has frontages of approximately 24 metres to Bathurst Street and 32 metres to Pitt Street.

Figure 15 – Site aerial photograph

Pitt Street Station is located in the heart of the Sydney CBD, between Town Hall Station and Hyde Park. This proximity to Town Hall Station and Hyde Park provides benefits in terms of opportunities for interchange with other public transport and access to open space.

The site comprises the southern portal of Pitt Street Station, with the northern portal (subject to separate application) located approximately 160 metres to the north, near the intersection of Pitt Street and Park Street. The site is within the Local Government Area (LGA) of the City of Sydney.

The Harbour CBD is identified as a Metropolitan City Centre, forming one of the three key cities in the *Greater Sydney Region Plan 2018*, alongside the Parramatta CBD and the future Western Sydney Airport-Badgerys Creek Aerotropolis.

The Pitt Street South site comprises an 'L-shaped' consolidated landholding, fronting Pitt Street and Bathurst Street. The site benefits from proximity to Town Hall Station, Museum Station, Hyde Park and the future Sydney Metro station.

An aerial photograph illustrating the context of the site is provided at Figure 15 above.

Figure 16 – Context map

3.2 Legal Description

The site comprises four lots as detailed at Table 4 and Figure 17.

Table 4 – Legal description of site

Address	Lot and DP
125-129 Bathurst Street, Sydney	Lot 1, DP60293
131-135 Bathurst Street, Sydney	Lot 1, DP59101
296-300 Pitt Street, Sydney	Lot 1, DP436359
302 Pitt Street, Sydney	Lot 1, DP62668

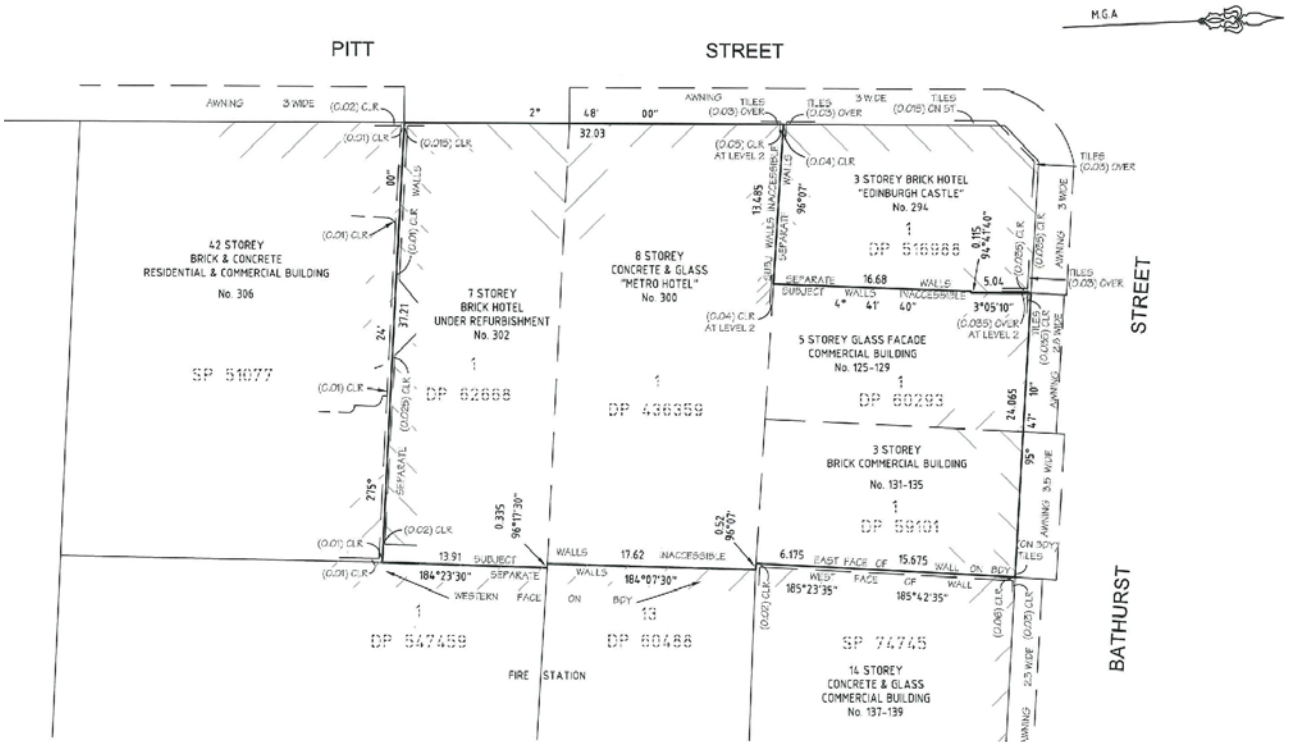


Figure 17 – Site survey

It is noted that the lots comprising the site will be consolidated and subdivided under the terms of the CSSI Approval, and that this is proposed to occur on, or prior to, the completion for the station in 2024. In this respect, the Preferred Infrastructure Report (PIR) submitted with the CSSI Application clarified that the project also included the subdivision of the station sites (including at Pitt Street) to create separate lots for each station and the airspace for the future OSD. This concept SSD Application seeks approval for the further subdivision of the OSD lot, if required. Refer to further discussion in Chapter 4.19 of this EIS.

3.3 Development on the site pre-demolition

The buildings and structures on the site have commenced demolition under the terms of the CSSI Approval. This comprised four buildings ranging from three to nine storeys in height, as described further below.

125-129 Bathurst Street, Sydney

The building at 125-129 Bathurst Street formerly comprised a four storey development. This building was used for retail / business premises across the different floors. This building was built fully to boundary, with no setback to Bathurst Street.

131-135 Bathurst Street, Sydney

The building located at 131-135 Bathurst Street formerly comprised a three storey development. This building comprised two retail tenancies at the ground floor, with two levels of office space located above. This building was built fully to boundary, with no setback to Bathurst Street.

296-300 Pitt Street, Sydney

The development at 296-300 Pitt Street formerly comprised the Metro Hotel. The Metro Hotel was a nine storey hotel development at the site. This building was built fully to boundary, with no setback to Pitt Street.

302 Pitt Street, Sydney

The development at 302 Pitt Street comprised Druids House, a six storey development which comprised retail use at the ground floor, with office space above. This building was built fully to boundary, with the exception of an open entranceway at the ground level only. The building above featured no setback to Pitt Street.

Photographs illustrating the appearance of the site prior to demolition have been provided at Figure 18 to Figure 20.

Figure 18 – Former development of the site, as viewed from Pitt Street (to the south)

Figure 19 – Former development of the site, as viewed from Pitt Street (to the north)

Figure 20 – Former development of the site, as viewed from Bathurst Street (to the east)

Current state of the site

It is noted that the demolition of the existing buildings at the site has commenced pursuant to the CSSI Approval, in order to proceed with the construction of the station portal. As of August 2018, the demolition is currently underway.

3.4 Surrounding development

The area surrounding the site is characterised by a broad mix of land uses, building age, forms and density. These are further described in the following sections.

3.4.1 To the north

Immediately to the north of the site is the Edinburgh Castle Hotel, which is classified as a local Heritage Item and is located on the corner of Bathurst Street and Pitt Street. The hotel comprises a three storey hotel, occupying the majority of the site and featuring a small courtyard at the south-eastern corner. There are no openings facing the OSD site along the eastern or southern boundaries of the hotel.

Also to the immediate north of the site is Bathurst Street. Beyond Bathurst Street opposite the site are two heritage-listed medium-rise buildings of 7-8 storeys, which comprise ground floor retail frontages with commercial space above.

To the north of the site is also 116 Bathurst Street, currently under construction as 'Castle Residences'. This development is predominantly residential in nature, with some mixed use elements at the lower levels. Construction on the site to date is shown at Figure 21 and Figure 22 and a photomontage of the future development is provided at Figure 23.

Figure 21 – Existing development to the north of the site

Figure 22 – The existing development along the northern side of Bathurst Street

Figure 23 – 'Castle Residences', located at 110-118 Bathurst Street and under construction

3.4.2 To the east

Along the north eastern boundary of the site are two relatively new mixed use buildings, with ground floor retail, residential apartments and some office space. Both of these buildings occupy sites of less than 800 square metres, and accordingly have been built to comply with the maximum building height of 55 metres in accordance with the SLEP 2012.

137-139 Bathurst Street is oriented towards the north and east, with blank walls addressing the common property boundary to the OSD site. However, it is noted that some apartments at 137-139 Bathurst Street have windows oriented towards the south overlooking the Metropolitan Fire Brigade Building. Photographs of the corner lot development located at 209 Castlereagh Street and both sites in the streetscape context are provided at Figure 24 and Figure 25 respectively.

Figure 24 – Existing development at 137-139 Bathurst Street, Sydney, as viewed from the east

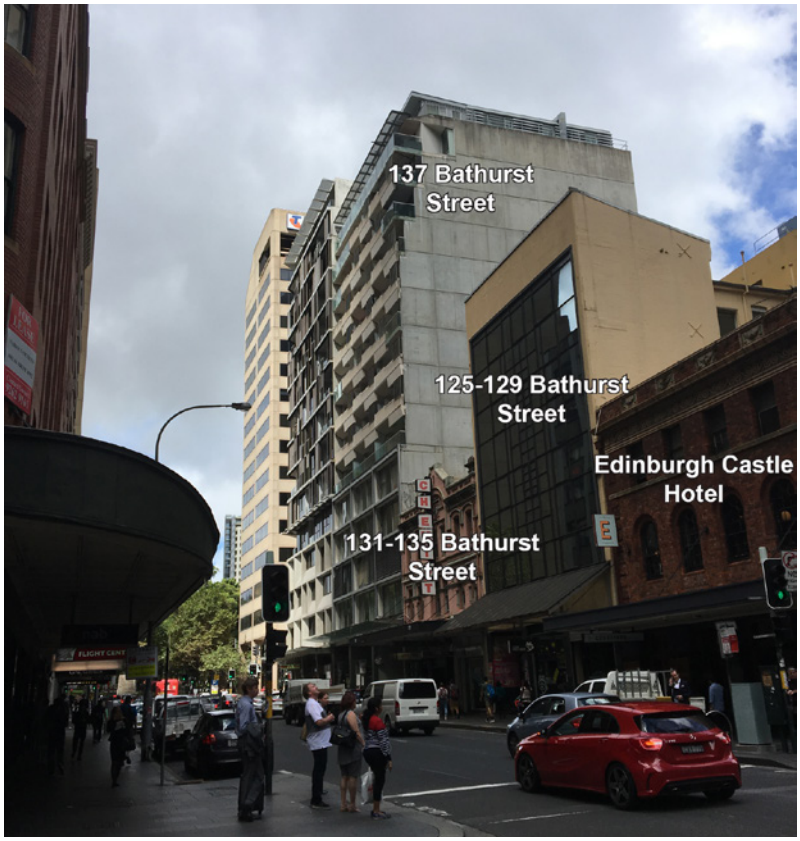


Figure 25 – Former development along the southern side of Bathurst Street

Directly east and south-east of the site is the heritage-listed Metropolitan Fire Brigade Building located at 211-217 Castlereagh Street, which comprises a building of approximately 16 metres in height. This building occupies a single, large consolidated land parcel in the Sydney CBD, however, heritage floor space has been awarded for heritage conservation works undertaken at this site (in accordance with DA199/000491). As part of this process, the heritage floor space above the site has already been transferred to another site, and accordingly the Metropolitan Fire Brigade Building site cannot be developed for a tower building form. This has been further discussed at Chapter 1.1.

The existing development at the site, as viewed from Castlereagh Street to the east, has been reproduced at Figure 26 below.

Figure 26 – Existing Metropolitan Fire Brigade building to the east of the site, as viewed from Castlereagh Street

3.4.3 To the south

Adjoining the site to the south are the Princeton Apartments (308 Pitt Street). The Princeton Apartments provide no setback to the site, being built up to the southern boundary of the subject site. On this zero setback boundary are a number of windows, which were approved on the following basis:

> *(18) That a covenant shall be placed on all titles for the site known as 304-308 Pitt Street that requires the vendor of the property to notify all potential occupants that their views may be affected by developments on adjoining sites. (REF: Z92-00146)*

The intent of this condition is to ensure that it is recognised by all apartment owners that the outlook to the north is, in effect, 'borrowed' given that the Princeton Apartments rely on the undeveloped nature of the Pitt Street South site in order to provide solar access to north facing windows.

The relationship between Pitt Street South and the Princeton Apartments as viewed from Pitt Street is demonstrated at Figure 27. This photograph demonstrates that although the Princeton Apartments are principally oriented to the east and west, they do include the provision of windows at its northern face. Figure 28 additionally demonstrates this, from the perspective of the intersection of Pitt and Bathurst streets.

Figure 27 – Relationship between the site and the Princeton Apartments, as viewed from Pitt Street

Figure 28 – Relationship between the site and the Princeton Apartments, as viewed from Bathurst Street

Further south of the site is a tall commercial building at 320 Pitt Street (Telstra Plaza Building), as well as Century Towers residential development at 343-357 Pitt Street, Sydney. The commercial building at 320 Pitt Street is largely separated from the site by the Princeton Apartments. A photograph of Century Towers from the north-east has been reproduced at Figure 29 opposite.

Figure 29 – The Century Towers residential development, as viewed from Pitt Street.

3.4.4 To the west

To the west of the site is the Edinburgh Castle Hotel and Pitt Street, beyond which is the 'Greenland Centre' development at 115-119 Bathurst Street, currently under construction. This development comprises a 67-storey mixed use residential building as well as the completed heritage conservation and adaptive reuse of the former Sydney Water Building which addresses Pitt Street at its south-eastern corner as a hotel (the Primus Hotel). The western context of the site and streetscape have been detailed at Figure 30 and Figure 31. On the diagonally opposite side of the intersection of Pitt and Bathurst Streets is a Meriton serviced apartment building, which is approximately 135 metres tall, as illustrated at Figure 32.

Further to the west is the HSBC building at 580 George Street, as well as George Street itself which includes the future Town Hall Light Rail Stop.

Figure 30 – The site, as viewed in the context of Bathurst Street, including the construction site for 115-119 Bathurst Street

Figure 31 – Heritage Hotel portion of the current development at 115-119 Bathurst Street

Figure 32 – Existing serviced apartment development at 329 Pitt Street, to the north-west of the site

3.4.5 New and forthcoming development near the site

The site is located in an area of transformation in Central Sydney, with a number of approved and under construction buildings in the vicinity of the site. Of these, the following projects are considered to be relevant to the proposal:

1. **115-119 Bathurst Street –** Mixed use 67 storey retail, commercial and residential building and heritage conservation and adaptive reuse of the former Sydney Water building for a hotel. The hotel (known as the Primus Hotel) is completed and operational, whilst the mixed-use building is currently under construction (DA Reference: D/2013/1822).
2. **201 Elizabeth Street –** Concept Development Application for a mixed use retail, residential and hotel building envelope, featuring a 45 metre podium and a 37 storey building above (maximum height RL198.2). Development Application recently approved (DA Reference: SSD16_8105).
3. **334 Pitt Street –** Concept Development Application for a building envelope with a height of up to 235 metres (RL258.4), including the provision of retail, hotel, commercial and residential uses. Development Application approved by the Central Sydney Planning Committee on 30 November 2017 (DA Reference: D/2016/1509).
4. **116 Bathurst Street –** Development under construction for the purposes of a 36 storey mixed use retail, hotel and residential development, known as 'Castle Residences' (DA Reference: D/2012/1023, D/2014/797).
5. **271-279 Elizabeth Street –** Development of an 18 storey building with a height of approximately 55 metres, for the purposes of hotel development. Development Application is approved (DA Reference: D/2014/764).
6. **505 George Street –** Planning Proposal for a 70 storey mixed use residential building.

These development projects in the vicinity of the site have been considered as part of the assessment of this Concept SSD application. The location of these sites is illustrated at Figure 33.

Figure 33 – Surrounding development map (refer to Section 3.4.5 for key)

3.5 Transport and accessibility

Rail Access

The site currently benefits from proximal access to the Sydney Trains network and is located in a central portion of the Sydney CBD close to a number of major transport nodes. Town Hall Station is located 100 metres to the west of the site, currently providing access to the T1 North Shore, Northern and Western Line, T2 Inner West and Leppington line, T4 Eastern Suburbs and Illawarra Line, T8 Airport and South Line and the T3 Bankstown Line, with the Bankstown Line ultimately moving to the Sydney Metro network.

Museum Station is approximately 350 metres to the south-east of the site and provides additional access to the T2 Inner West and Leppington Line, the T8 Airport and South Line and the T3 Bankstown line, with the Bankstown line ultimately moving to the Sydney Metro network.

On completion of the Sydney Metro City and South West project the site will also be directly connected to stations from Tallawong in the north-west to Bankstown in the south-west, ultimately offering one of the most rail-accessible locations within the Sydney Metropolitan area. The proposed building envelope is located directly above the Pitt Street Station southern portal. Pitt Street is one of seven new Sydney Metro City & Southwest stations. The future OSD would be integrated with the Pitt Street Station and would provide commuters with access to both the Sydney Metro network and a number of other key Sydney Trains lines.

A map illustrating the public transport context of the site has been provided at Figure 34 opposite.

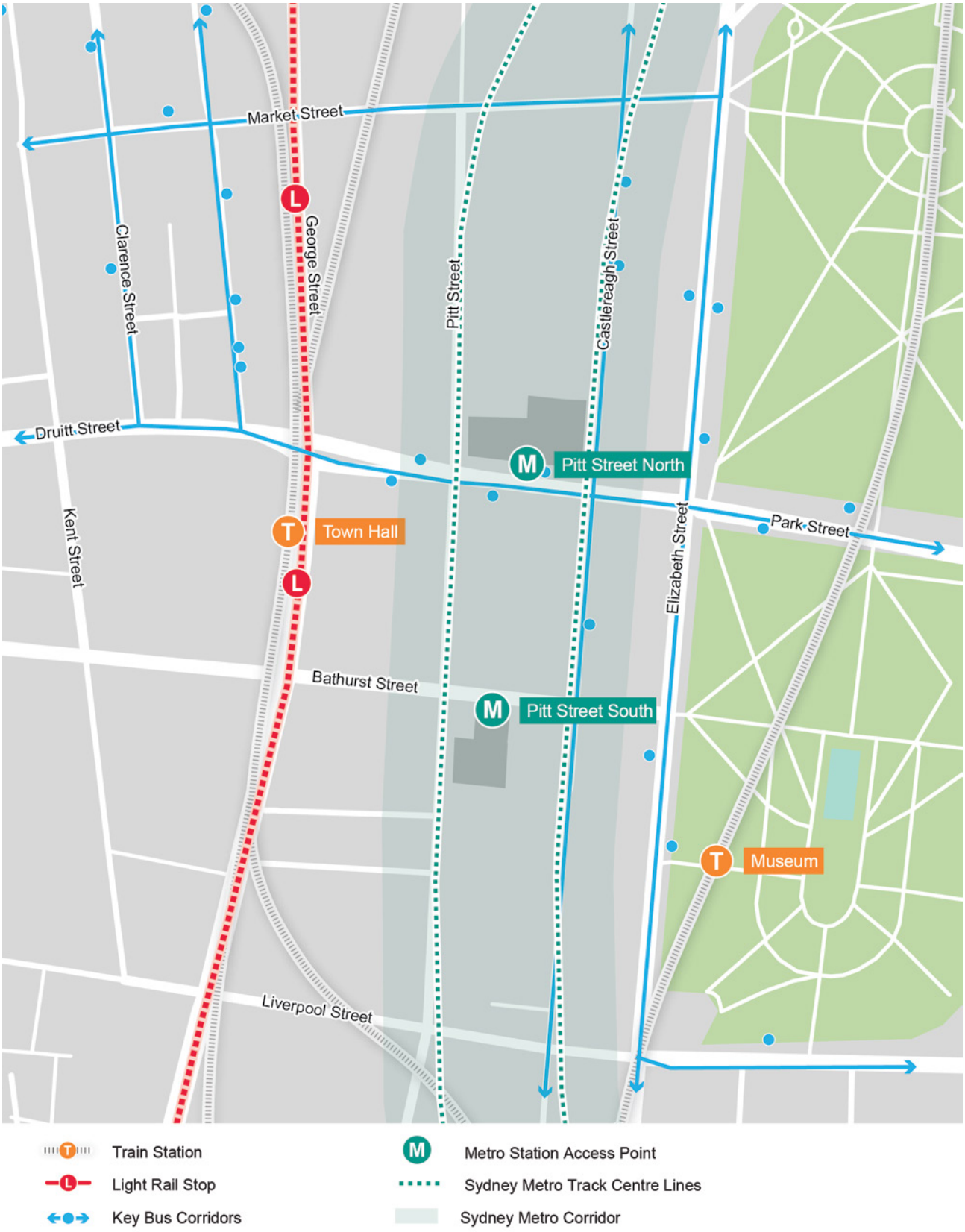


Figure 34 – Public transport network context of the site

Light Rail Access

The site will also benefit from close proximity to the future SLR network, which will provide a 12km, 19 stop light rail service through the city, extending from Circular Quay along George Street to Central Station, then through Surry Hills and Moore Park to Kingsford and Randwick. Construction is well advanced on this project, with sections of George Street being re-opened to pedestrian traffic in 2017.

Included in the SLR is the provision of a new light rail stop on George Street. An artist's impression of the new stop in front of Town Hall stop is provided at Figure 35.

Figure 35 – Artist's impression of the future Town Hall light rail stop

Bus Access

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

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

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

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

Vehicular Access and Parking

Two roads border the site:

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

There is no available unrestricted on-street parking within 400 metres of the site, reflecting a constrained parking environment associated with the Central Business District context of the area.

Pedestrian Access

Pedestrians can access the site via dedicated footpaths on all street frontages. The SLR along George Street will contribute to creating a high quality, pedestrianised boulevard along George Street corridor, expanding the role of George Street as a key north-south pedestrian spine alongside the SLR once completed.

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

Figure 36 – Pedestrian network surrounding the site

Bicycle Access and Parking

As identified in the *Sydney City Centre Access Strategy*, the site is accessible to bicycle riders via a network of key on and off road cycle routes, including a number of current and future separated cycleway corridors. Park Street and Pitt Street are both categorised as 'Direct Routes with Higher Traffic', although they do not have a dedicated cycleway. This route provides access between the site and the strategic Sydney regional cycling route network, shown in Figure 36. Of note is the Kent Street cycleway 300 metres to the west of the site and the Liverpool Street cycleway 400 metres to the south of the site, both of which contribute to the provision of a separated north-south cycling spine through the city centre. These cycleways also provide separated cycling access to Green Square and Sydney Airport, Paddington, the Sydney Harbour Bridge and North Shore, as well as Darling Harbour, Pyrmont and Rozelle.

The Sydney City Centre Access Strategy identifies future cycleways to encourage growth in cycling and reduce pressure on the public transport system and road network. The future city centre cycleway network includes:

- the extension of the existing Castlereagh Street cycleway from its current terminus at Liverpool Street to a new future terminus at King Street
- the extension of the existing King Street cycleway from its current terminus at Clarence Street to a new future terminus at Castlereagh Street to provide a connection between the two cycleways
- the construction of a new cycleway along Pitt Street, from King Street to Circular Quay
- the extension of the Liverpool Street cycleway from its current terminus at Sussex Street, though to a new terminus at Dixon Street
- the provision of a new cycleway along Park Street, between Castlereagh Street and Elizabeth Street

The future Castlereagh Street cycleway extension is of particular relevance to the development, given that the Castlereagh Street cycleway will extend north along Castlereagh Street, one block east of the site.

There is also some dispersed on-street bicycle parking located on the streets surrounding the site. Most of the bicycle parking infrastructure comprises single bike stands.

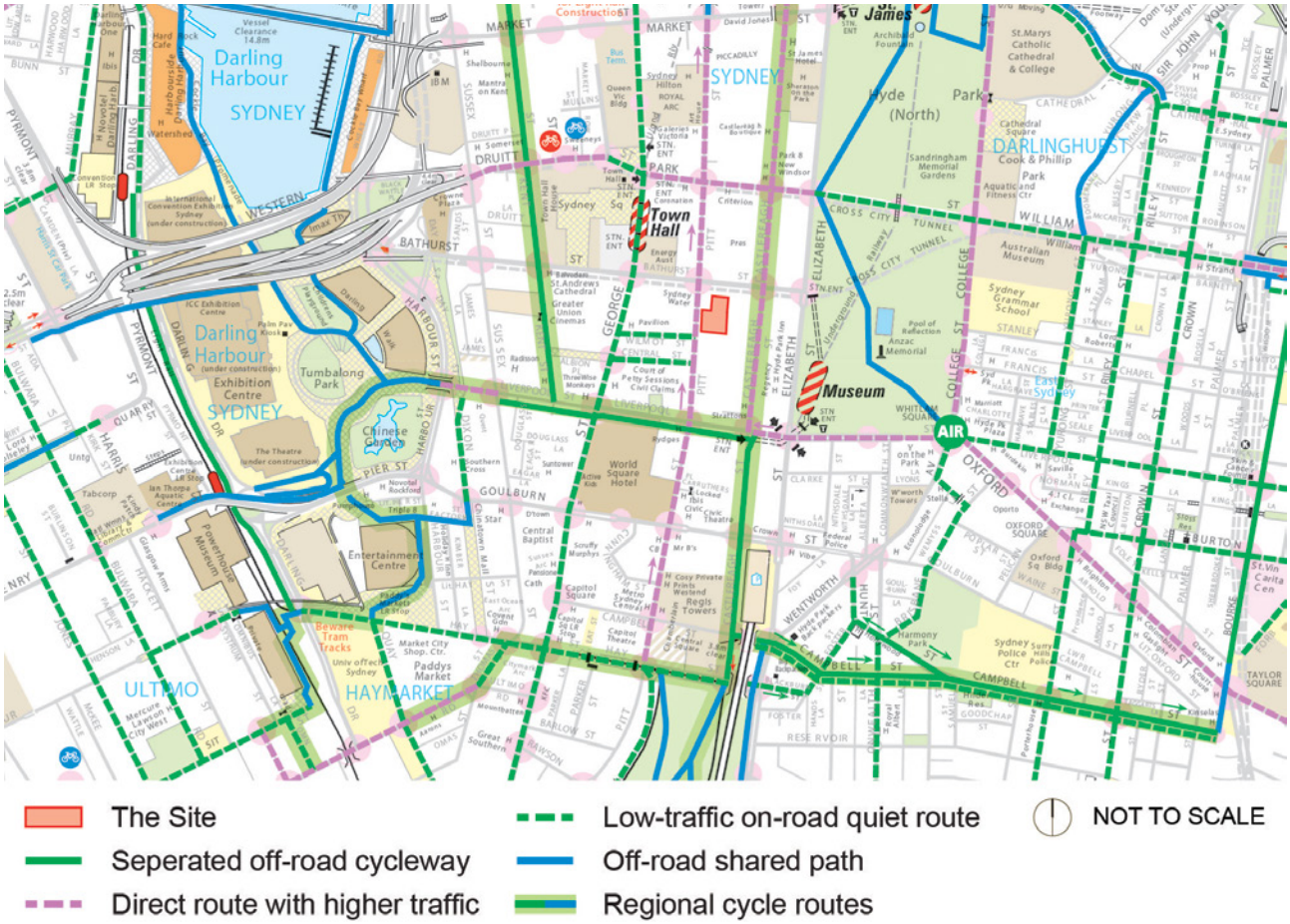


Figure 37 – Existing cycling network surrounding the site

3.6 Open Space

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

Hyde Park

The closest substantial area of consolidated open space to the site comprises Hyde Park, which is located approximately 130 metres to the east. Hyde Park is one of the key areas of public open space in the Sydney CBD, and features a network of pathways, open grass areas, mature trees and decorative features as well as the Ware Memorial and Lake of Reflections. The park is bounded by St James Road to the north, College Street to the east, Liverpool Street to the south and Elizabeth Street to the west. Hyde Park is also intersected by Park Street, and provides a north-south green link between the site and The Domain, located to the north-east beyond St Marys Cathedral.

Tumbalong Park

Tumbalong Park is located approximately 600 metres to the west of the site, and is a substantial area of open space within the Darling Harbour Entertainment Precinct. Tumbalong Park comprises a large circular lawn area, as well as a number of passive recreational civic spaces and a children's playground. North of Tumbalong Park is the southern edge of Cockle Bay, including the pedestrian promenade area.

Belmore Park

Belmore Park is an area of open space 600m to the south of the site,. This park is located immediately to the north of Central Station, and is bounded by Eddy Avenue, the City Circle Railway Line, Hay Street and Pitt Street. The park is also bounded on all four sides by the Inner West Light Rail, including the CBD terminus at Central Station. Belmore Park comprises a large area of grass, with a number of mature trees and pathways scattered throughout.

Harmony Park

Harmony Park is an area of open space 550 metres to the south-east of the site, adjacent to Surry Hills Police Station. It is bounded by Hunt Street, Goulbourn Street and Brisbane Street. This park comprises an area of grass, with a number of mature trees and pathways throughout.

Civic Open Space

Three areas of substantial civic open space are also located in proximity to the site, being Sydney Square, Martin Place and Pitt Street Mall. These spaces offer substantial passive recreation space in proximity to the site and complement the natural open space areas outlined above.

Located 150 metres to the north-west of the site, the future Town Hall Square will also provide an additional area of substantial civic open space. This comprises a quantum of future pedestrian space on George Street, delivered as part of the SLR project, and returning the northern end of the block bounded by George Street, Park Street and Pitt Street as a civic plaza.

Areas of civic and open space in proximity to the site are depicted at Figure 38 opposite.

Figure 38 – Open space areas (existing and future) in the vicinity of the site

3.7 Heritage

The site is not heritage listed, or located within a Heritage Conservation Area under the SLEP 2012. The site is, however, located within direct and close proximity to a number of locally and state listed heritage items. A map illustrating the location of the site in comparison to nearby listed heritage items has been reproduced at Figure 39.

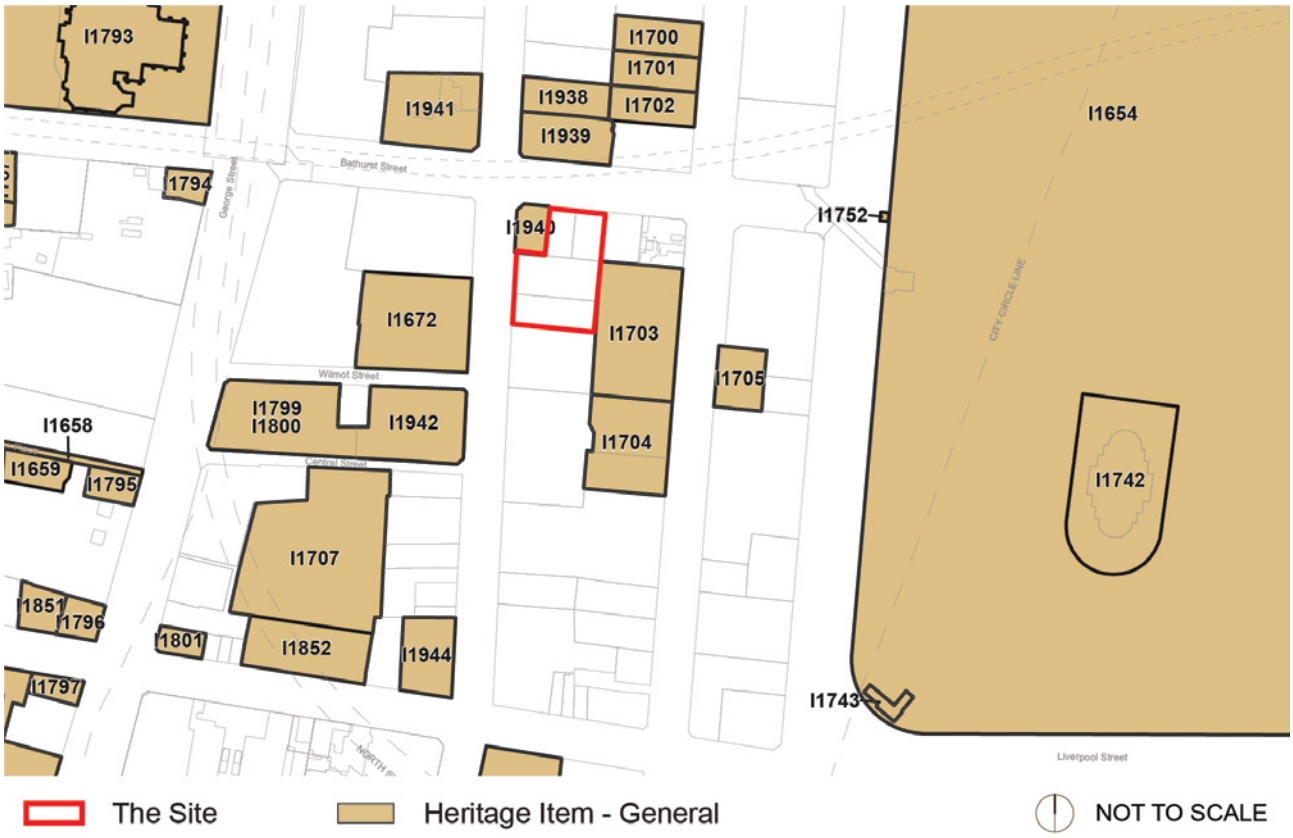


Figure 39 – Heritage items in proximity to the site

Heritage items located within the vicinity of the site have been detailed at Table 5. A Heritage Impact Statement has been provided at Appendix R which identifies and describes the heritage significance of items surrounding the site.

Table 5 – Heritage items in the vicinity of the site

Item	Item name and address	Significance	Description
I1940	Edinburgh Castle Hotel including interior	Local	Three storey hotel of Inter War Georgian Style, which is located on a prominent corner site.
I1703	Metropolitan Fire Bridge Building including interior and central yard	Local	Four storey brick and stucco building constructed in the Victorian Free Classical style featuring Italianate motifs.
I1939	Former 'Speedwell House' including interiors	Local	Building with historical significance as the home for over 50 years of Bennett and Wood, a well known Sydney supplier of motorcycles and parts which is still in business today.
I1941	Former 'YMCA' building including interiors	Local	Building with historical significance as the home of the YMCA movement in Sydney for nearly 100 years, and for associations with a number of prominent people.

Item	Item name and address	Significance	Description
I1654	Hyde Park	Local	A principal area of public open space between Elizabeth Street and College Street.
I1672	Former 'Sydney Water' building, including interiors and lightwell (now known as Primus Hotel)	State	The 1939 Sydney Water head office building is of State significance, reflecting the function and growth of Sydney Water and the importance the organisation has had and continues to have in the lives of many people in NSW.

3.8 Topography / finished levels

The currently measured Floor Levels (FL) at the site drop from a high point of FL26.39 at the north eastern boundary of the site, to FL22.94 at the south western corner of the site. Although not part of the site itself, the Edinburgh Castle Hotel has a measured Floor Level of FL25.73 at the corner of Pitt Street and Bathurst Street.

It is noted that as station works continue, the above ground building levels are also subject to change. The topography of the site has been a key consideration in the design resolution of the ground plane of the station, the access arrangement to the site and the pedestrian movement through the site. The ground floor levels for the station and its integration into the surrounding public domain will be resolved through further design development under the terms of the CSSI Approval and include the preparation of a SDPP and an IAP under Conditions E101 and E92, respectively.

For the purposes of this concept SSD Application, the ground levels and ground floor arrangement reflect the current level of design work for the station and have been used as the basis of the design for the proposed OSD building envelope and the indicative OSD design. The final design and finished levels are yet to be determined for the public domain improvements surrounding the site. As stated above, these will be delivered under the terms of the CSSI Approval.

The design will ensure integration with the established levels of the surrounding public domain in Pitt Street and Bathurst Street and will be resolved in consultation with the Council of the City of Sydney.

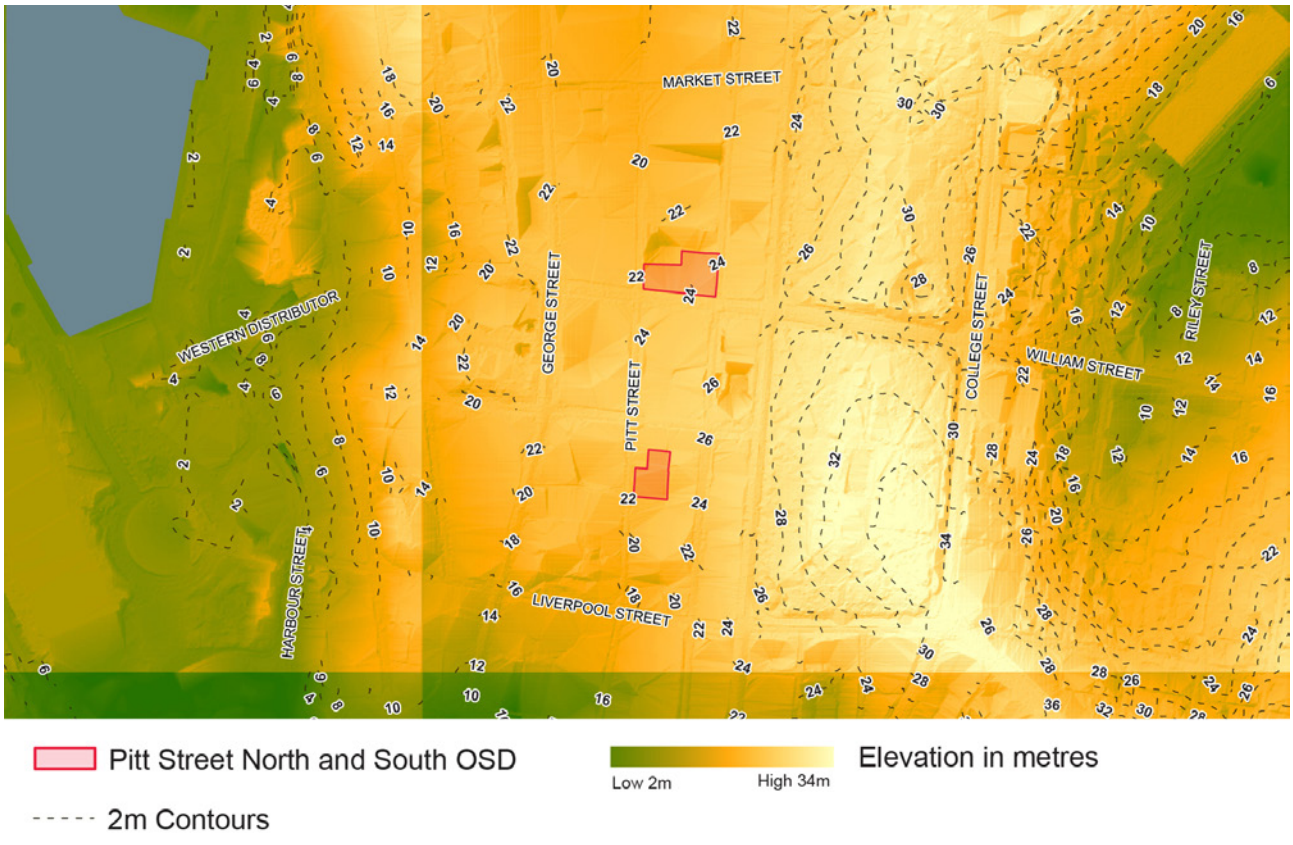


Figure 40 – Topographical map of the site

3.9 Flooding and stormwater

Stormwater has largely been addressed in the development of the Pitt Street South station portal in accordance with the CSSI Approval, however, an understanding of the stormwater issues potentially affecting the site is also important for the purposes of the OSD proposal. The site is generally at a high point in the context of the Sydney CBD, with existing stormwater flowing towards the Bathurst and Pitt Street frontages from the site.

The site is located at the very edge of the Sydney City Area Catchment Flood Study (2014), which demonstrates the potential flooding context of the main stormwater catchment for the Sydney CBD.

The site exists outside of the Probable Maximum Flood (PMF) extent, meaning that although Bathurst Street is affected, this will not result in impacts at the site from flooding. Stormwater and flooding impacts and proposed mitigation measures have been further discussed at Chapter 8.17, and the site's location in relation to the PMF affected parts of the Sydney CBD has been reproduced at Figure 41.

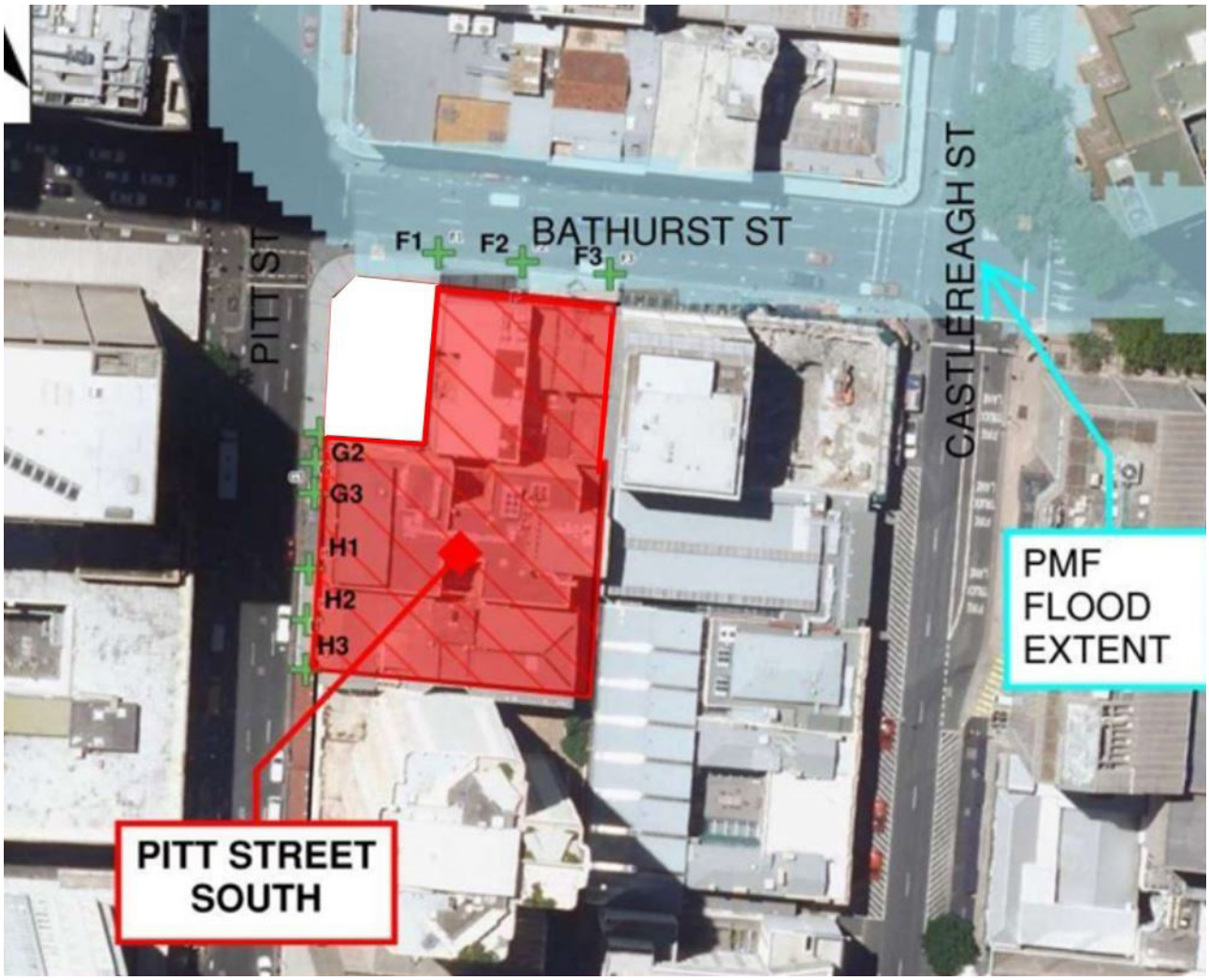


Figure 41 – Extent of possible maximum flood around the site

3.10 Vegetation

Prior to the commencement of demolition in accordance with the CSSI Approval, the site was completely built out as is common for development in the Sydney CBD. Demolition of buildings is underway and there is currently no vegetation present on the site.

There are currently no street trees on either the Bathurst Street or the Pitt Street frontages of the development.

3.11 Utilities and infrastructure

The site is serviced by a full range of utilities and services, including stormwater drainage, sewerage, potable water, telecommunications, gas and electrical infrastructure. Appropriate utility and service connections will be provided under the CSSI Approval to meet the servicing requirements of the Pitt Street South integrated station development. For further detail, refer to Chapter 8.16 and the Services and Utilities Infrastructure Report provided at Appendix AA.

3.12 Easements and covenants

The site survey does not identify any easements and covenants across the site that are registered on title. Further details of all encumbrances are provided on the site survey at Appendix B.

This page has intentionally been left blank

THE PROPOSED DEVELOPMENT

CHAPTER FOUR

4. The proposed development

This chapter provides a detailed description of the concept proposal and sets out the planning and development framework for the future detailed SSD Application. It articulates what Sydney Metro is seeking to achieve for the future OSD at the site, including its integration with the Pitt Street Station southern portal.

This chapter is informed by the Architectural Drawings of Proposed Building Envelope at Appendix C, the indicative reference Architectural Drawings at Appendix D and Appendix E, as well as the Built Form and Urban Design Report at Appendix G, and other supporting information appended to this EIS.

4.1 Description of the proposal

This application seeks approval for the following development:

- a maximum building envelope, including street wall and setbacks, as indicated in the architectural drawings at Appendix C
- a maximum building envelope height of approximately RL 171.6 which equates to approximately 35 residential storeys or 30 commercial office levels, including the podium height of RL 71.0 which equates to approximately 8 storeys above ground
- conceptual land use for the OSD building which, subject to further detailed applications, could include:
  - residential accommodation; or
  - commercial office premises
- use of the conceptual OSD space provisioning within the footprint of the CSSI Approval, including the OSD lobby areas, podium car parking, storage facilities, services and back-of-house facilities
- car parking for a maximum of 34 spaces located across three levels of the podium
- loading, vehicular and pedestrian access arrangements from Pitt Street
- strategies for utilities and service provision
- strategies for the management of stormwater and drainage
- a strategy for the achievement of ecologically sustainable development
- indicative signage zones
- a strategy for public art
- a design excellence framework
- the future subdivision of parts of the OSD footprint (if required)

As this is a staged development pursuant to section 4.22 of the EP&A Act, future approval would be sought for the detailed design and construction of the OSD.

4.2 Key development information

The key numeric details for the proposed building envelope and the integrated station development are summarised in Table 6.

Table 6 – Key development information

Reference	Item Name
Site area	1,708 square metres
GFA / FSR	A specific GFA is not proposed under this application, to be the subject of future detailed SSD Applications.
Height	∘ Maximum envelope height of approximately RL 171.6, equivalent to approximately 35 residential storeys/ 30 commercial office storeys or 150 metres above ground level. ∘ Podium height of RL 71.0, being approximately 8 storeys or 47 metres above ground level. *Note: for the purposes of this concept SSD Application, the maximum height of the building envelope does not make provision for the following items, which would be resolved as part of the future detailed SSD Application:* ∘ Communication devices, antennae, satellite dishes, masts, flagpoles, chimneys, flues and the like, which are excluded from the calculation of building height pursuant to the standard definition under the SLEP 2012 ∘ Architectural roof features, which are subject to compliance with the provisions of Clause 5.6 of the SLEP 2012, and may exceed the maximum building height subject to development consent.
Setbacks	∘ No setback to northern and eastern boundaries at the podium ∘ 3 metre setback to southern boundary at the podium ∘ minimum 4.87 metre setback to western boundary at the podium (in line with the Princeton Apartments) ∘ 4 metre northern setback to Bathurst Street ∘ 3 metre setback to the eastern boundary adjacent to 137-139 Bathurst Street ∘ nil setback to the remainder of the eastern boundary ∘ 12 metre setback to southern boundary These setbacks apply only to the proposed OSD building envelope, which begins above the CSSI Transfer level (RL 58.3)
Car spaces	OSD: Maximum of 34 spaces Integrated station development: Maximum of 35, spaces comprising 1 space for station operations and 34 spaces for OSD use
Loading docks	For a residential OSD scheme: ∘ Use of 2 x small-rigid vehicle spaces – these spaces would be shared between the OSD and station components For a commercial OSD scheme: ∘ Use of 4 x small-rigid vehicle spaces – these spaces would be shared between the OSD and station components

4.3 Building envelope

The proposed building envelope defines the three-dimensional volume within which future OSD can occur. Figure 42 and Figure 43 show elevations of the proposed building envelope and define the parameters for the development above the built form approved under the CSSI Approval.

The building envelope has been designed to align with the key controls under the SLEP 2012, including the Hyde Park Sun Access Plane which determines the maximum building height at the site to avoid overshadowing of Hyde Park during the key designated period of 12pm to 2pm on 21 June. The envelope has also been designed to enable full integration of the OSD with Pitt Street Station. Figure 44 shows the proposed OSD envelope (blue) within the surrounding built form context, providing a contextual view of the development.

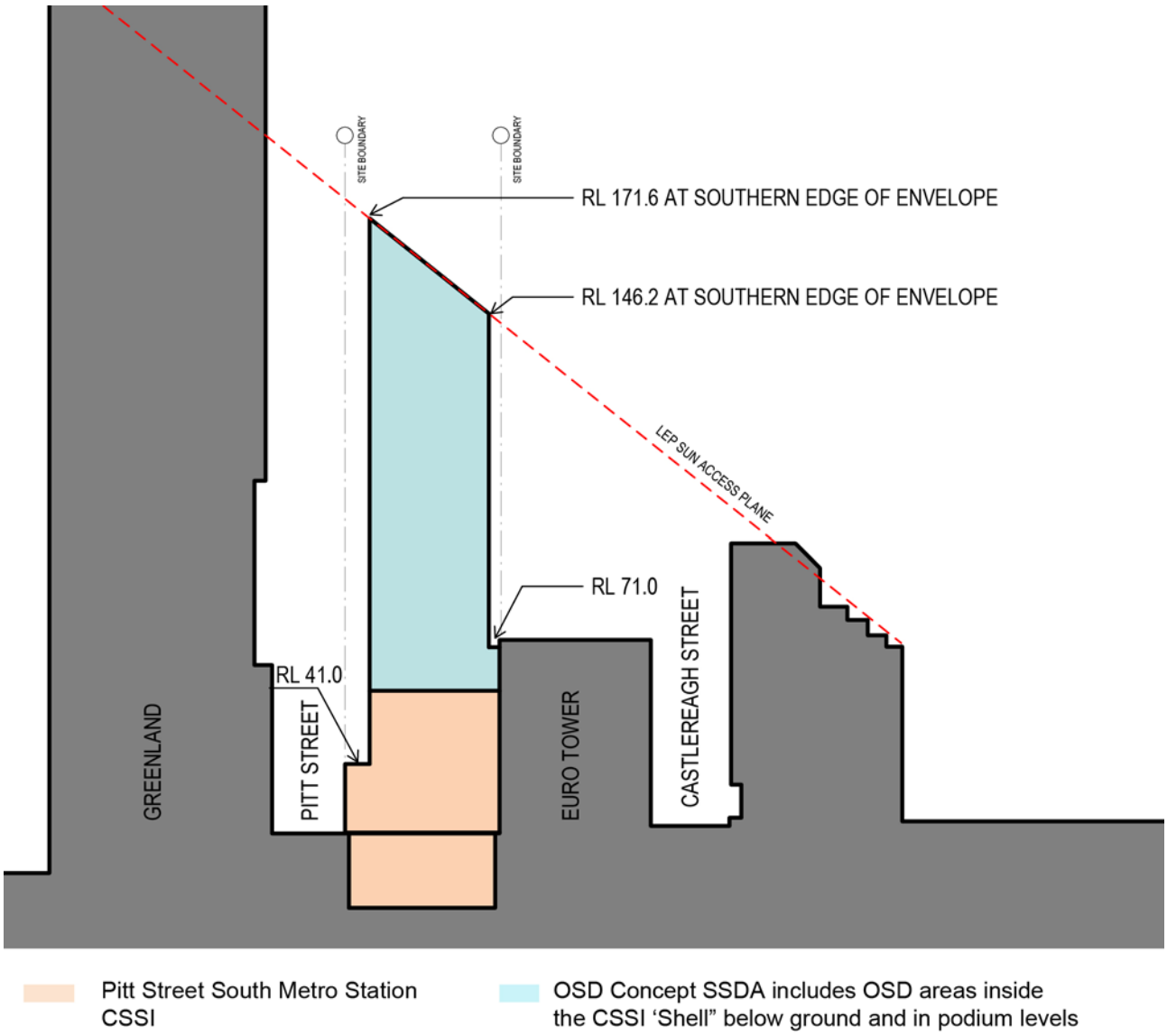


Figure 42 – North-South Envelope Section, illustrating Station Envelope (Orange) and OSD (Blue)

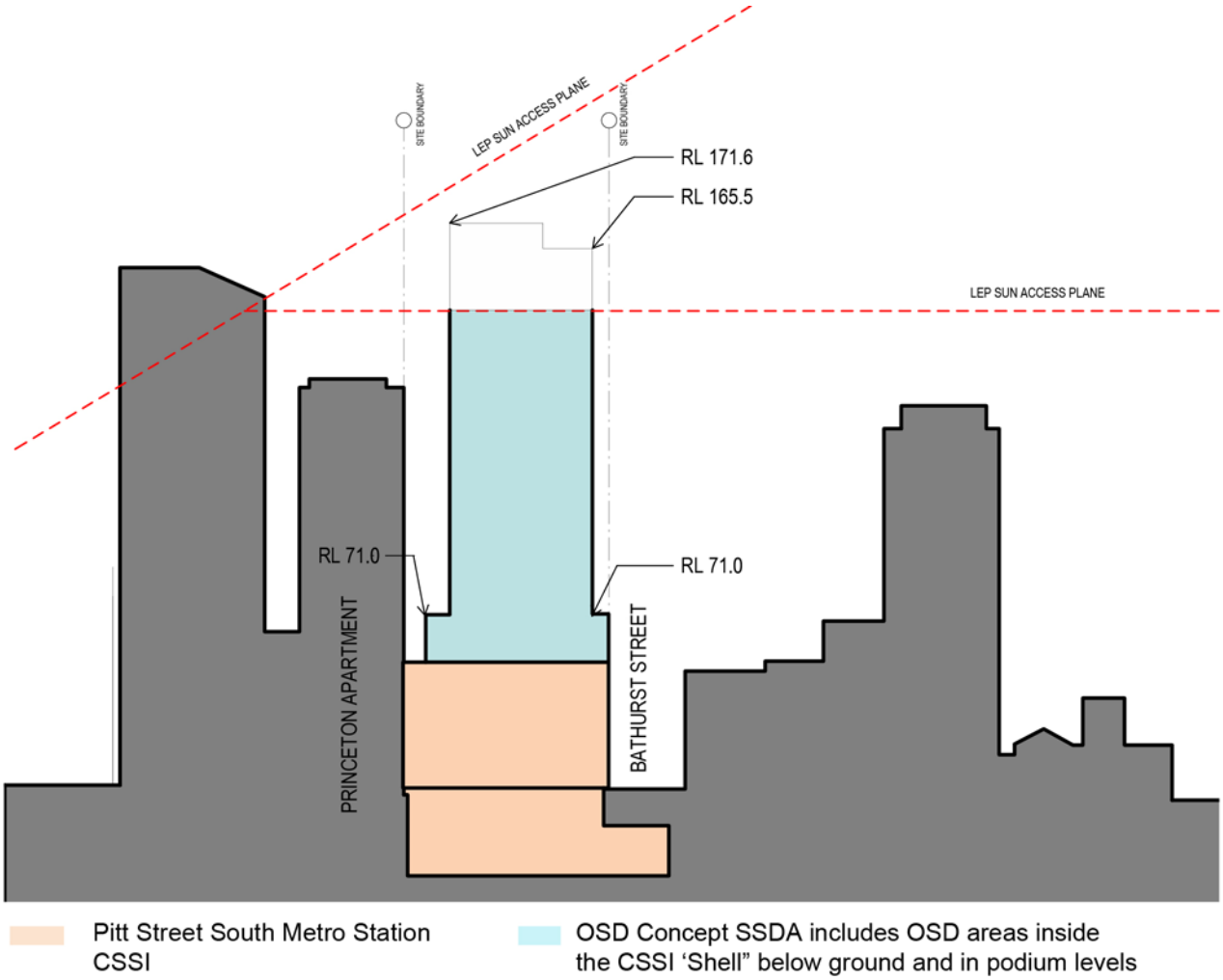


Figure 43 – North-south section of the proposed envelope

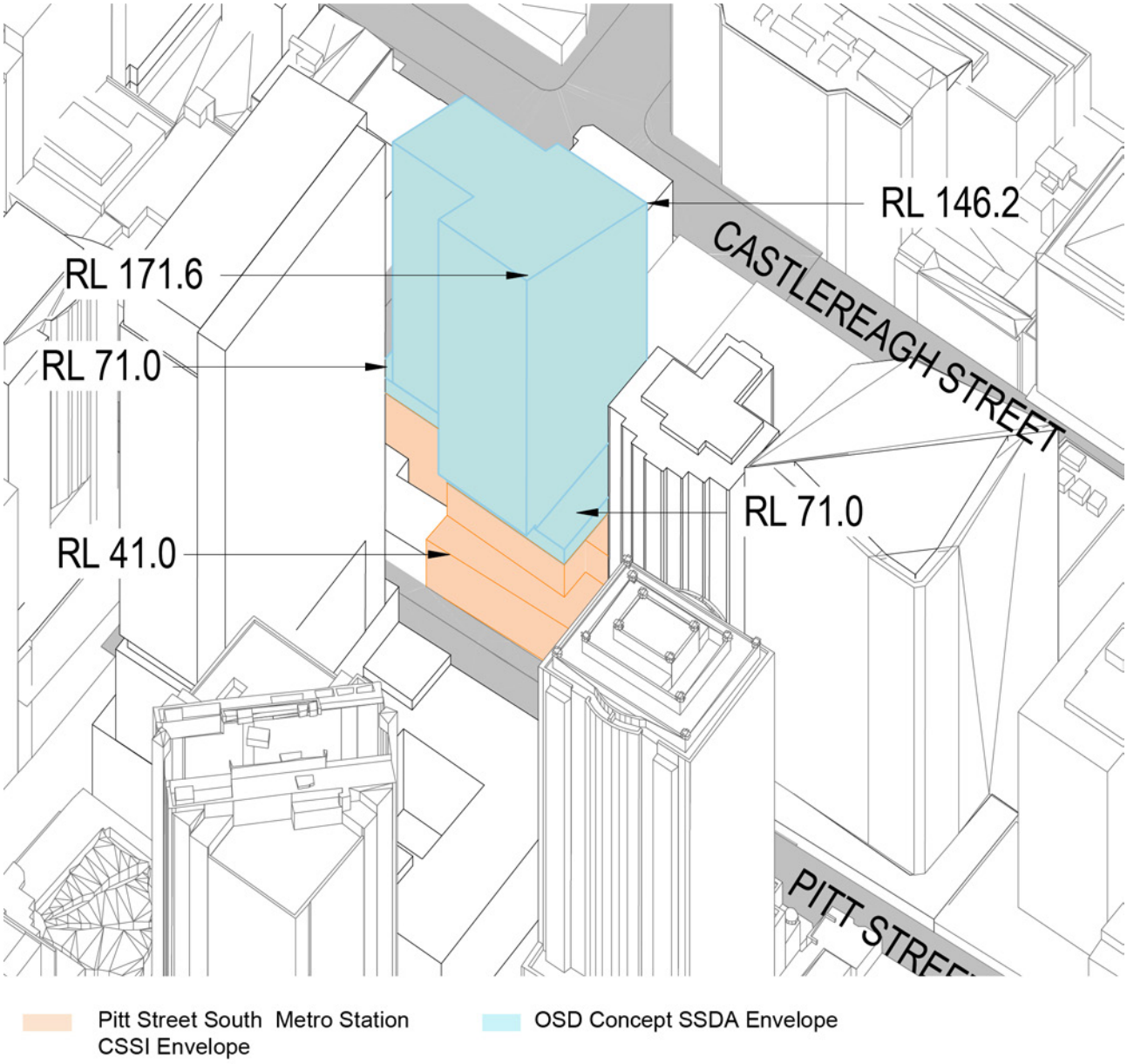


Figure 44 – Axonometric diagram from south west

4.4 Land use

This application proposes a residential flat building or commercial office land use located above the station podium, with the final land use to be determined as part of a future detailed SSD Application. To support this, a Strategic Land Use Analysis (Appendix L) has been prepared to outline the merits of various land uses at the site, and provide information as to the manner in which this has influenced the concept proposal. This study determines that residential and commercial land uses are the most appropriate uses for the site, given that both uses are consistent with the strategic intent and market demand in a Central Sydney context and that the site is capable of accommodating both uses. A mixed use option is not possible on the site due to the constraints arising from the station portal on street frontage available for lobbies, spatial allowances for loading and services and constraints on the provision of lift cores through the station portal.

4.5 Gross Floor Area

Gross Floor Area (GFA) has not been sought under this application, and would instead form part of a detailed future Development Application. In this respect, both the residential and commercial schemes include indicative GFA calculations for demonstration purposes.

4.6 Pedestrian access and connectivity

Given that the future Pitt Street Station southern portal will play a vital role in the pedestrian network surrounding the site and to the Sydney CBD more broadly, it is important to ensure that the OSD integrates with the pedestrian access and connectivity context of the station development. This has been largely achieved through the delineation of clear roles to each street entrance, with the metro station entrance oriented towards Bathurst Street, and the OSD entrance oriented towards Pitt Street. This access arrangement enables the provision of a clear identity for each of the proposed uses, minimising pedestrian confusion between the station and the OSD element above.

This lobby access system would be used for either the residential or commercial schemes. It is noted that the indicative design for the commercial option has included the provision of a 'sky lobby' feature, whereby workers and visitors are taken to a separate lobby level from which they can access the remainder of the commercial floors.

The final design for the OSD would be fully integrated with the surrounding public domain. The Design Guidelines (Appendix K) require that the building entries positively address the street and the public domain, meaning that this would need to be demonstrated through a future detailed design at the site.

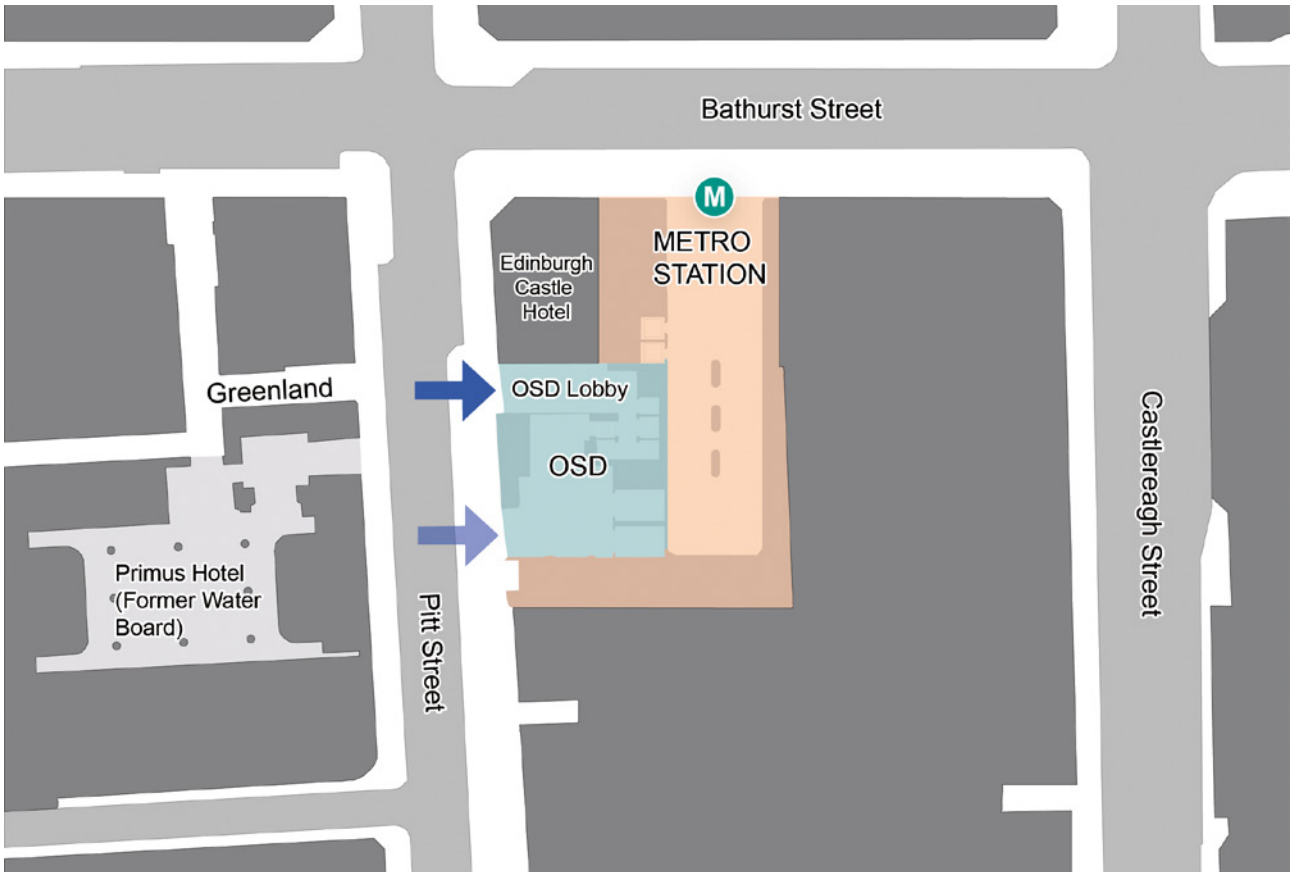


Figure 45 – Indicative ground floor plan, with metro pedestrian access (orange), OSD pedestrian access (dark pink) and shared loading access (lblue)

4.7 Vehicular access and parking

In the context of the CSSI Approval, any vehicular access arrangements at the site are heavily restricted by the functionality and operational design of the station. The inclusion of car parking associated with the CSSI above the podium has been dealt with under the CSSI Approval and does not form part of this concept proposal. However, the use of this space for parking specifically for the OSD does form part of this concept proposal. Arrangements for loading at the site have also been included within the scope of this application, and have been discussed further below.

As a result of the different potential loading requirements of a residential and commercial scheme, both options have been detailed as part of this description.

Vehicular access, loading and parking

Shared vehicular access for the station and OSD components would be from Pitt Street (Figure 45) via the driveway entrance to the site. A concept layout for this has been provided at Figure 46 below, which demonstrates loading at the ground floor to service the station, with access to car lifts within the site. The car lifts would move vehicles up to the relevant additional car parking levels within the podium.

Under the OSD application, a maximum of 35 spaces are to be provided for the entire integrated station development, of which a maximum of 34 would be allocated to OSD use.

As part of this application, the Concept design demonstrates loading at the ground floor to service the station with car lifts used to access the upper floors. The car lifts would move vehicles up to the relevant level of the car parking space within the podium.

In operation, cars would enter at the ground floor and wait for a lift to become available before being carried up to the relevant floor where the car can then be parked by the driver. Queuing into the adjoining traffic network would be unlikely to occur, with priority given to vehicles entering the building.

Residential scheme

The indicative OSD design demonstrates that 34 spaces can be accommodated within the podium area. Under this approach, the two Small Rigid Vehicle (SRV) loading spaces located at the ground level would be shared between the station and the OSD. Above the ground level would be a maximum of 34 spaces for the use of residents. Each of these arrangements has been detailed below at Figure 46 and Figure 47.

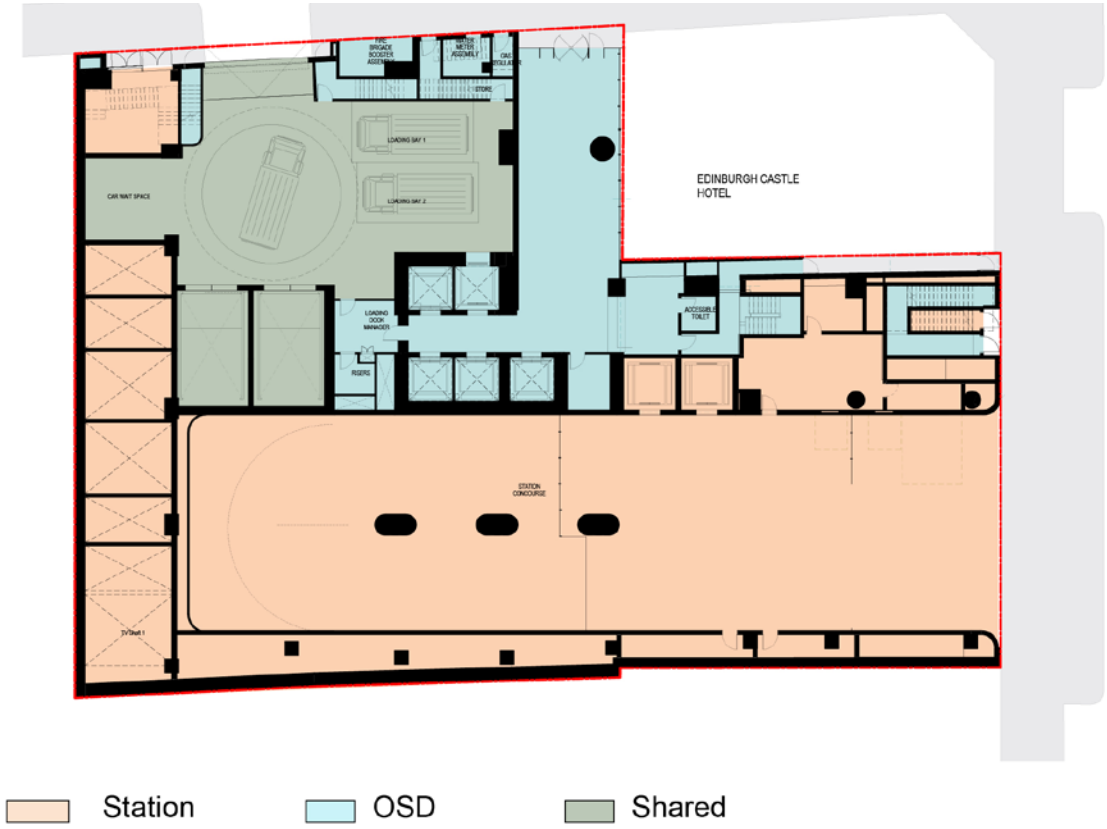


Figure 46 – Ground floor access plane

Figure 47 – Podium car parking level plan

Commercial scheme

If a commercial scheme were to be pursued at the site, then an alternate car parking and loading arrangement would be required to accommodate a commercial OSD use. This is specifically due to the additional loading requirements of a commercial scheme compared to a residential scheme for the OSD.

As a result of this, it is proposed that in addition to the ground floor loading, an additional loading dock would be located at the first floor. This would be used by SRVs, and in the indicative design is demonstrated as being capable of accommodating three loading spaces (Figure 48). Space is also provided for couriers to and from the site.

Figure 48 – Podium above ground loading dock for commercial scheme

Operational loading and unloading

The construction of the volumetric space required for loading and unloading has been dealt with under the CSSI Approval and does not form part of this concept proposal. This area of loading forms part of the overall use of the CSSI Approval, and accordingly the only portion of the station which is contemplated by this application is a shared use of the facilities by the OSD and station uses.

It is noted that the loading dock, access and car parking design and operational plans have been developed in consultation with the Sydney Coordination Office (SCO). On the basis of this consultation, a conceptual operations arrangement has been formulated which makes use of a shared loading bay, as well as car lifts to the car parking levels.

4.8 Indicative building design

Given the nature of this proposal as contemplating two potential uses, indicative schemes have been prepared for both residential and commercial outcomes at the site to assist in understanding the potential uses proposed and to demonstrate that both uses could be accommodated within the proposed building envelope.

The indicative schemes each demonstrate potential floor plans, and provide GFA schedules which demonstrate potential floor space areas of each scheme. It is noted that GFA is not sought under this SSD Application.

Drawings illustrating the indicative OSD designs are provided at Figure 49 for the residential design and Figure 50 for the commercial scheme. Architectural drawings for each concept are at Appendix D and Appendix E. These architectural drawings illustrate the two potential architectural solutions for the Pitt Street South integrated station development, identify spaces which are shared by the station, as well as spaces dedicated exclusively to both the station and the OSD components.

The indicative building design does not form part of the concept proposals for which this SSD Application seeks consent. The detailed design will be the subject of the future detailed SSD Application.

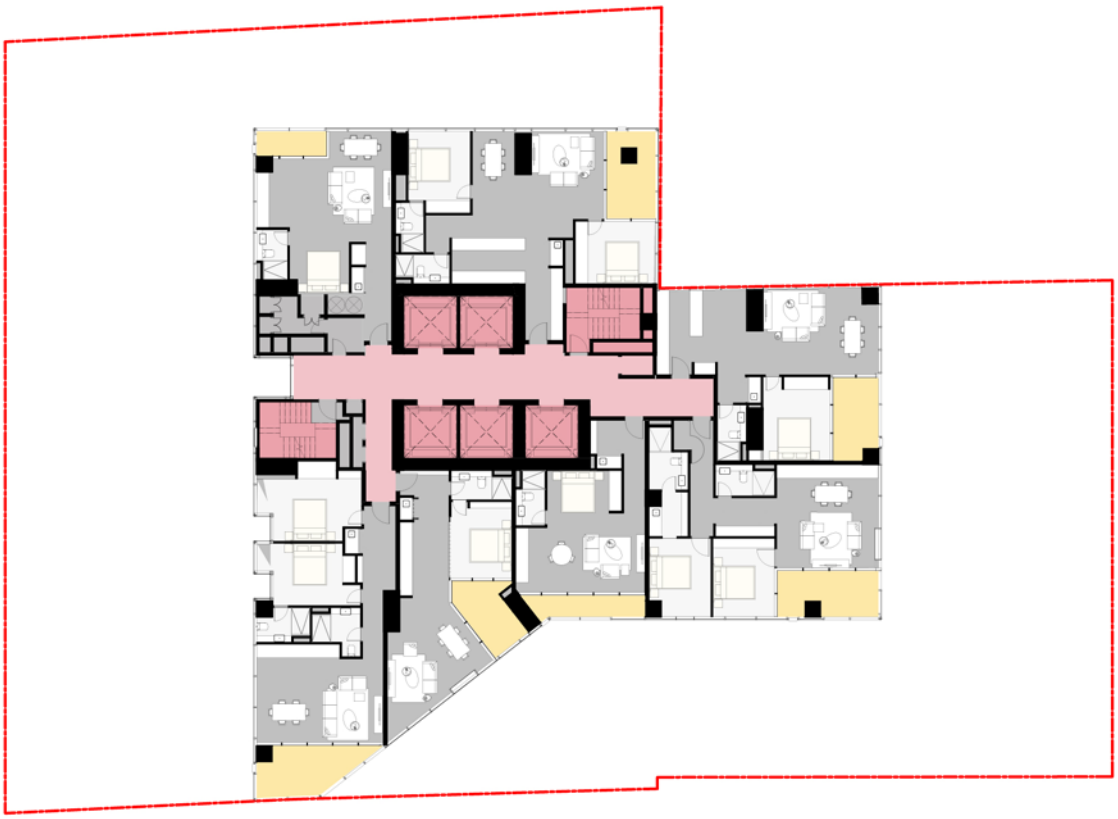


Figure 49 – Indicative floor plan of a residential scheme at the site (pink indicating common circulation, yellow indicating balconies)

Figure 50 – Indicative floor plan of a commercial scheme

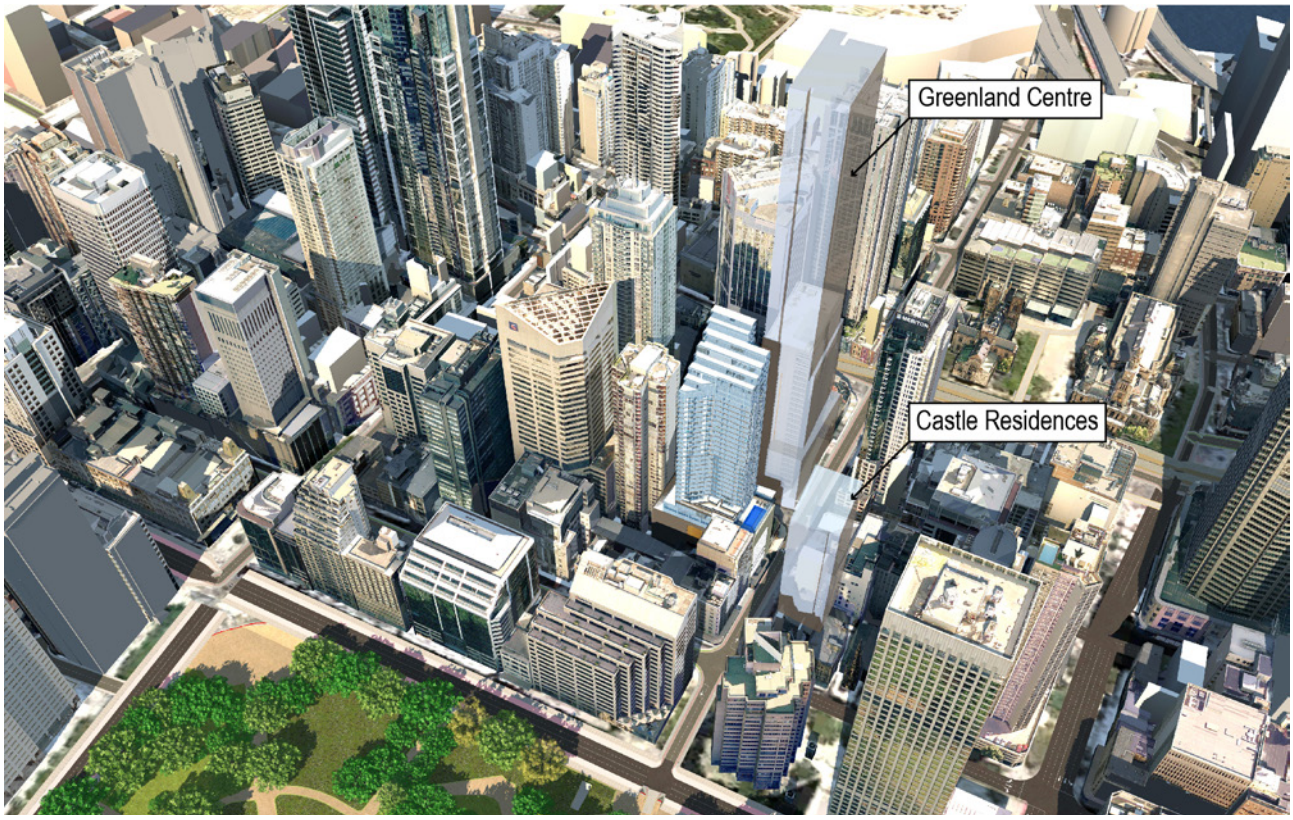


Figure 51 – Photomontage of a potential residential scheme

4.9 Design guidelines and design excellence strategy

Sydney Metro has prepared design guidelines and a design excellence strategy to guide the ongoing design of the future OSD. These documents will ensure delivery of a high quality design across the three potential staging scenarios described at Chapter 4.12 below, including a potential scenario whereby the OSD is built at an undetermined stage beyond the practical completion of the station.

Details of the design guidelines and strategy are discussed below.

4.9.1 Design guidelines

OSD Design Guidelines (Appendix J) have been prepared as part of this concept SSD Application. The guidelines are informed by the detailed site analysis set out in the Built Form and Urban Design Report (Appendix G) and the strategic planning and development objectives for the OSD. The guidelines provide a reference document for the assessment of future detailed design outcomes, and include parameters for built form, heritage, integration with the public domain and Sydney Metro station, movement and connectivity and legacy outcomes of the development. The fundamental principles for the OSD contained in the guidelines are to:

- Deliver a high quality built form that:
  - exhibits design excellence
  - is identifiable as a landmark building
  - is architecturally integrated with the overall Metro station design, yet distinctly identifies the Metro station and the OSD entries at the ground plane
  - responds sympathetically to the existing character of neighbouring buildings, including surrounding heritage items
  - provides a podium that responds to and integrates with the public domain and the Metro station
  - minimises privacy and solar access impacts on the surrounding residential uses
- Protect and enhance the surrounding public domain by:
  - minimising any additional overshadowing from the building or any associated plant, lift overruns, or architectural roof feature
  - ensuring pedestrian comfort in and around the building through managing the potential for wind impacts
  - providing appropriate setbacks along street frontages in recognition of the established and emerging urban context
- Provide for high quality mixed use development comprising residential accommodation, hotel and office space to revitalise and activate the public domain

Any future detailed SSD Application for OSD will need to respond to these Design Guidelines to ensure that future development achieves the vision for the site as expressed in this concept SSD Application.

4.9.2 Design excellence strategy

A Design Excellence Strategy (Appendix I) has been prepared to establish a consistent framework for how Sydney Metro will deliver design excellence to each integrated station development. The Strategy builds on Sydney Metro's existing design development and review processes and has been developed in consultation with the NSW Government Architect.

The strategy draws from the NSW Government Architect's *Better Placed* policy and is consistent with the underlying principles of the NSW Government Architect's draft *Design Excellence Competition Guidelines*.

The Strategy provides an objective and structured design process that will ensure high quality architectural, urban and landscape designs are achieved in SSD applications. The process is tailored to respond to the complexity of integrated station development projects and assures that design excellence expectations are upheld in each stage of the design process.

The strategy provides three phases to support high quality design of integrated station developments:

- **Phase 1 –** the establishment of design quality expectations
- **Phase 2 –** competitive selection involving an open Expression of Interest (EOI) process and Request for Tender (RFT) process
- **Phase 3 –** design integrity during the detailed SSD Application stage through to construction

The process involves a Design Excellence Evaluation Panel (DEEP) that performs the role of the Jury in the competitive selection process and provides objective and independent advice and review of design submissions. Their role also includes:

- Confirming the capability of the proposed teams to achieve design excellence during the Expression of Interest process
- Participation in interactive workshops with each short-listed tenderer prior to lodgement of formal tender submissions
- Writing a Design Excellence Report documenting the elements of each submission that achieve design excellence and those elements that require further refinement. It is noted that the design excellence elements of the successful tenderer's submission will be incorporated into the contract document

The DEEP members would be constituted from Sydney Metro's Design Review Panel with the addition of a Council nominee. The members would comprise:

- NSW Government Architect as Panel Chair (or an alternate Panel member endorsed by Sydney Metro)
- One representative nominated by DPE
- Up to two representatives nominated by Sydney Metro, as the proponent
- One representative nominated by Council

The Sydney Metro DRP would provide ongoing design review post appointment of the successful delivery contractor. The Sydney Metro DRP would ensure design excellence and integrity are not compromised post contract award, and would also be responsible for reviewing any future proposed modifications to the planning approval. The design integrity obligations would be handed over to the State DRP following the determination of the detailed SSD Application.

4.10 Planning pathway relationship between station and OSD

For the purposes of assessment, it is necessary to delineate clearly between the station works approved under the CSSI Approval and the OSD proposed under this concept SSD application. This delineation is explained in the following sections.

4.10.1 Extent of approved development under CSSI Approval

The station works approved under the CSSI Approval (i.e. those works *not proposed* under this concept SSD Application) are described in this section.

Primary station works

The CSSI Approval includes construction of all below and above ground works necessary for Pitt Street Station. As per Condition A1 of the CSSI Approval, the station must be constructed generally in accordance with the description of the project provided in the EIS, as amended by the description in the PIR and modifications. This description identifies Pitt Street Station as a single station with two portals (Pitt Street North and Pitt Street South) linked together by an underground pedestrian footway. The station design is being refined through post-approval detailed design work, including preparation of an SDPP as required by Condition E101 of the approval.

The vertical extent of the approved station works is defined by the transfer slab level (as explained at page 139 of the CSSI EIS and at pages 15-17 of the PIR), above which would sit the OSD.

Structural and Service Elements/Spaces for OSD within Station Envelope

The CSSI Approval also approves the structural and service elements/spaces necessary for constructing the OSD. The CSSI EIS, which the CSSI Approval calls up in Condition A1, states, *"The metro stations would be designed to take into account, and make physical provision for, any design or other requirements associated with possible future over station development"* (p. 139). The CSSI PIR clarifies these requirements on Page 15 as follows:

- *Structural elements, building grids, column loadings and building infrastructure, and services to enable the construction of future over station development*
- *Space for future lift cores, access, parking and building services for the future over station development*

The integrated structural approach enables work on the OSD to begin while station construction is still underway. Sydney Metro's preferred scenario for construction is to deliver a single Pitt Street South integrated station development by 2024 when metro services are planned begin.

Demolition

The demolition of all existing buildings is covered by the CSSI Approval, and this concept proposal accordingly does not seek consent for demolition. As outlined in Chapter 3.3, demolition of the former buildings at the site has commenced.

Excavation and bulk earthworks

Excavation and bulk earthworks at the site are covered by the CSSI Approval. Details of the extent and methodology of the earthworks and excavation are contained within the CSSI EIS and PIR. Importantly, the proposed OSD does not require any additional excavation beyond that already required and approved for the CSSI. Accordingly, the concept SSD Application does not seek consent for excavation or bulk earthworks.

Public Domain Works

The public domain works within and surrounding the site are being designed and delivered under the CSSI Approval. Details of these works will be resolved through the SDPP and IAP, which must be prepared prior to the commencement of aboveground works in order to satisfy Conditions E101 and E92 of the CSSI Approval. Accordingly, this concept SSD Application does not seek consent for any public domain works.

4.10.2 Extent of proposed development under this concept SSD Application

Condition A4 of the CSSI Approval explicitly excludes OSD:

- *'Except to the extent described in the EIS or any document listed in A1, any over station development or any development above or within the Sydney Metro Trains Facility South, including associated future uses, does not form part of this CSSI and will be subject to the relevant assessment pathway prescribed by the EP&A Act.'*

'Over station development' is defined in the CSSI Approval as follows:

- *'Includes non-rail related development that may occupy land or airspace above, within or in the immediate vicinity of the CSSI but excluding spaces and interface works such as structural elements may be constructed as part of the CSSI to make provision for future developments.'*

Accordingly, this concept SSD Application seeks consent for the first (concept) stage of OSD as defined in the CSSI Approval. This includes a building envelope above the transfer level and conceptual use for residential or commercial land uses.

The fit-out and use of the OSD space provisioning within the station are not covered by the CSSI Approval. In this regard the CSSI PIR states at Page 16:

- *'The Environmental Impact Statement further indicates that over station development above the transfer slab would be subject to a separate assessment process. For clarity, the specific use and fit out of the spaces below the transfer slab (above ground level, at ground level and below ground level – refer Figure 2-3) does not form part of the project and would be subject to a separate approval process.'*

As such this concept SSD Application seeks approval for use of the OSD spaces within the CSSI Approval footprint, including parking, storage, OSD lobby and other OSD plant and back-of-house requirements. The specific fit-out of these spaces does not form part of this concept SSD Application.

4.10.3 Summary of planning pathway relationship between CSSI Approval and concept SSD Application

Table 7 summarises the planning pathway relationship between the works proposed under this concept SSD Application and those works covered under the CSSI Approval.

Drawings have been prepared which delineate the station and OSD envelopes. The Indicative Designs provided at Appendix D and Appendix E also demonstrate how the station design would integrate with the OSD.

Table 7 – Planning pathway relationship between concept SSD Application and the CSSI Approval

Component	Concept SSD Application	CSSI Approval
Building envelope above station (i.e. above transfer slab)	X	
Uses within OSD envelope (residential apartments, commercial office premises and tourist and visitor accommodation)	X	
Use of OSD spaces conceptually approved within the station (below and above ground) including: ∘ OSD lobby ∘ OSD parking and loading ∘ OSD end-of-trip facilities ∘ back-of-house facilities including building plant, waste and service rooms	X	
Demolition and excavation		X
Station and OSD structure (i.e. structural elements, building grids, column loadings, building infrastructure and services up to the transfer level)		X
Non-OSD uses within the station including station retail		X
Public domain works and landscaping		X
Space for future lift cores, access, parking and building services for OSD		X
Provision for the connection of OSD utilities		X

4.11 Physical integration between station and OSD

4.11.1 Envelope footprint

The footprint of the proposed building has been designed with regards to the design parameters set under the CSSI Approval, notably that the base of the proposed building envelope begins at the transfer slab level at RL 58.3. All station areas, services and infrastructure are located below this level.

4.11.2 Interface levels

The CSSI PIR sets out an indicative physical interface between the station and OSD components at Pitt Street South.

This indicative interface has been refined by a further detailed, yet still indicative schemes (Appendix D and E), which reflect the potential built form outcome at the site. A section drawing demonstrating the connection between the station and the OSD to this respect are provided at Figure 52. Figure 53 illustrates the delineation of indicative uses at the ground plane.

The ultimate design of the interface will be further resolved through design work, including preparation of an AIP and SDPP as required by Conditions E92 and E101 respectively, of the CSSI Approval.

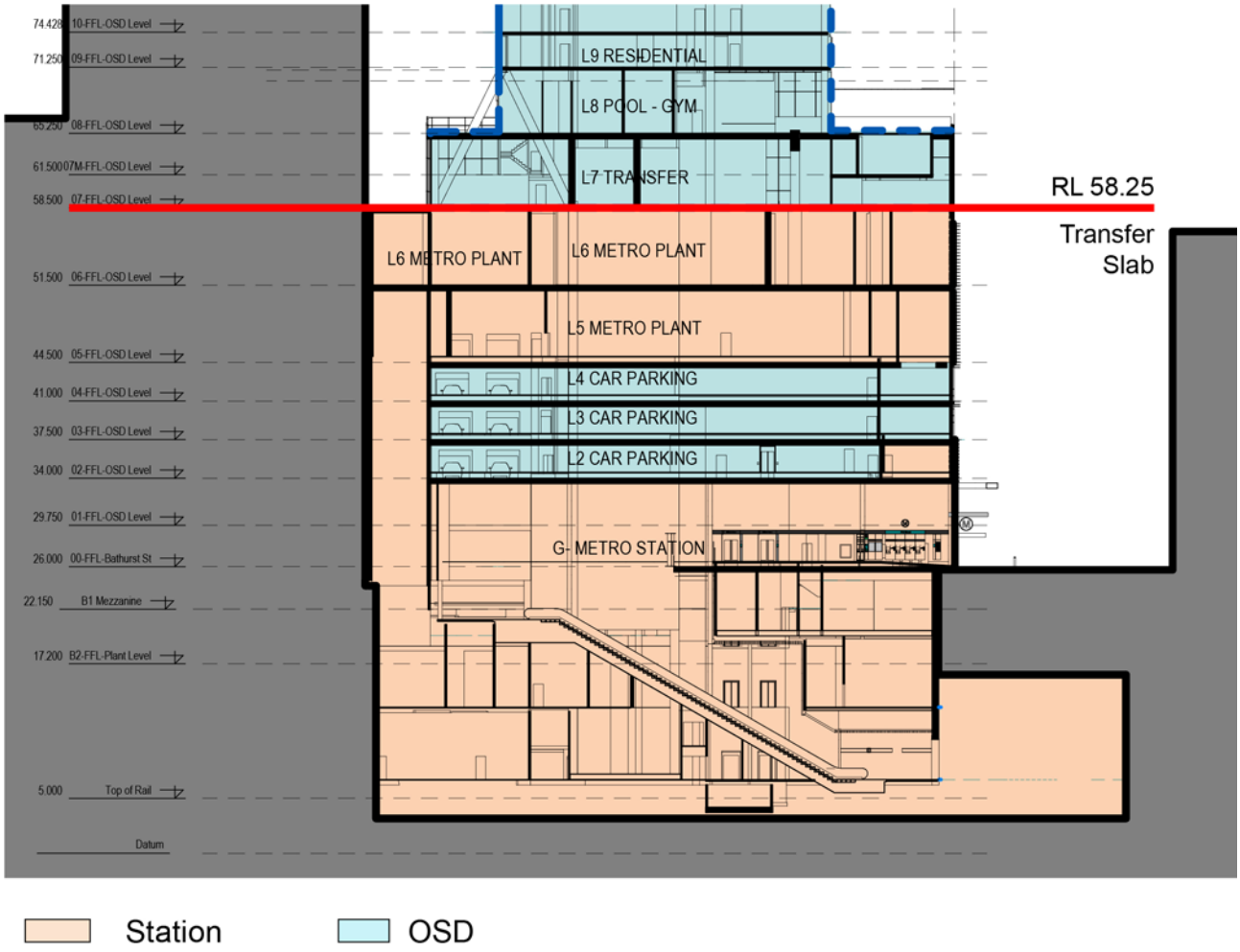


Figure 52 – Pitt Street South Section illustrating station areas (Orange) and OSD areas (Blue)

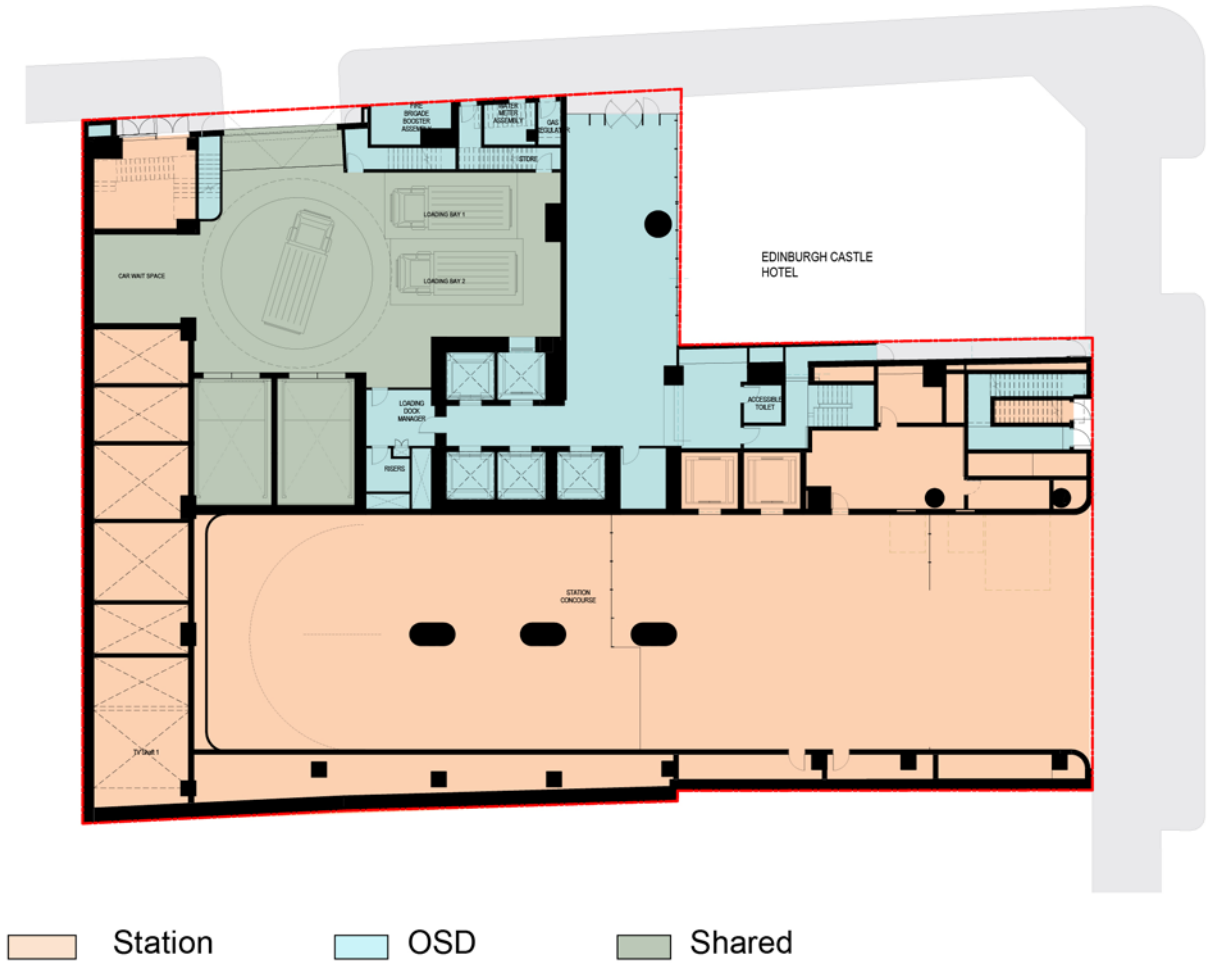


Figure 53 – Pitt Street South Potential Ground Floor Use Delineation

4.12 Staging

Through Sydney Metro, the State proposes to procure the delivery of the Pitt Street South integrated station development in one single package, which will entail the following physical works:

- station structure and fit-out, including mechanical and electrical
- OSD structure and fit-out, including mechanical and electrical

The contractual obligation to complete the station has been separated from the contractual obligation to complete the OSD to allow the delivery of the OSD to respond to property market conditions.

Separate delivery packages are also proposed by Sydney Metro to deliver the excavation of the station boxes / shafts ahead of the integrated station development works, line-wide systems (e.g. track power, ventilation) and operational readiness works prior to the Sydney Metro City & Southwest metro system being able to operate.

The following three possible staging scenarios have been identified for delivery of the integrated station development.

- **Scenario 1 –** The station and OSD are constructed concurrently by constructing the transfer slab first and then building in both directions. Both the station and OSD would be completed by the date for station opening (currently estimated to be 2024).
- **Scenario 2 –** The station is constructed first and ready for operation in 2024. OSD construction may still be incomplete or ready to commence after station construction is completed. This means that some or all OSD construction would likely still be underway upon opening of the station in 2024.

- **Scenario 3 –** The station is constructed first and ready for operation in 2024. The OSD is built at a later stage, with timing and construction program yet to be determined. This creates distinct construction periods for the station and OSD.

Scenario 1 represents Sydney Metro's preferred option, as it would provide for completion of the full integrated station development, and therefore the optimum public benefit, at the earliest date possible (i.e. on or near 2024 when the station is operational). However, given that the delivery of the OSD could be influenced by property market forces, scenarios 2 or 3 could also occur, where there is a time lag between the completion of the station component of the integrated station development (station open and operational), and a subsequent development.

The planning process and indicative timing for the various works streams under Scenario 1 are outlined in Table 8.

As explained in the PIR for the CSSI Approval and Chapter 4.19 of this EIS, the project will require the creation of separate lots for Pitt Street South to distinguish the land and airspace required for the station from the space required for the OSD.

The final staging for the delivery and subdivision of the OSD would be resolved as part of the detailed SSD Application. Notwithstanding this, it is envisaged that a single SSD Application is likely to be lodged for the design and construction of the OSD base building (i.e. excluding tenant fit-out).

Table 8 – Preferred staging and indicative timing

Works stream	Planning process	Indicative timing
Pitt Street South demolition works	CSSI Approval (CSSI_7400)	2017-2018
Pitt Street tunnel and excavation works	CSSI_7400	2018-2020
Pitt Street Station fit-out works (below and above ground, including building grids, column loading, building infrastructure and services to enable the construction of future OSD)	CSSI_7400 Pitt Street Station Design and Precinct Plan (required under CSSI_7400) Interchange Access Plan (required under CSSI_7400)	2020-2023 – prior to the commencement of works
Pitt Street South OSD works (above station) and works associated with space provisioning within the CSSI Approval footprint	Detailed SSD application	2021-2024
Metro testing and commissioning	CSSI_7400	2021-2023
Pitt Street South OSD fit-out works	Development applications / exempt or complying development (if relevant)	2023-2024
Public domain works	CSSI_7400	Prior to station opening
Metro operations commence	CSSI_7400	2024

4.13 Infrastructure and services

Services upgrades to the site will be undertaken as part of the scope of works under the CSSI Approval. This will include independent connections with additional capacity to service the OSD based on the maximum services demand generated by the concept proposal (i.e. as determined by the land uses).

The service reticulation throughout the OSD would be the responsibility of the OSD developer and use of this additional service capacity would form part of the future detailed SSD Application. This is discussed in further detail at Chapter 8.16 of the EIS. Also refer to the Services and Utilities Infrastructure Report at Appendix AA.

4.14 Ecologically sustainable development strategy

An Ecologically Sustainable Development Report (Appendix Q) has been prepared to set out an ESD framework to guide the future detailed SSD Application for OSD. The report identifies minimum ESD requirements as well as world best practice sustainability opportunities for future OSD.

The Sydney Metro City & Southwest Sustainability Strategy has identified that all relevant buildings are to seek to achieve high benchmarks using rating systems. As outlined in Table 9, Sydney Metro is seeking to ensure that the future detailed design achieves appropriate high environmental ratings for each relevant land use component of the future OSD. The ESD Strategy sets out options in detailed design that are capable of supporting the attainment of these targets. The proposal also includes the ability for a residential building to achieve compliance with the requirements of *State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004* (SEPP (BASIX)).

Table 9 – Outline of sustainability targets

ESD Category	Commercial Office	Apartment
Energy/Greenhouse	NABERS 5.0 Star	BASIX
Water	Green Star 5-6 Star	BASIX
Management		Green Star 4 Star
Indoor Environment		
Material		
Transport		
Land Use and Ecology		
Emissions		
Innovation		

4.15 Retail and commercial strategy

In order to provide an analysis of the various land uses options at the site, a Strategic Land Use Analysis has been undertaken. The assessment takes into account the opportunities and constraints imposed by the OSD and its integration with the station, as well as the Central Sydney context in which the site is located. This includes an assessment of the potential for retail and various commercial uses to be contained at the site.

It has been determined through this assessment that residential and commercial office uses would both be able to be accommodated at the site, which has formed the basis for this proposal. Further discussion has been provided at Appendix K.

4.16 Public art strategy

A strategy to ensure the delivery of public art as part of the OSD project has been included as part of the Built Form and Urban Design Report at Appendix G, and is described below.

Indicative locations

As part of the OSD application, opportunities have been identified for public art installations within publicly accessible and highly visible locations in and around the integrated station development. The provision of public art has been further discussed at Appendix G.

Process

A Public Art Masterplan has been developed for all station locations on Sydney Metro City & Southwest project. The Masterplan establishes parameters for artistic excellence, governance mechanisms and a structured art program that will improve the travel experience of customers.

A Public Art Strategy would be developed for the future detailed SSD Application for OSD at Pitt Street South to align with the broader approach to public art outlined in the Public Art Masterplan and the relevant Council strategies. Public art would be commissioned based on standards of excellence and innovation, integrity of work, relevance to the site context and consistency with planning policies.

A Public Art Management Plan would be developed and implemented by the contractor responsible for delivery of the integrated station development. The Management Plan would need to demonstrate consistency with the Public Art Masterplan, provide initial public art concepts, and outline a framework for the commissioning and implementation of the art throughout the design, construction and operation of the OSD.

A Public Art Working Group would be implemented for the entire integrated station development to oversee the execution of the Public Art Masterplan. The Working Group would provide a forum for considering and approving the best approach to curating, procuring, integrating, installing and decommissioning public art as outlined in the Public Art Masterplan and Management Plan.

Successful artists would be selected from a list decided by the Sydney Metro Selection Committee, which would be set up in accordance with the Masterplan.

Further details regarding the Public Art Strategy are provided in the Built Form and Urban Design Report (Appendix G).

4.17 Signage

Included in this application is the potential for future business and building identification signage. This application seeks concept approval for this signage. The Built Form and Urban Design Report (Appendix G) details concept proposals for indicative signage locations at podium level on the Pitt Street elevation of the OSD, near the OSD lobby, as well as a zone for building signage at parapet level. The specific signage to be located within the signage zones would be subject to separate approval and would be refined as part of the future detailed SSD Application.

4.18 Mechanical services

The OSD building envelope includes space provisioning for the mechanical plant required to service the future OSD. These spaces are separate from the station plant / mechanical services requirements. The final location and design of the mechanical plant for the OSD including the external façade treatment would be refined as part of the detailed SSD Application. Specific requirements have been included in the OSD Design Guidelines (Appendix J) to inform the future design, location and aesthetic treatment of all mechanical services.

The indicative OSD designs include plant area at Levels 7 (for the commercial scheme) and 8 (for the residential scheme), as well as potential rooftop plant.

4.19 Subdivision

As detailed in Chapter 4.10 above, the CSSI Approval includes approval of subdivision of the station and the airspace for the future OSD. This is currently proposed to occur on or prior to the station date of completion in 2024.

This concept proposal seeks approval for a further subdivision of the OSD lot, if required once the subdivision requirements of the CSSI project are known. This may include subdivision of the OSD lot to create separate OSD lots. Details in relation to the subdivision of the OSD lot would be submitted with the future detailed SSD Application.

STAKEHOLDER AND COMMUNITY ENGAGEMENT

CHAPTER FIVE

5. Stakeholder and community engagement

Community consultation and stakeholder engagement have played a key role in the preparation of this concept SSD Application. This chapter provides a description of who has been consulted, how the consultation was carried out, the issues raised and how those issues have been addressed in the design resolution of the concept proposal.

5.1 Secretary's Environmental Assessment Requirements

The SEARs for this application included the following requirements in relation to consultation:

> *"During the preparation of the EIS, you must consult with the relevant local, State or Commonwealth Government Authorities, service providers and community groups. In particular you must consult with:*
>
> - *City of Sydney Council*
> - *Government Architect of NSW*
> - *Roads and Maritime Services*
> - *Sydney Coordination Office*
> - *Sydney Airport Corporation Limited and the Civil Aviation Safety Authority*
> - *Surrounding residents, businesses and local community groups*
>
> *The EIS must include a report describing pre-submission consultation undertaken, including a record of the stakeholders consulted, the issues raised during the consultation and how the proposal responds to those issues. Where amendments have not been made to address an issue, a short explanation should be provided.*

The Pre-Submission Consultation Report (Appendix L) provides a detailed explanation of the stakeholder and community engagement activities undertaken prior to the lodgement of the concept SSD Application. This includes a description of the pre-submission consultation process, the issues raised by each consulted party and how the Pitt Street South OSD has been amended to respond to those issues. If the Pitt Street South OSD has not been amended regarding a certain comment, justification has been provided to this respect.

5.2 Consultation with Community

Stakeholder and community consultation for Sydney Metro is an ongoing process that commenced with the release of Sydney's Rail Future in 2012. Consultation undertaken since June 2014 for the Sydney Metro City & Southwest project has played an important role in informing and scoping the design of the project.

The concept of integrated station development was formally announced to the community in November 2017 and a range of early engagement activities were undertaken prior to lodgement of this concept SSD Application to engage with industry, the local community and stakeholders about integrated station development at Pitt Street Station. The consultation aimed to keep the community informed and to provide opportunities for feedback.

The level of consultation undertaken prior to the lodgement of this concept SSD Application satisfies, if not exceeds, the minimum requirements as set out in the DPE's *Major Project Community Consultation Guidelines* (October 2017) and the SEARs (Appendix A).

5.3 Consultation during development of Sydney Metro City & Southwest

Consultation for Sydney Metro City & Southwest relating to Pitt Street Station prior to the announcement of integrated station development has included:

- early stakeholder consultation between June 2014 and June 2015
- project scope consultation following the announcement of Sydney Metro City & Southwest in June and July 2015, and design development for Sydney Metro City & Southwest
- consultation during preparation and exhibition of the EIS for the Sydney Metro City & Southwest Chatswood to Sydenham project (CSSI EIS), between June 2015 and June 2016. The CSSI EIS and its summary document both outlined multiple stations, including Pitt Street Station, which had been identified for potential property development including above and associated with, the proposed metro stations. The CSSI EIS also outlined the planning approvals process for OSD
- consultation with industry in June and December 2015 and on 1 September 2016
- engagement following the project update announcement in November 2015

5.4 Consultation during preparation of this SSD application

The following engagement was undertaken specifically in relation to OSD at Pitt Street Station.

Industry engagement

An industry briefing was held in November 2017 in Sydney. This event provided detailed information on integrated station development and early consultation. This event was attended by 640 industry representatives from Australian and international firms. Attendees to the sessions were invited via:

- Sydney Metro website
- Advertisements in The Australian newspaper
- Direct invitations

The briefing provided industry with information on:

- Integrated station development including at Pitt Street Station
- Progress with the development of Sydney Metro City & Southwest
- Details of the updated project delivery strategy
- Timing of next steps, including upcoming procurement processes

Attendees received a copy of a booklet titled Sydney Metro City & Southwest Industry Briefing (November 2017) which is also published on the Sydney Metro website.Sydney Metro will continue to engage industry in the development of the wider Sydney Metro project.

Community engagement

Early community engagement followed the industry briefing. The community were invited to participate in early engagement via the following communication methods, as detailed in the Pre-Submission Consultation Report at Appendix L:

- 10,500 newsletters were letterbox-dropped within 500 metres of the Pitt Street site inviting people to a community information session at Masonic Centre, Sydney on 21 November 2017.
- Advertisements were also placed in five newspapers:
  - *Australian Chinese Daily*
  - *Sydney Morning Herald*
  - *Mosman Daily*
  - *North Shore Times*
  - *Central Courier*

- A media release, website forums and Facebook were also used to communicate the concept proposal and to invite members of the public to give their feedback.

The community information session was attended by 36 community members. They were invited to provide feedback on the concept proposal for the OSD and to meet expert members of the project team. Information material available to the community at the session is provided in the Pre-Submission Consultation Report at Appendix L and included the following:

- Integrated Station Development booklet
- Newsletter
- Chatswood to Sydenham EIS summary
- Information display boards

The above information was also made available on the project website.

Stakeholder consultation

Sydney Metro engaged with the following stakeholders:

- Greater Sydney Commission
- Property Council of Australia
- Sydney Business Chamber
- Committee for Sydney
- City of Sydney Council
- Department of Planning and Environment
- Sydney Trains
- Government Architect of NSW
- Roads and Maritime Services (RMS)
- Transport for NSW's Sydney Coordination Office (SCO)
- Transport for NSW's Design Review Panel
- Sydney Airport Corporation Limited and the Civil Aviation Safety Authority
- Ausgrid
- Sydney Water
- Jemena

Community contact and information points

Table 10 outlines community contact and information points in use for the project.

Table 10 – Community contact and information points

Activity	Detail
Community information line (toll free)	1800 171 386
Community email address	sydneymetro@transport.nsw.gov.au
Website	www.sydneymetro.info
Postal address	Sydney Metro City & Southwest, PO Box K659, Haymarket, NSW 1240
Transport for NSW community information centre	388 George Street, Sydney

Place Managers

Sydney Metro has engaged Place Managers to build relationships and act as a feedback mechanism to help ensure community and stakeholder aspirations are consistently considered in the planning process. Their role is to be a direct point of contact between members of the community and the project team and they play a vital role in maintaining close and ongoing contact with local communities and stakeholders during the design and delivery of the wider Sydney Metro project.

Place Managers have been engaging with neighbouring residents, tenants and businesses (by phone, email, newsletter or doorknock) around the Pitt Street Station site (northern and southern portals) to ensure they are aware of the project, invite them to community information sessions and stalls, and ensure they have the information they needed to make a submission on the project.

For large buildings and apartment blocks, Place Managers contacted the building/facilities/strata managers to assist with distributing information to tenants and owners.

Place Managers conducted an outreach to the community members around the Pitt Street Station sites at the time of the SEARs lodgement in October 2017 to advise them of the start of a new planning phase for the OSD and to invite them to participate in a community information session. Community members were also given clear information about the statutory process for the concept SSD Application and an opportunity to provide a formal submission. Details of the stakeholder engagement and information made available during the consultation are included in the Pre-Submission Consultation Report at Appendix L.

5.5 Consultation with agencies

In addition to the community consultation above, a number of government agencies and departments were identified within the SEARs as being required for early consultation. These agencies include:

- The City of Sydney Council
- Government Architect of NSW
- Roads and Maritime Services
- Sydney Coordination Office
- Sydney Airport Corporation Limited and the Civil Aviation Safety Authority

Each of the above agencies have been consulted over the life of the project's development.

5.6 Outcomes from consultation

Sydney Metro has undertaken consultation with local residents, businesses, various government bodies and other stakeholders in accordance with the SEARs. Feedback received during consultation activities has been considered during the preparation of this concept SSD Application as outlined in Table 11 to Table 14.

Key issues raised during consultation relevant to the concept SSD Application, including the potential impacts to be considered and the information to be provided, are summarised in the following sections.

5.6.1 Summary of community feedback

Feedback was received at the community information sessions, either through the Sydney Metro project email address or via established relationships with Place Managers. The issues and design responses are outlined in Table 11.

Table 11 – Community feedback summary

Comment	Response
Environment	
Concern about impact to amenity and obstruction of existing views	The building envelope has been designed to minimize overshadowing impacts to key public areas and to minimize view loss to neighbouring buildings. Ongoing discussions have been held with owners and representatives of adjoining buildings. Refer to further discussion in Chapters 8.4 and Appendices V, W and X of this EIS.
Traffic and transport	
Concern about the scale of the development and potential increase in local traffic congestion	A traffic impact assessment has been undertaken which demonstrates that the concept proposal would result in negligible impacts on the local road network, including on the performance of key intersections in the vicinity. Refer to further discussion in Chapters 8.10 and Appendix U of this EIS.
Building Design	
Underground connection should be incorporated to the QVB from Pitt Street Station	This issue is not relevant to the OSD and has been considered as part of the CSSI Approval.
Lack of connectivity between Town Hall and Pitt Street Station	This issue is not relevant to the OSD and has been considered as part of the CSSI Approval.
Request for details of comparative predicated patronage levels against existing Town Hall and Wynyard stations	This issue is not relevant to the OSD and has been considered as part of the CSSI Approval.

5.6.2 Stakeholder feedback – City of Sydney Council

Regular consultation has been undertaken with City of Sydney Council in relation to the CSSI project, the proposed OSD and the integration of both elements. Meetings are generally conducted on a fortnightly basis to coordinate design development, the preparation of both the IAP and the SDPP, and to discuss construction-related issues arising from early works at the site. In addition to these recurring meetings, targeted meetings have also been held specifically to discuss proposed OSD and related issues. Key issues identified during this consultation and the responses are summarised in Table 12.

Table 12 – Stakeholder feedback summary – City of Sydney Council

Comment	Response
City of Sydney Council	
Option for commercial uses should be included in the Concept SSD Application	The concept SSD Application has been amended since the SEARs request to include a potential option for commerial office use within the OSD component. Refer to further discussion in Chapters 1.6 and Appendix K.
Compliance with the Apartment Design Guide should be achieved.	The proposed building envelope and indicative OSD design demonstrate that a future residential flat building would be capable of achieving compliance with the relevant provisions of SEPP 65, and the NSW Apartment Design Guidelines (ADG). Refer to further discussion in Chapter 8.7 and within the Built Form and Urban Design Report at Appendix G.
Strong preference for a design competition for the OSD proposal	The proposal supports the delivery of a new OSD building, supported by a Design Excellence Strategy. The design excellence process will be undertaken following the approval of the concept SSD Application and is detailed at Appendix I
Construction traffic and pedestrian impacts	Traffic and Pedestrian parking impacts of the proposal are assessed at Appendix T.
Concerns regarding overshadowing in the context of new and approved development schemes	Minimisation of overshadowing to Hyde Park, having regard to new and approved development schemes, has been a key factor in the development of the proposed envelope. Refer to further discussion in Chapters 8.3 and 8.7 and at Appendix H.
Extent and scope of public domain works	This issue is not relevant to the OSD. Ongoing consultation is being undertaken with the City of Sydney in relation to the public domain works as part of the Station works.
The building envelope and indicative OSD design have addressed previous issues raised in relation to building height (podium and tower) and overshadowing.	Noted.

5.6.3 Stakeholder feedback – Sydney Coordination Office

Meetings with the Sydney Coordination Office in relation to the concept proposal have been ongoing since the third quarter of 2017. The primary focus of the meetings has been to agree the traffic analysis assumptions, to resolve potential cumulative impacts with respect to planned changes to the traffic network and to input into design development to ensure the traffic impacts of the proposal are minimised. Key issues raised during this consultation and the responses are summarised in Table 13.

Table 13 – Stakeholder feedback summary – Sydney Coordination Office

Comment	Response
Transport for NSW / RMS / Sydney Coordination Office	
Impacts on the wider road network during construction and operation	The traffic analysis has been undertaken to assess potential impacts on the road network. The analysis demonstrates that the concept proposal would result in negligible impacts on the local road network, including on the performance of key intersections in the vicinity. Refer to the Transport and Traffic Impact Assessment Report at Appendix T and the assessment at Chapter 8.10.
The loading and servicing needs of the station and OSD development should occur within the site so that impacts on the surrounding streets are minimised	The development has been designed to address servicing. A number of meetings have been held with SCO and RMS to fully explore this issue. A loading dock management plan will be prepared to ensure the efficient operation of the loading dock facility. Refer to Appendix A of the Transport and Traffic Impact Assessment Report at Appendix T.

Comment	Response
Importance of minimising any impacts on public transport kerbside activities	A number of meetings have been held with SCO and RMS to work through the potential impacts on public transport operations and kerbside uses. The results of this are outlined in the Transport and Traffic Impact Assessment Report at Appendix T and in Chapter 8.10 of this EIS.

5.6.4 Summary of stakeholder feedback – Design Review Panel

The Sydney Metro DRP is an advisory body that is chaired by the NSW Government Architect. The objectives of the DRP are to provide independent, high-level design advice, ensure quality design outcomes and support the delivery of the Sydney Metro program. With respect to OSD, the primary role of the DRP is to review, critique and advise on the application of design objectives to key design elements, including such themes as placemaking, activation, architecture, heritage, urban design, landscape design and artistic elements and more specifically, to review the OSD designs to facilitate the achievement of design excellence.

Consultation with the DRP in relation to the concept proposal for Pitt Street South has been ongoing since the third quarter of 2016, beginning with the consideration of site constraints, opportunities and different building envelope options. The project team has presented to the DRP throughout the design development phase and has taken the Panel's comments on board in the concept design, as demonstrated in Table 14. It is noted that the comments and responses provided in Table 13 are most relevant to the DRP's recent consideration of Option 4 (refer to Chapter 1.6 of the EIS), as this Option forms the basis of the current SSD Application.

Table 14 – Stakeholder feedback summary – Design Review Panel

Comment	Response
Design Review Panel (DRP)	
Wind testing should be undertaken on the design	A Wind Impact Assessment (Chapter 8.14 and Appendix O) has been undertaken to inform the building envelope design. Measures are recommended to mitigate potential ground level impacts and the amenity of the OSD. A further wind assessment would be undertaken at the detailed SSD Application stage.
The tower form should respect the current LEP controls and avoid additional overshadowing to Hyde Park. Consideration should be given to surrounding approved/ under construction developments.	The building envelope has been refined to comply with the overshadowing provisions in the SLEP 2012 and to specifically ensure that no new shadow is cast to Hyde Park during 12 noon and 2pm on the winter solstice. Overshadowing impacts have also been considered, having regard for developments currently under construction including Greenland and Century Towers. Refer to further discussion in Chapter 8.1 and the shadow analysis at Appendix H
The residential component of the development needs to be fully compliant with SEPP 65.	The proposed building envelope and indicative OSD design demonstrate that a future residential flat building would be capable of achieving compliance with the relevant provisions of SEPP 65, and the NSW Apartment Design Guidelines (ADG). Refer to further discussion in Chapter 8.6 and within the Built Form and Urban Design Report at Appendix G.
The DRP is not adverse to the proposed building heights and envelope and acknowledges the efforts made to avoid shadowing to Hyde Park.	Further design work has been undertaken to refine the design of the building envelope and to avoid additional overshadowing to Hyde Park. Refer to detailed discussion in Chapter 8.2 of this EIS and the shadow diagrams at Appendix H.
The DRP acknowledges and understands the rationale for the proposed land uses.	Noted. Refer to the Strategic Land Use Analysis at Appendix K.
The indicative podium height is supported.	The proposed podium height provides an appropriate design response to the streetscape context including to specifically respond to the podium heights of the adjacent heritage buildings. OSD Design Guidelines have been prepared to guide the future detailed design of the OSD (Appendix J).

5.6.5 Stakeholder feedback – Air Services

Consultation has been undertaken with Sydney Airport Corporation Limited and the Civil Aviation Safety Authority. Details of this consultation are contained in the Aviation Report at Appendix X of this EIS.

5.6.6 Stakeholder feedback – Utility Services Providers

Consultation has been undertaken with the key utility services agencies; Ausgrid, Sydney Water and Jemena. The details of this consultation and the status of agreements with these providers is contained in the Services and Utilities Infrastructure Report at Appendix AA of this EIS.

5.6.7 Department of Planning and Environment

Consultation has been ongoing with the DPE since the second quarter of 2016. During this consultation, Sydney Metro has presented the design development of the concept proposal and has outlined key issues raised during stakeholder engagement.

5.6.8 Office of the Government Architect

Consultation has been undertaken directly with the Government Architect's Office during the preparation of Sydney Metro's Design Excellence Strategy. The Strategy (Appendix I) has been refined to specifically address the following feedback and key issues raised during this consultation:

- To confirm the commitment to design excellence to showcase inspiring, ambitious and diverse architecture and design that is both globally and locally relevant and resonant
- To increase competition by encouraging the broadest range of participants as possible in the competitive selection process including investigating partnering strategies to reduce the apparent barrier of Authorised Engineering Organisation (AEO) status
- Formalising the use of benchmarks to set minimum performance requirements for tender responses
- Binding the design excellence elements of the selected tender design into the contract documents at execution in order to mandate elements that underpin excellence outcomes

5.7 Public Exhibition of the SSD Application

The DPE will place this concept SSD Application on public exhibition in accordance with the relevant statutory requirements. During the exhibition period, government agencies, project stakeholders and the community will be able to review the concept SSD Application and make a written submission to the DPE for consideration in its assessment of the application.

Advertisements will be placed in newspapers to advise of the public exhibition, where the concept SSD Application can be viewed and details provided of community consultation activities and information sessions.

During the public exhibition period, Sydney Metro will also undertake further community and stakeholder engagement. Communication materials and activities to assist the community to understand the concept SSD Application and process for making a submission will include:

- SSD Application overview document
- Media releases
- Community information sessions and events
- Door knocks
- Newsletter letterbox drop
- Project website updates
- Newspaper advertising
- 3D Model displays at institutions
- Stakeholder meetings
- Local business engagement
- Government stakeholder engagement

At the completion of the public exhibition period and after reviewing the submissions, Sydney Metro will prepare a Response to Submissions Report and if required, a Preferred Project Report. This report will be made available to the public via both the DPE and Sydney Metro websites.

5.8 Ongoing Consultation and Engagement

Sydney Metro will continue to work with stakeholders and the community to ensure they are informed about the project and have opportunities to provide feedback to the project team.

Table 15 – Ongoing consultation and engagement activities

Activity	Timing	Design	Delivery	Operation
Awareness and marketing campaign to engage future customers	Ongoing	●	●	●
Community events	Ongoing	●	●	
Community information centres	Ongoing	●	●	
Community information sessions	As required	●		
Community communications strategy	Prior to construction	●	●	
Construction complaints management system	Prior to construction	●	●	
Construction notifications	Seven days prior to construction starting		●	
Doorknocks	As required	●	●	●
Email updates	Relevant milestones	●	●	●
Enquiries and complaints hotline	Ongoing	●	●	●
Fact sheets	As required	●	●	●
Engagement with stakeholders including government, peak bodies and local businesses	As required; relevant milestones	●	●	●
Media releases	Relevant milestones	●	●	●
Newsletter	Relevant milestones	●	●	●
Newspaper advertising	Relevant milestones	●	●	●
Operation communications plan	Prior to operation			●
Place managers	Ongoing	●	●	
Project briefings and presentations	Relevant milestones	●	●	
Project overview document	Relevant milestones	●	●	
Site signage	Prior to construction		●	
Social media updates	As required; relevant milestones	●	●	●
Website, animations and online forums	Ongoing	●	●	

5.9 Next Steps

Sydney Metro will continue to engage with the community about the CSSI Approval and the concept SSD Application, including staging of works and the integrated relationship between the Pitt Street South Station and the OSD. The community will continue to be provided with opportunities to make enquiries and provide feedback.

ASSESSMENT OF COMPLIANCE WITH STRATEGIC PLANS

CHAPTER SIX

6. Assessment of compliance with strategic plans

This Chapter assesses the consistency of the proposal with the goals and planning objectives of the strategic land use, urban design and transport plans prepared by the relevant agencies and bodies. This assessment has been designed to align with the SEARs issued for the project (see Appendix A), whilst ensuring that all relevant policies and plans have been addressed as part of this concept SSD Application. The concept proposal is generally consistent with the identified strategic plans and policies as described below.

6.1 NSW State Priorities

The NSW State Government has identified 18 key priorities under five key categories, with the intention of improving a range of target fields. Categories relevant to the proposed development are addressed below.

Strong budget and economy

The proposed development would contribute to the strengthening of the NSW economy by providing for additional investment at a key site in the Sydney CBD. The integration of transport and land use in this manner would also improve the productivity benefits derived from the Sydney Metro project.

Encouraging business investment

This application comprises a prime opportunity to encourage investment by the private sector to facilitate the delivery of a mixed use building above the station portal to accommodate a future hotel, commercial and residential mixed use development. The use of this air space is an innovative move by the NSW Government to facilitate private sector investment whilst leveraging government investment for improved urban outcomes.

Increasing housing supply

Increased housing supply in suitable locations has been identified by the government as being a key solution to the issue of housing affordability, with a target of more than 50,000 dwelling approvals set by the government each year in order to respond to strong housing demand. The residential land use option for the Pitt Street South OSD would substantially contribute to this priority through the delivery of approximately 160 dwellings in a highly accessible CBD location.

Accelerating major project assessment

Sydney Metro will work with the DPE to ensure an efficient, transparent and robust assessment of this concept proposal. This collaboration will assist the DPE in meeting its responsibilities under this priority.

Improving road travel reliability

The OSD at Pitt Street South would help meet journey time targets for road users by encouraging increased commuter use of public transport. The public transport accessibility of the Sydney CBD would increase as a result of the Pitt Street South integrated station development, which would contribute to achieving this priority. The OSD would be physically integrated with the future Pitt Street Station, providing workers within the building with a reliable and easily accessible mode of transport.

Ensure on-time running for public transport

While Sydney Metro is not expected to be operational until 2024, the OSD at Pitt Street South would contribute to the longer term improvement of Sydney's public transport system by forming an integral component of Sydney Metro which would significantly cut travel and waiting times.

6.2 NSW's Premier's Priorities

The NSW Premier's Priorities represent 12 key policy priorities for the NSW Government, and work to replace the former NSW 2021 Plan. The priorities outline the NSW Government's vision and objectives for the State's future and are intended to guide all government action.

The priorities contain measurable targets intended to guide the social and economic development of the state and are specifically focussed on the following key areas:

- creating jobs
- delivering infrastructure
- driving public sector diversity
- improving education results
- improving government services
- improving service levels in hospitals
- keeping our environment clean
- making housing more affordable
- protecting our kids
- reducing domestic violence reoffending
- reducing youth homelessness
- tackling childhood obesity

Two of the priorities are particularly relevant to this concept proposal as detailed below.

Creating Jobs

This priority sets a target of 150,000 new jobs in NSW by 2019. According to the NSW State government, jobs growth is currently tracking significantly above target and the government continues to support job creation through a number of policies, including funding of Jobs for NSW, advice to small business through the Business Connect program, and creation of jobs and apprenticeships for the construction sector through government infrastructure projects. This will ensure NSW receives ongoing jobs growth to match the significant population growth predicted in the coming years.

Sydney Metro has created thousands of jobs which will continue to increase as construction of Sydney Metro City & Southwest continues. The Pitt Street South OSD would work to provide substantial additional employment during the construction phase of the development, with the proposed works resulting in the provision of an estimated 350 direct jobs over the construction phase of the development.

Additionally, the commercial office land use option for the Pitt Street South OSD would provide capacity for an estimated 1,500 jobs on an ongoing basis.

Finally, the Pitt Street South OSD has the potential to increase residential capacity within the Sydney CBD, and Sydney more broadly, which will have a corresponding positive economic impact. An increase in the population of Central Sydney would increase activity in the surrounding area, with a particular focus on traditionally 'out of hours' services, such as late night retail trading, food and drink premises, and local business services such as real estate agents, consumer banking services and the like.

Delivering Infrastructure

This priority aims to deliver key metropolitan, regional and local infrastructure projects on time and on budget. Sydney Metro City & Southwest is Australia's biggest public transport project and the nation's biggest urban rail investment in history. The concept proposal supports the delivery of Sydney Metro and optimises the projects productivity benefits by facilitating employment and housing growth that is coordinated with the new Pitt Street station. The OSD component would capitalise on the NSW Government's investment in this infrastructure project, contributing to the growth of the Sydney CBD.

Additionally, it is noted that the Pitt Street South OSD has been designed to ensure that the OSD component of the site will not hinder the ability of Sydney Metro City and Southwest to commence operations on time in accordance with the NSW Government's timeframe. This has been further discussed at Chapter 1.2.

6.3 A Plan for Growing Sydney

A Plan for Growing Sydney was the NSW Government's vision for Sydney over the next 20 years and was listed in the SEARs as being a relevant consideration in this assessment. However, *A Plan for Growing Sydney* has been superseded, and is no longer the relevant metropolitan plan for Sydney. Analysis of the *Greater Sydney Region Plan 2018*, as the relevant metropolitan plan, has been provided at Chapter 6.5 below.

6.4 Towards our Greater Sydney 2056

Towards our Greater Sydney 2056 was the first draft update to *A Plan for Growing Sydney*, which sought to ensure that the metropolitan plan for Sydney reflected the updated context of Sydney in 2016, and comprised the first exhibited documentation by the Greater Sydney Commission (GSC). This update has been superseded by the final *Greater Sydney Region Plan 2018*.

6.5 Greater Sydney Region Plan 2018

The *Greater Sydney Region Plan* is an amended update to *A Plan for Growing Sydney*, and a final version of the Draft Towards our Greater Sydney 2056 Plans, both prepared by the GSC. The *Greater Sydney Region Plan 2018* builds upon the previous documents, to align with the vision established in the *East District Plan* (Chapter 6.6).

The updated strategic plan sets out key concepts for the future growth of Sydney including the 'Metropolis of Three Cities' and the '30 minute city'. The Region Plan's spatial plan is shown in Figure 54.

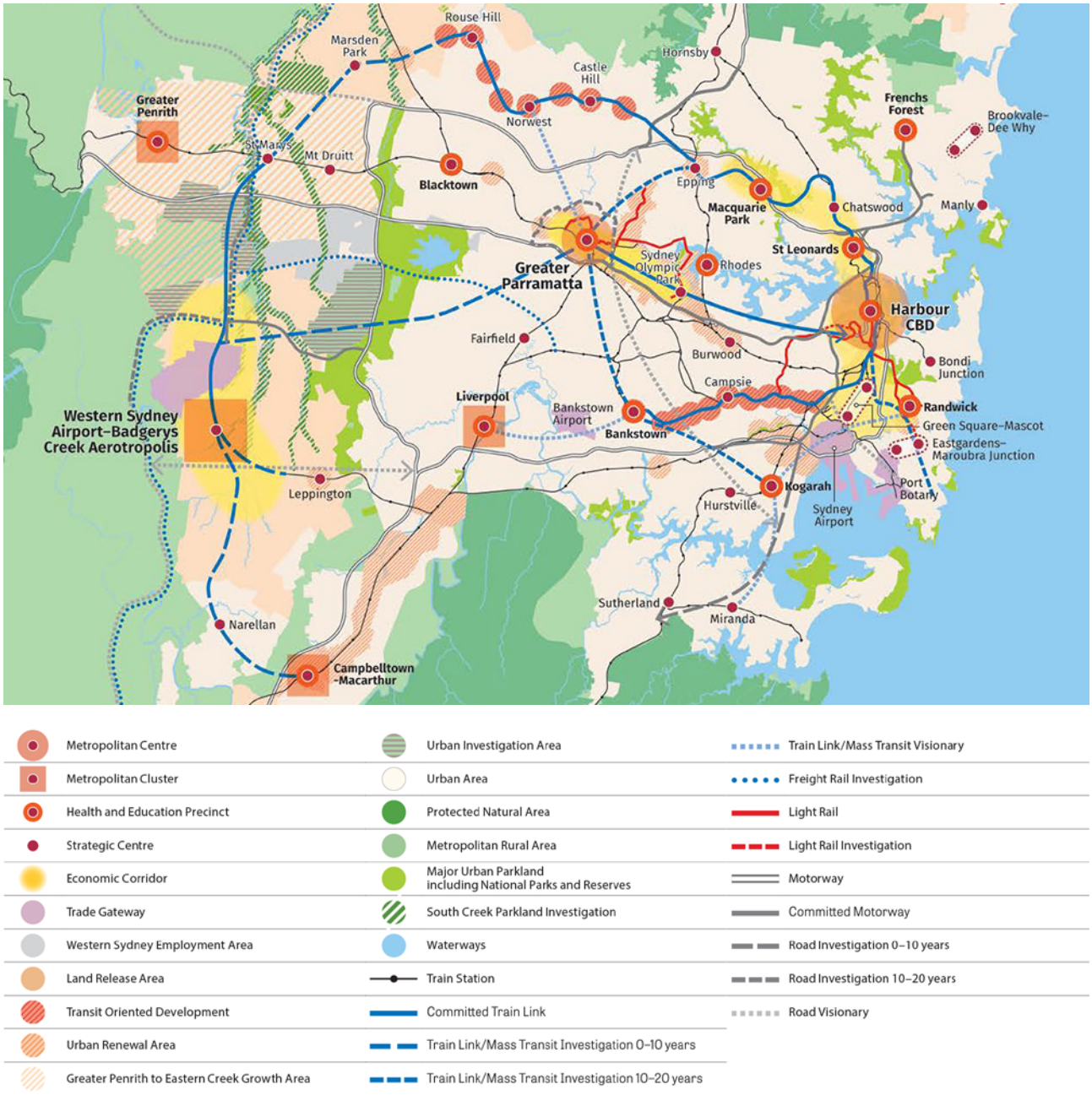


Figure 54 – Greater Sydney Structure 2056 map

The *Greater Sydney Region Plan 2018* structures the future strategic objectives for Sydney around four key themes, being infrastructure and collaboration, liveability, productivity and sustainability and it sets out a number of directions and objectives to guide delivery of these themes. The consistency of the Pitt Street South OSD with key relevant directions and objectives is outlined in Table 16.

Table 16 – Consistency with the Greater Sydney Region Plan.

Direction	Objective	Consistency
A city supported by infrastructure	1. Infrastructure supports the three cities	The Pitt Street South OSD is located immediately above transport infrastructure, in a location which will encourage use of the Sydney Metro project by future building occupants.
	4. Infrastructure use is optimised	The proposal is in a location in which future residents or employees are very likely to use the future Metro line, as well as the broader Sydney public transport network as principal modes of transport
A collaborative city	5. Benefits of growth realised by collaboration of governments, community and business	The Pitt Street South OSD comprises an initiative by Sydney Metro to ensure that the development of the site reflects the extensive collaboration undertaken through this project (Chapter 5).
A city for people	7. Communities are healthy, resilient and socially connected	The Pitt Street South OSD enables the provision of a working or residential population base within close proximity to the site. It is also noted that the proposal has been designed such that the vast majority of residents or employees would not have access to a private vehicle, strongly encouraging the use of public transport, walking or cycling when making journeys
Housing the city	10. Greater housing supply	A residential scheme at the site would provide additional housing supply in Central Sydney, delivering approximately 160 dwellings at the site
	11. Housing is more affordable and diverse	A residential scheme at the site would be capable of providing an array of different dwelling typologies, making provision for 1, 2 and 3 bedroom apartments and would increase the supply of housing in a highly accessible CBD location.
A city of great places	12. Great places that bring people together	The proposal would play a key role in the creation of a high quality Pitt Street Station precinct, and would contribute to the creation of a great future place in the Sydney CBD
	13. Environmental heritage is identified, conserved and enhanced	The Pitt Street South OSD has been designed to ensure that the development relates well to the surrounding heritage context. This has been further discussed at Chapter 8.9
A well-connected city	14. A Metropolis of three cities – integrated land use and transport creates walkable and 30-minute cities	The proposal contributes to the provision of a 30-minute Eastern City, co-locating housing and employment at a site which directly benefits from very strong access to services and employment, seven days a week.
	15. The Eastern, GPOP and Western Economic Corridors are better connected and more competitive	The OSD would strengthen Sydney's Eastern Economic Corridor by contributing to the continued growth of the Sydney CBD. The OSD would harness the catalytic effects of the metro by offering commuting advantages to residents, visitors and workers. Residents and workers in the OSD would be better connected to Sydney CBD and other major centres, which will improve business linkages and access to employment opportunities.
Jobs and skills for the city	18. Harbour CBD is stronger and more competitive	A commercial scheme at the site would increase commercial space, which would both work to improve the competitiveness of the Harbour CBD
	22. Investment and business activity in centres	A commercial scheme at the site would facilitate business investment in the Harbour CBD.

Overall, the Pitt Street South OSD comprises the provision of an integrated station development which would contribute positively to the Harbour CBD, providing additional residential or commercial capacity in a highly accessible location. The OSD would work seamlessly with the station portal below to create a vibrant and functional development outcome and aligns with the relevant key directions and objectives of the *Greater Sydney Region Plan*.

6.6 Eastern City District Plan

The *Eastern City District Plan* sets out a 20 year plan and 40 year vision for the Eastern City District, which comprises the Sydney CBD, as well as a number of other inner city localities across the Eastern Suburbs, Sydney Airport, Port Botany, as well as the Inner South and Inner West (Figure 55).

The District Plan identifies housing and employment targets, as well as a series of priorities and actions for the growth and development of the district. The District Plan identifies the Sydney Eastern CBD as one of the three key Metropolitan Centres in the context of Greater Sydney, and identifies a set of key Planning Priorities to underpin the future growth of the Eastern City.

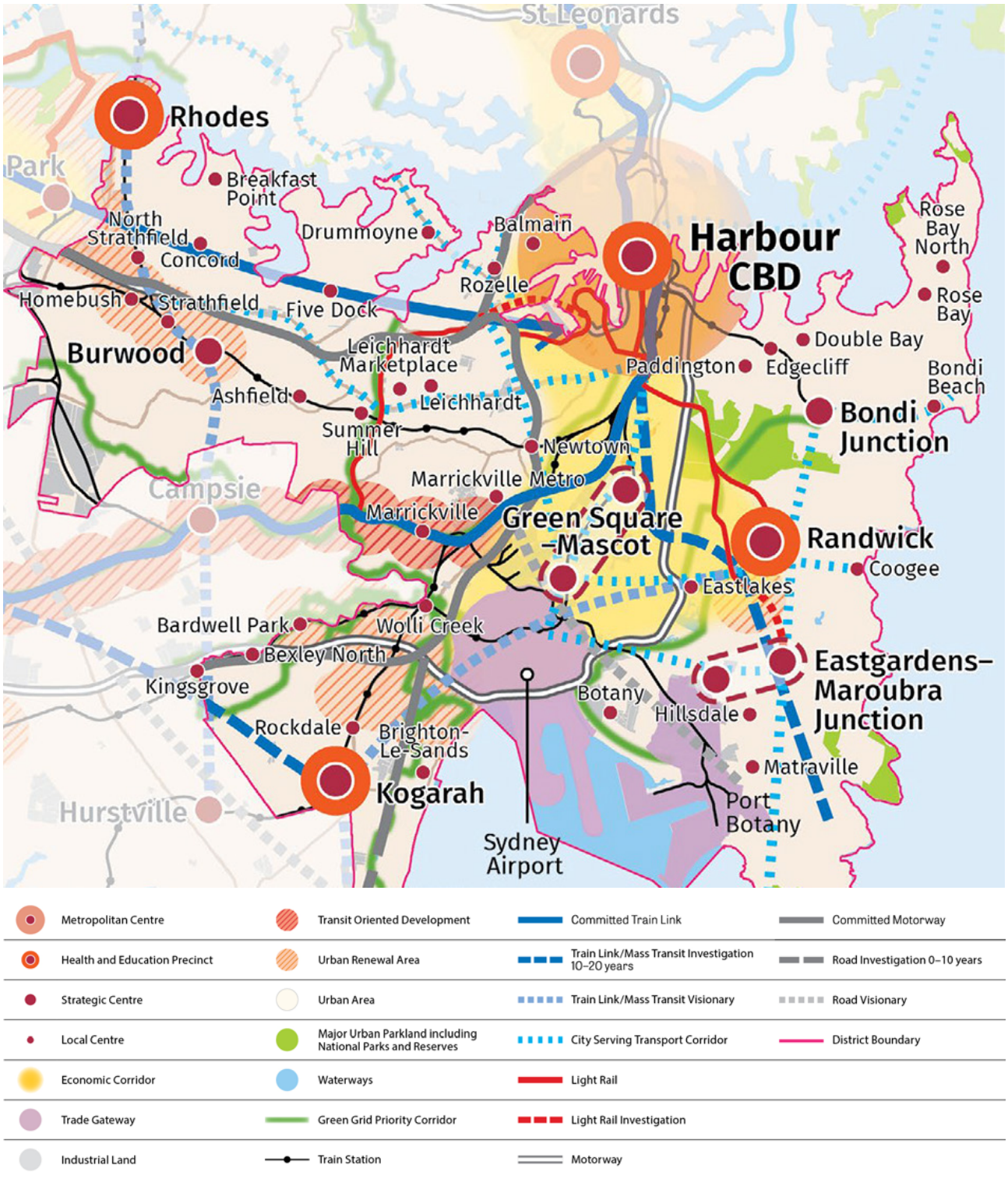


Figure 55 – Eastern City District Structure Plan

The Pitt Street South OSD is consistent with specific provisions of the Eastern City District Plan, which have been detailed at Table 17 below.

Table 17 – Consistency of the proposed concept against the objectives of 'Better Placed'

Direction	Objective	Consistency
A city supported by infrastructure	E1. Planning for a city supported by infrastructure	The OSD supports the delivery of key infrastructure through the Sydney CBD, leading to the creation of a fully formed place experience at the future Sydney Metro CBD stations.
Housing the city	E5. Providing housing supply, choice and affordability with access to jobs, services and public transport	The OSD would potentially contribute to the provision of additional housing supply in a central Sydney context in a location which benefits from unmatched access to public transport, jobs and services.
A city of great places	E6. Creating and renewing great places and local centres and respecting the District's heritage	Both schemes at the site would result in the creation of a high quality integrated station precinct, which would contribute to the creation of a great place around the Pitt Street Station precinct, while respecting nearby heritage items including the Edinburgh Castle Hotel and the Metropolitan Fire Brigade Building.
A well connected city	E10. Delivering integrated land use and transport planning and a 30-minute city	The concept proposal has the potential to provide additional housing in a location which is within 30 minutes travel of not only the CBD, but also employment districts to the north, south and west, providing an excellent level of employment possibility for residents. Additionally, a commercial scheme at the site would enable the provision of additional employment in a location which is highly accessible
Jobs and skills for the city	E11. Growing investment, business opportunities and jobs in strategic centres	A commercial office scheme at the site would result in the growth of business opportunities and jobs in the Eastern City CBD
An efficient city	E19. Reducing carbon emissions and managing energy, water and waste efficiently	The proposal would provide an environmentally a sustainable high quality development precinct, as further discussed at Chapter 8.12

The District Plan also identifies a growth plan of 157,500 new dwellings by 2036, which the Pitt Street South OSD has the potential to contribute to (subject to the final land use). This includes a target of 18,300 additional dwellings in the City of Sydney LGA in the five years to 2021. The concept proposal would assist in meeting these dwelling targets should a residential land use be pursued as part of the detailed SSD Application.

6.7 NSW Long Term Transport Master Plan

The *NSW Long Term Transport Master Plan* was a 20 year vision for public transport, roads and freight networks within NSW. The aim of the Transport Master Plan is to better align and integrate transport infrastructure investment, to ensure that the development of transport infrastructure is aligned with future urban development. However, the *NSW Long Term Transport Master Plan* has been superseded by the *Future Transport Strategy*, which has been further discussed below.

6.8 Future Transport Strategy 2056

The *Future Transport 2056 Strategy* comprises an update of the *TfNSW 2012 Long Term Transport Master Plan*. This update seeks to not only reflect and build upon the substantial transport infrastructure work undertaken across the State since 2012, but also seeks to align strategic transportation policy with planning policy with the intention of aligning the future strategic location of development near transport. This work has been planned for the next forty years to 2056, in order to provide a range of short, medium and long-term transport objectives which will guide the future development of NSW.

Six key outcomes for transport in NSW are defined as the focus of the *Future Transport 2056 Strategy*, which comprise the following:

1. Customer focused
2. Successful places
3. Growing the economy
4. Safety and performance
5. Accessible services
6. Sustainability

The Pitt Street South OSD proposal reflects each of the relevant key outcomes, since:

- it would not interrupt the delivery of the Sydney Metro (City & Southwest) network, ensuring that the benefits of Metro rail are delivered to customers as soon as possible following completion of the railway works
- it would contribute to the creation of a sense of place at the Pitt Street South site and would contribute to the overall legacy of the Sydney Metro project by creating interesting, iconic and functional spaces around and above future CBD stations. The layout and function of the public space around the southern portal of Pitt Street Station has been designed in the integrated station development to ensure that public domain space is increased, vehicle conflicts are reduced and pedestrian amenity is improved. Wider footpaths and public domain landscaping will work to ensure that the integrated station development improves the sense of space at the site, and leaves a lasting, high quality legacy of the Sydney Metro project for future users
- it would contribute to the creation of a sense of place at the Pitt Street South site, and would contribute to the overall legacy of the Sydney Metro project by creating interesting and iconic spaces above the future Metro stations
- it would substantially contribute to the Sydney and NSW economies, as has been further discussed at Chapter 9.2
- it would not affect the operations of the future Sydney Metro project, whilst delivering a strong integrated station development outcome at the site
- it has been designed to be accessible, as further discussed at Chapter 8.27
- it is capable of meeting best practice sustainability objectives, as further discussed at Chapter 8.12

Overall, the project is considered to align strongly with the transportation outcomes, given that it would directly comprise the delivery of a memorable station experience at the Pitt Street South site, and would contribute to the overall legacy of the Sydney Metro project.

6.9 Building Momentum: State Infrastructure Strategy 2018-2038

Building Momentum: State Infrastructure Strategy 2018-2038 is a strategy for the future delivery of infrastructure prepared by Infrastructure NSW. This strategy sets out a number of key directions for NSW, which aim to assist with the development of high quality infrastructure which meets the needs of Sydney over the next 20 years.

The Pitt Street South OSD is aligned with the key recommendations of this strategy as it involves the efficient use of surplus development potential created through the Sydney Metro project. Specifically, the following points are noted:

- the proposal is consistent with the Eastern Harbour City objectives, with the OSD at Pitt Street South being provided as part of the wider Sydney Metro project, which seeks to directly positively influence the quality of mass transit connections to the CBD

- the proposal is located in an area which benefits from a range of transport options, with the surrounding future environment being optimal for cycling and walking. Through the provision of bicycle storage facilities and the provision of minimal car parking, the proposal would assist in promoting use of the walking and cycling network
- this proposal comprises a direct integration of land use with the transit infrastructure located at the site, achieving a direct objective of the policy

6.10 Better Placed: An Integrated Design Policy for Built Environment of NSW

Better Placed: An Integrated Design Policy for the Built Environment of NSW (Better Placed) was released in September 2017 to guide the future of urban planning towards the creation of better designed places throughout NSW. Better Placed comprises seven key objectives, which are considered at Table 18 below.

Table 18 – Consistency of the proposed concept against the objectives of 'Better Placed'

Objective	Comment
Objective 1 – Better Fit **Contextual, local and of its place**	The Pitt Street South OSD has been strongly influenced by its context, ensuring that the various constraints and opportunities provided by the site's surroundings are adequately responded to by the building form proposed (to a Concept level). The proposal has been designed to ensure that the ultimate building form at the site responds well to its context, as has been discussed further at Chapter 1.1.
Objective 2 – Better Performance **Sustainable, adaptable and durable**	Environmental sustainability has been a key component to the development of this proposal, and has been further discussed at depth in Chapter 8.12.
Objective 3 – Better for community **Inclusive, connected and diverse**	Noting that the development comprises an OSD envelope, which has limited opportunities for providing additional community benefit through design, the concept proposal works to provide an interesting and welcoming ground floor environment and interface.
Objective 4 – Better for people **Safe, comfortable and liveable**	The Pitt Street South OSD is a key part of the overall development of the Pitt Street Station precinct. The station and the OSD elements would work with one another in order to create a high quality space which is active and safe to move around within.
Objective 5 – Better working **Functional, efficient and fit for purpose**	The Pitt Street South OSD has been designed in a coordinated manner alongside the station development, in order to result in a building format which works seamlessly between the OSD and station uses. The building also has been demonstrated through the EIS to be capable of functioning very well for either a residential or commercial purpose.
Objective 6 – Better value **Creating and adding value**	The development would create excellent value and quality of life for future residents or employees at the site.
Objective 7 – Better look and feel **Engaging, inviting and attractive**	When considered alongside the works to create the southern portal of Pitt Street Station under the CSSI Approval, the development would enable the provision of a very high quality development. The Design Excellence Strategy at Appendix I will ensure that design quality remains a key factor throughout the design process, and the Public Art Strategy included at Appendix G would enable the provision of interesting public art at the ground floor. Overall, the concept proposal would contribute to the creation of a very interesting station precinct around the ground floor plane at the site.

6.11 Sustainable Sydney 2030

Sustainable Sydney 2030 is the City of Sydney Council's vision for sustainable development through the City of Sydney to 2030 and beyond. The plan includes ten targets for the measurement of sustainability success, as well as ten strategic directions intended to guide the future direction of Sydney.

The Pitt Street South OSD has been designed so as to be capable of achieving the relevant targets, and consistent with the strategic directions contained within *Sustainable Sydney 2030*. Consistency of the proposal in this nature can be broken down into a number of key areas, as described in Table 19.

Table 19 – Consistency of development against Sustainable Sydney 2030

Area	Relevant Target / Strategic Direction
Emissions and Utilities	**Target 1:** The city will reduce greenhouse gas emissions by 70 per cent **Target 2:** The city will have capacity to meet 100 per cent of the electricity demand by local electricity generation, 30 per cent of water supply by local water capture and increased canopy cover of 50 per cent by 2030 **Strategic Direction 2:** A Leading Environmental Performer **Strategic Direction 9:** Sustainable Development, Renewal and Design
Housing Availability and Supply	**Target 3:** There will be at least 138,000 dwellings in the city (including 48,000 additional dwellings compared to the 2006 baseline) for increased diversity of household types, including greater share of families **Strategic Direction 8:** Housing for a Diverse Community
Employment Accessibility	**Target 5:** The city will contain at least 465,000 jobs (including 97,000 additional jobs compared to the 2006 baseline) with an increased share in finance, advanced business services, education, creative industries and tourism sectors
Public Transport Accessibility	**Target 6:** Trips to work using public transport will increase to 80 per cent, for both residents of the city and from elsewhere **Strategic Direction 3:** Integrated Transport for a Connected City
Active Transport Accessibility	**Target 7:** At least 10 percent of total trips made in the city are by bicycle and 50 per cent by pedestrian movement **Strategic Direction 4:** A City for Walking and Cycling
Accessibility to Services, Open Space and Culture	**Target 8:** Every resident will be within reasonable walking distance to most local services, including fresh food, childcare, health services and leisure, social, learning and cultural infrastructure **Target 9:** Every resident will be within a 3-minute walk (250 metres) of continuous green links that connect to the harbour foreshore, harbour parklands, Moore or Centennial or Sydney parks **Strategic Direction 7:** A Cultural and Creative City
Social Interaction and Community Cohesion	**Target 10:** The level of community cohesion and social interaction will have increased based on at least 65 per cent of people believing most people can be trusted **Strategic Direction 6:** Resilient and inclusive local communities

Each of these relevant areas of consideration has been further discussed, as relevant to the proposal below.

Emissions and utilities

The proposal would work to achieve the relevant sustainability criteria at the site, as specified at Chapter 8.12. This includes satisfaction of the relevant requirements under SEPP (BASIX) if a residential scheme were to be pursued, as well as achieves the relevant targets set under the Ecologically Sustainable Development Report provided at Appendix Q.

Housing supply and affordability

The Pitt Street South OSD would potentially contribute to the future supply of housing in the City of Sydney LGA, including the provision of additional supply in the Sydney CBD. The potential residential scheme would enable the future provision of a range of unit compositions, with one, two and three bedroom units contemplated. This would enable the potential provision of dwellings to suit a range of family and household compositions.

Employment accessibility

The Pitt Street South OSD would improve the availability of employment at the site if a commercial scheme is pursued. This additional employment capacity would be located in a highly accessible location, which benefits from excellent access to surrounding public transport, walking and cycling networks.

Public transport accessibility

The concept proposal comprises the supply of additional residential dwellings or commercial floor space above the future southern portal of Pitt Street Station. As such, the proposal fulfils the principles of Transit Oriented Development, by focussing high density development in a location which provides an exceptional level of public transport accessibility.

The substantial opportunities provided by Sydney Metro must be noted, providing users a world class train service every few minutes to connect to key employment destinations through the CBD, and Sydney's north and south-west. Future users of the OSD would utilise Sydney Metro for transport needs. Aside from this, the site is also located within walking distance of an array of existing and future transport options, as has been discussed previously at Chapter 8.10.

Finally, the proposal limits provision of parking to 34 spaces, meaning that a majority of future residents or employees would not have car parking spaces. For these units, residents or employees would need to use the public transport network as their primary mode of transportation, with other modes such as taxis, car share vehicles and walking and cycling also forming the overall transportation profile of future residents or employees. This is further discussed at Chapter 8.10.

Active transport accessibility

The Pitt Street South OSD would also promote the use of walking and cycling within the Sydney CBD. In a Sydney CBD context, additional floor space in a location such as this would promote the use of transport by future occupants to other nearby locations, likely using the surrounding walking and cycling networks.

Although the site is unable to include the provision of any through site links (due in part to the nature of the development comprising the over station portion of the development at the site), the proposal would nevertheless contribute to the provision of a pedestrian friendly environment at the site. In addition to the pedestrian amenity improvements being undertaken as part of the Sydney Metro CSSI Approval, the concept proposal would contribute to the activation of the surrounding streets through the location of residents or employees at the site.

As discussed at Chapter 3.5, the site benefits from proximity to the existing Sydney CBD Cycleway network, being approximately 200 metres from the Liverpool Street Cycleway. This provides access to the northern end of the Sydney CBD, as well as provides separated access to the regional cycleway network in all directions. Accessibility will continue to improve in the coming years, with the envisaged completion of the CBD cycleway network including delivery of a cycleway along Castlereagh Street, which is 40 metres from the site, providing direct access to Martin Place, Circular Quay and William Street.

Access to Services, Open Space and Culture

The Pitt Street South OSD, by virtue of the location of the site, benefits from excellent access to surrounding public facilities. These include:

- **Services:** The proposal is within close proximity to a range of childcare facilities, public services, fresh food shops and the like. Where services are not immediately available in a CBD context, residents or employees will have access to services through the public transport network.
- **Open Space:** The site is located within walking distance of Hyde Park (and The Domain beyond) which provide a substantial network of active and passive open spaces to the east of the site. Likewise, to the west of the site lies Tumbalong Park and Darling Harbour, which comprises another substantial recreation space.
- **Culture:** The Sydney CBD provides access to some of the nation's top cultural institutions, with museums, art galleries, food and drink premises, and places of interest all within walking distance of the site. Public art would also be provided as part of the concept proposal to support the local art community and contribute to the creation of a new cultural experience.

Overall, the concept proposal would have a strong positive impact on delivering the future desired characteristics of the City of Sydney, and the development is highly compatible with the *Sustainable Sydney 2030* Strategy.

6.12 Sydney City Centre Access Strategy

The *Sydney City Centre Access Strategy* is an overarching multi-modal strategy which aims to rationalise and prioritise the various modes of transport which require space within the constrained context of the Sydney CBD. This strategy identifies the various needs for transportation within Central Sydney, and provides a mode neutral assessment of where specific modes should be located.

This strategy includes commitments to implement specific projects in partnership between the NSW Government and the City of Sydney Council. Specifically, the relevant projects to this concept SSD Application factored into the strategy include:

- the provision of light rail along the north-south spine of George Street, including the pedestrianisation of George Street between Bathurst and Hunter Streets
- improved pedestrian connections throughout the city centre
- the provision of an integrated cycleway network
- the provision of Sydney Metro, including the provision of a station at Pitt Street
- new designated traffic routes through and around the city centre

The site is located at the intersection of Pitt Street and Bathurst Street. Bathurst Street in particular is nominated as a 'pedestrian area, link and zone', and accordingly will benefit from increased pedestrian amenity over the coming years. Castlereagh Street is nominated as being part of the future strategic cycleway network.

It is noted that pedestrian upgrades around the site will be achieved by virtue of the public domain upgrades being delivered as part of the Sydney Metro CSSI Approval. The concept proposal would also promote the use of walking and cycling through the city, and is located such that it will benefit from the future Castlereagh Street cycleway extension and other public domain upgrades.

6.13 Central Sydney Planning Strategy

The *Central Sydney Planning Strategy* is a 20 year growth strategy which seeks to provide for the future direction of Central Sydney. This document was released by the City of Sydney in 2015, however, has no formal planning status at this stage as it has not received Gateway Determination from DPE to allow the proposal to be publicly exhibited. Accordingly, this document is not a relevant strategic consideration in this development application.

6.14 Other strategic policies and guidelines

Other relevant State and metropolitan strategies, policies and guidelines are discussed in Table 20.

Table 20 – Consistency with other strategies, policies and guidelines

Strategy / Policy / Guideline	Consistency
Sydney Development Control Plan 2012 (SDCP 2012)	SDCP 2012 is not applicable to State significant development (in accordance with clause 11 of the SRD SEPP), however the proposal has been designed to align with the DCP wherever possible. This has been further discussed at Chapter 7.7 below.
Development Near Rail Corridors and Busy Roads	Given the nature of the site above the future Sydney Metro rail corridor, as well as adjacent to a number of key roads and road corridors, 'Development Near Rail Corridors and Busy Roads' has been further assessed at Appendix O.
RMS Guide to Traffic Generating Development	Given that the Pitt Street South OSD could comprise Traffic Generating Development, the RMS 'Guide to Traffic Generating Developments' is a relevant consideration to the proposal. This has been further discussed at Appendix T.
NSW Planning Guidelines for Walking and Cycling	When combined with the public domain works being undertaken as part of the CSSI Approval, the Pitt Street South OSD would contribute to the provision of a highly amenable pedestrian and cycling environment, which is conducive to walking and cycling by future residents, employees and visitors. Specifically, the concept proposal allows for the provision of an area to store bicycles. Details regarding the provision of cycling infrastructure would be further developed through subsequent detailed building applications.
NSW Bicycle Guidelines	The Pitt Street South OSD comprises a concept SSD Application, which seeks consent for a building envelope and proposed land uses. A future detailed SSD Application would ensure that future development meets the minimum requirements of this guideline, where relevant. As discussed above, the concept proposal allows for the provision of an area to store bicycles.
City of Sydney Competitive Design Policy	Due to the unique nature of the Sydney Metro OSD, the future detailed design would be developed in accordance with the *Competitive Design Policy for Sydney Metro OSD*, not the *City of Sydney Competitive Design Policy*. To this respect, a Design Excellence Strategy has been included as part of this application at Appendix I.
City of Sydney Policy for Waste Minimisation in New Development	The *City of Sydney Policy for Waste Minimisation in New Development* has been addressed within the submitted Waste Management Plan, which has been provided at Appendix Y. Waste management has also been further discussed at Chapter 8.26 below.
City of Sydney Public Art Policy and Guidelines for Public Art in Private Development	Public art would be provided within the future development of the Pitt Street South site, and has been further discussed at Appendix H.
City of Sydney Visitor Accommodation Action Plan 2013	The City of Sydney Visitor Accommodation Action Plan 2013 aims to specify the intentions of Council to ensure that adequate tourist and visitor accommodation is provided in the City of Sydney over the coming years. Overall, the development subject of this application would have limited impact on the visitor accommodation context of Sydney. However, the Sydney Metro project will have a substantial positive impact on the tourism economy in Sydney, with both direct and indirect positive benefits. Directly, the concurrently submitted Pitt Street South OSD application contains a substantial visitor accommodation component, which would directly respond to the demand for tourist and visitor accommodation projections in Sydney. Additionally, the approved Sydney Metro project will have the indirect benefit of providing a more tourist friendly CBD environment, through accessibility to easy to use, high quality public transportation in the form of the future Metro network and high quality public domain.

Strategy / Policy / Guideline	Consistency
City of Sydney Tourism Action Plan 2015	The *City of Sydney Tourism Action Plan 2015* focusses on the role of the tourism industry in the future development of the Sydney CBD. This document acknowledges the value of the tourism sector on Sydney's economy, and acknowledges a focus of the City of Sydney in three key areas to further develop this industry, being: ∘ destination development – encouraging the development of product and infrastructure ∘ destination management – enhancing the quality of the visitor experience ∘ destination marketing – strengthening partnerships to maximise visitation potential There are limited opportunities for the concept proposal to directly contribute to the tourism industry in Sydney, however, the benefits above (discussed in relation to the City of Sydney Visitor Accommodation Action Plan 2013) would also be realized.
Sydney's Rail Future	The Pitt Street integrated station development would capitalise on the improvements to Sydney's rail network provided by the Sydney Metro. It would form a strategic node on the new Sydney Metro and provide a new focal point in the Sydney CBD featuring housing, tourist and visitor accommodation and jobs.
Sydney's Cycling Future	The concept proposal comprises the provision of over station residential or commercial development above the future Pitt Street Station. Any future detailed SSD Application would ensure that a detailed design scheme at the site would meet any relevant requirements of Sydney's Cycling Future.
Sydney's Bus Future	The concept proposal comprises the provision of over station residential or commercial development above the future Pitt Street Station. Any future detailed SSD Application would ensure that a detailed design scheme at the site would meet any relevant requirements of Sydney's Bus Future.
Sydney's Walking Future	As discussed at Chapter 4.11, public domain improvements are not included within this DA, with such works covered by the CSSI. Any future detailed SSD Application would ensure that a detailed design scheme at the site would meet any relevant requirements of Sydney's Walking Future.

ASSESSMENT OF COMPLIANCE WITH STATUTORY PROVISIONS

CHAPTER SEVEN

7. Assessment of compliance with statutory provisions

This Chapter addresses compliance with the applicable planning legislation to the project, in accordance with the SEARs:

- *Environmental Planning and Assessment Act 1979* (EP&A Act) (NSW)
- *Environmental Planning and Assessment Regulation 2000* (NSW)
- *Airports Act 1996* (Cth)
- *Biodiversity Conservation Act 2016* (NSW)
- relevant environmental planning instruments (EPIs) including:
  - *State Environmental Planning Policy (State and Regional Development) 2011*
  - *State Environmental Planning Policy (Infrastructure) 2007*
  - *State Environmental Planning Policy No. 55 – Remediation of Land*
  - *State Environmental Planning Policy No. 64 – Advertising and Signage*
  - *State Environmental Planning Policy No. 65 – Design of Residential Flat Buildings*
  - *State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004*
  - *Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005*
  - *Sydney Local Environmental Plan 2012*
- relevant proposed EPIs that have been the subject of public consultation under the EP&A Act including:
  - *Draft State Environmental Planning Policy (Environment) 2017*
  - *Draft State Environmental Planning Policy (Remediation of Land) 2018*

This Chapter also provides an assessment of the proposal against the provisions of the SDCP 2012, noting that in accordance with Clause 11 of the SRD SEPP, DCPs do not apply to SSD.

7.1 Environmental Planning and Assessment Act 1979

The proposal is consistent with the objects of the EP&A Act, as demonstrated at Table 21 below.

Table 21 – Consistency with objects of EP&A Act

Object	Consistency
a. to promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State's natural and other resources,	The Pitt Street South OSD comprises a building form which would promote the social and economic welfare of the community and a better environment through the provision of an over station building envelope which has been designed to be compatible with the surrounding environment. As has been further discussed at Chapter 9.2, the proposal would deliver substantial economic benefits whilst also ensuring that any adverse environmental impacts would be suitably mitigated or prevented.
b. to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment,	The Pitt Street South OSD has been designed in accordance with the principles of ESD, and has addressed the relevant economic, environmental and social considerations. This has been further discussed at Chapter 8.13
c. to promote the orderly and economic use and development of land,	The concept proposal comprises the orderly and economic use of land and has been subject to a robust alternatives analysis which has resulted in the progression of the proposal. The staged planning process would ensure for the identification and resolution of key planning issues at an early stage, allowing the detailed design for the future OSD to be coordinated to deliver an integrated station development which responds to the scale and complexity of the project.

Object	Consistency
d. to promote the delivery and maintenance of affordable housing,	If a residential scheme is pursued, it would provide for the delivery and maintenance of housing supply in Central Sydney. No affordable housing is currently present on the site that would be impacted by the proposal.
e. to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats,	The concept proposal relates to land within an existing urban context and would have no impact on threatened or other species or their habitat.
f. to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage),	Appropriate management of the heritage interface has been a key element of the design development, including the key relationships to the Edinburgh Castle Hotel and Metropolitan Fire Brigade Building, which are both adjacent to the site. This has been further considered at Chapter 8.9.
g. to promote good design and amenity of the built environment,	A pathway to the achievement of design excellence has been included as part of this proposal, ensuring that the final detailed building proposed would achieve a high standard of architectural design. OSD Design Guidelines (Appendix J) and a Design Excellence Strategy (Appendix I) have been prepared to ensure future development contributes to a well-designed built environment.
h. to promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants,	The proposal is a concept only and proposes no physical works. Nonetheless, a Preliminary Construction Management Statement has been prepared (Appendix Z) to outline the methods for ensuring future construction impacts are managed and mitigated. Matters in relation to the future maintenance of the building and the protection of the health and safety of the occupants would be addressed through Building Code of Australia (BCA) compliance at the detailed SSD Application stage and in the preparation of a Building Management Statement.
i. to promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State,	The proposal comprises a single concept SSD Application, which has been developed by Sydney Metro in consultation with the relevant government bodies.
j. to provide increased opportunity for community participation in environmental planning and assessment.	Sydney Metro is committed to a broad and inclusive public consultation process as outlined in the EP&A Act. For details, refer to Chapter 5 of this EIS.

7.1.1 Evaluation (section 4.15)

Section 4.15 of the EP&A Act sets out the matters for a consent authority to take into consideration in determining a development application. These matters have been addressed throughout this EIS as outlined in Table 22.

Table 22 – Section 4.15 of the EP&A Act

Matter for consideration	Location in EIS
g. the provisions of:	
(i) any environmental planning instrument, and	Chapters 7.5 and 7.6
(ii) any proposed instrument that is or has been the subject of public consultation under this Act and that has been notified to the consent authority (unless the Secretary has notified the consent authority that the making of the proposed instrument has been deferred indefinitely or has not been approved), and	Chapter 7.5
(iii) any development control plan, and	Chapter 7.7
(iiia) any planning agreement that has been entered into under section 7.4, or any draft planning agreement that a developer has offered to enter into under section 7.4, and	N/A

Matter for consideration	Location in EIS
(iv) the regulations (to the extent that they prescribe matters for the purposes of this paragraph)	Chapter 7.2
that apply to the land to which the development application relates,	
h. the likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality,	Chapter 8 and 9
i. the suitability of the site for the development,	Chapter 10.1
j. any submissions made in accordance with this Act or the regulations,	To be considered following exhibition
k. the public interest.	Chapter 10.2

7.1.2 State significant development (Division 4.7)

The Pitt Street South OSD is consistent with the requirements of Division 4.7 of the EP&A Act particularly for the following reasons:

- the development is of State significance as it relates to residential accommodation and/or commercial premises within a rail corridor, associated with railway infrastructure and has a capital investment value of more than $30 million (refer to further discussion at Chapter 2.1 of this EIS)
- the development is not prohibited by an environmental planning instrument
- the development has been evaluated against the relevant heads of consideration of section 4.15

7.2 Environmental Planning and Assessment Regulation 2000

This EIS has been prepared in accordance with the EP&A Regulations, including the requirements of Schedule 2, which are a relevant factor in the preparation of an EIS. This schedule is addressed at Chapter 2.2.

7.3 Airports Act 1996 (Cth)

The proposed building envelope supports a future tower which would breach the Obstacle Limitation Surface, which is prescribed at a height of 156 metres AHD at the site, triggering a controlled activity under the *Airports Act 1996* (Airports Act). Under section 183 of the Airports Act, a 'controlled activity' (as defined in section 182) cannot be undertaken unless that carrying out of the activity is in accordance with an approval granted under the relevant regulations.

Preliminary consultation has occurred with Sydney Airport Corporation Limited (SACL) and the Civil Aviation Safety Authority (CASA). SACL and CASA have confirmed that the approval process for any breach to restricted airspace will occur at the future detailed development stage when final building and crane heights are known.

For further detail refer to Chapter 8.14 and the Aviation Report at Appendix X

7.4 Biodiversity Conservation Act 2016

Section 7.9 of the *Biodiversity Conservation Act 2016* requires preparation of a biodiversity development assessment for SSD that is assessed under Part 4 of the EP&A Act. This concept SSD Application will be assessed under Part 4 of the EP&A Act, and, therefore, would normally be required to include a biodiversity development assessment report. However, section 7.9(2) of the *Biodiversity Conservation Act* allows for exemption from the requirement where the development is not likely to have any significant impact on biodiversity values.

A request for a waiver for submission of a biodiversity development assessment report was submitted to the DPE and the Office of Environment and Heritage. Subsequently, a waiver under section 7.9(2) of the *Biodiversity Conservation Act* was issued on 27 June 2018, and is available at Appendix CC.

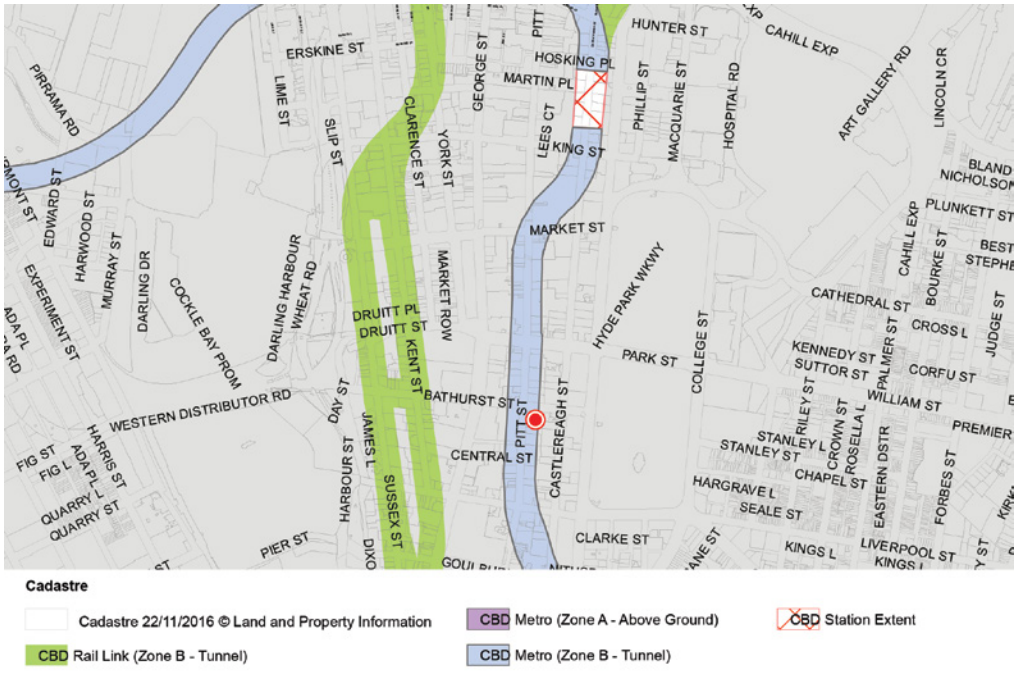
Accordingly a full biodiversity assessment has not been submitted with this EIS.

7.5 State Environmental Planning Policies

The relevant State Environmental Planning Policies (SEPPs) are detailed in Table 23. Overall, it is considered that the development is consistent with the provisions contained within the relevant SEPPs (and draft SEPPs).

Table 23 – Consistency with State Environmental Planning Policies

SEPP	Consistency
State Environmental Planning Policy (State and Regional Development) 2011 (SRD SEPP)	Clause 19(2) of Schedule 1 of the SRD SEPP identifies development which meets the following criteria as being SSD: *(2) Development within a rail corridor or associated with railway infrastructure that has a capital investment value of more than $30 million for any of the following purposes:* k. *commercial premises or residential accommodation* l. *container packing, storage or examination facilities* m. *public transport interchanges* As the proposed concept SSD Application is associated with railway infrastructure and is for residential accommodation and/or commercial premises with a Capital Investment Value of more than $30 million, the project is identified as SSD in Schedule 1, 19(2)(a) of the SRD SEPP. The proposed concept development is therefore able to be considered State significant, when the above is considered in conjunction with clause 12 of the SRD SEPP, which states that: *If:* a. *Development is specified in Schedule 1 or 2 to this Policy by reference to a minimum capital investment value, other minimum size or other aspect of the development, and* b. *Development the subject of a staged development application under Part 4 of the Act is development so specified,* *any part of the development that is the subject of a separate development application is development specified in the relevant Schedule (whether or not that part of the development exceeds the minimum value or size or other aspect specified in the Schedule for such development.* It is noted that SSD Applications are assessed differently to development applications that are not State significant, with the following differences particularly noted: ∘ Sections 4.41 and 4.46 of the EP&A Act do not apply ∘ Section 4.42 needs to be applied consistently with terms of any SSD consent ∘ DCPs are explicitly excluded from application to SSD, in accordance with clause 11 of the SRD SEPP The Minister for Planning is the consent authority for SSD in accordance with section 4.5 of the EP&A Act.

SEPP	Consistency
State Environmental Planning Policy (Infrastructure) 2007 (ISEPP)	The relevant matters for consideration under *State Environmental Planning Policy (Infrastructure) 2007* (ISEPP) are: ∘ the referral requirements for development within or adjacent to a rail corridor (clause 85 of Division 15 Railways) ∘ residential development on land in or adjacent to a rail corridor (clause 87 of Division 15 Railways) ∘ development in or adjacent to an interim rail corridor (clause 88 of Division 15 Railways) ∘ major development within the Interim Metro Corridor (clause 88A of Division 15 Railways) ∘ development with a frontage to a classified road (clause 101 of Division 17 Roads and Traffic) ∘ impact of road noise or vibration on non-road development (clause 102 of Division 17 Roads and Traffic) ∘ traffic generating development (Schedule 3) Clause 88B (Development Near Proposed Metro stations) is not technically applicable to the site as Pitt Street Station is not mapped as a Metro station under the ISEPP (refer Figure 56), however given the OSD is located above a future Metro station, this provision has been considered regardless.  **Figure 56 – ISEPP Metro zone identification map (site identified in red)** As set out in clause 85 of the ISEPP, *'development on land that is in or adjacent to a rail corridor'* must be referred to the relevant rail authority for the corridor for their consideration prior to the determination of the application. The concept SSD application is located within the Sydney Metro City & Southwest Corridor and therefore would need to be referred to TfNSW for comment. It is noted that Sydney Metro is also the applicant for this DA. The proposal comprises development that may be used for residential accommodation purposes, and therefore clause 87 applies. Clause 87 identifies key considerations for the consent authority in determining whether the site is acoustically suitable for residential development, in proximity to railway infrastructure. Notwithstanding that the rail corridor at this site is located underground, acoustic impact has been a key consideration of the development, including an assessment against the Development near Rail Corridors and Busy Roads Interim Guideline. This has been further discussed at Appendix O. It is noted that the requirements set out in this clause are the same as those set out by clause 102, which the proposal has been designed as being capable of complying with.

SEPP	Consistency
	Clause 88 applies to the concept proposal, as it has a CIV exceeding $200,000 and involves the provision of a building which would result in a height increase of more than 10 metres above the existing approved station height. However, given the status of the development as SSD, concurrence is not required to be obtained in accordance with section 4.13 of the EP&A Act. Clause 88A applies to land within the City of Sydney which is within the Interim Rail Corridor, and accordingly applies to this concept SSD Application. The Pitt Street South OSD would not have any adverse impacts on the viability of the Metro, with minimisation of impacts on the Metro being a core priority of the OSD design. Clause 88B applies to land shown as CBD Metro station Extent on a rail corridors map and land that is adjacent to that land. The most recently updated rail corridors map does not currently identify a station at the site, however, has still been considered in this assessment as the final location of the Metro station and corridor is approved on the subject site. Impacts arising from the interface of the OSD and the station have been further discussed at Chapter 8.8. Clause 101 is relevant to the proposal as the site fronts a classified road (Bathurst Street). Vehicular access to or from Bathurst Street is not proposed. A detailed assessment regarding the impact of the concept proposal on the function of Bathurst Street has been undertaken at Chapter 8.10. Additionally, a review of noise impacts has been undertaken at Chapter 8.19. Clause 102 is also relevant to the concept proposal, given its location adjacent to a nominated road corridor, and potential development of residential accommodation under this proposal. Clause 102 requires that for residential accommodation, the consent authority must not grant consent to the development unless it is satisfied that appropriate measures will be taken to ensure that the following LAeq levels are not exceeded: a. in any bedroom in the residential accommodation 0 35dB(A) at any time between 10pm and 7am b. anywhere else in the residential accommodation (other than a garage, kitchen, bathroom or hallway) – 40dB(A) at any time The Acoustic Assessment provided at Appendix P has contemplated the above requirements as part of the assessment undertaken. This has been further discussed at Chapter 8.19. The concept SSD application also requires consultation with RMS under the provisions of clause 104 (Traffic Generating Development) and Schedule 3 of the ISEPP as it may generate over 75 dwellings or 2,500 square metres of commercial floor space area and will have access to a road that is less than 90 metres from a classified road. **Development Near Rail Corridors and Busy Roads – Interim Guideline** Development Near Rail Corridors and Busy Roads – Interim Guideline (DIPNR, December 2008) is the guideline that must be taken into account where development is proposed in or adjacent to specific roads and railway corridors under clauses 85, 86, 87, 102 and 103 of the ISEPP. As discussed above, the concept proposal is located immediately above the future Pitt Street Station southern portal and is adjacent to a nominated road corridor, meaning that this guideline is a relevant consideration in this assessment. The Acoustic Report provided at Appendix O demonstrates that the proposal, at the Concept stage, is capable of meeting the requirements of the Guideline. This would be detailed further during the future design and assessment stages. **Guide to Traffic Generating Development** The Pitt Street South OSD is defined as 'traffic generating development' in accordance with the provisions of the ISEPP and on this basis, the Guide to Traffic Generating Developments is a relevant consideration and has been addressed in the Transport and Traffic Impact Assessment Report provided at Appendix T Further discussion regarding traffic impacts has been provided at Chapter 8.10.

SEPP	Consistency
State Environmental Planning Policy No. 55 – Remediation of Land (SEPP 55)	SEPP 55 provides a State-wide approach to the remediation of contaminated land, and primarily promotes the remediation of contaminated land for the purpose of reducing risk of harm to human health. Clause 7 of SEPP 55 states that a consent authority must not consent to the carrying out of development on land unless it has considered whether the land is contaminated and, if the land is contaminated, whether it is suitable or can be made suitable for the Pitt Street South OSD. The concept proposal comprises the OSD portion of the site, and accordingly contamination and remediation was previously considered under the Sydney Metro CSSI. The previous work undertaken to demonstrate that the site is suitable for the development proposed under this application has been further discussed at Chapter 8.24.
State Environmental Planning Policy No. 64 – Advertising and Signage (SEPP 64)	SEPP 64 aims to ensure that signage is compatible with the desired character of the area, provides effective communication in suitable locations and is of high quality design and finish. Future signage is proposed for the OSD for the purposes of the business / building identification. The signage is concept only; no physical signage is proposed as part of this concept proposal. Clause 13 of SEPP 64 requires that a consent authority must not grant consent to an application to display signage unless the advertisement is consistent with the objectives of the SEPP and the criteria in Schedule 1 of the SEPP. Building and business identification signage in this location would be consistent with the objectives of this policy by being comparable to other signage in the Sydney CBD and by effectively communicating the future OSD. The designs and materials would be determined at the detailed SSD Application stage. An assessment against Schedule 1 of SEPP 64 is provided in Chapter 8.21 of the EIS.
State Environmental Planning Policy No. 65 – Design Quality of Residential Flat Buildings (SEPP 65)	The proposed building envelope and indicative floor layouts for a residential scheme (provided at Appendix D) demonstrate that if a residential scheme were pursued, detailed design would be capable of achieving the relevant provisions of SEPP 65, and the ADG. This has been further discussed at Chapter 8.6.
State Environmental Planning Policy (Building Sustainability Index) BASIX 2005	If a residential scheme is pursued at the detailed design stage, then BASIX certification would be submitted as part of the detailed SSD Application. An Ecologically Sustainable Development Report has also been prepared as part of this application, which has been included at Appendix Q. It is noted that the ESD Report also addresses the potential for a commercial scheme to be pursued at the site. This EIS demonstrates that if a residential scheme were to be pursued, then it would be capable of achieving the water and energy saving targets which are determined by SEPP BASIX.
Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005	The site is located within the boundaries of the Sydney Harbour Catchment and accordingly the Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005 (Sydney Harbour REP) applies. The site is not located within the 'Foreshores and Waterways Area', to which the majority of the provisions apply, and therefore the key relevant consideration relates to visibility of the site from Sydney Harbour. The Visual Impact Assessment Report (VIA) provided as part of this assessment (Appendix W) determines that there are no adverse visual impacts as a result of the proposal.
Draft State Environmental Planning Policy (Environment) 2017	Draft State Environmental Planning Policy (Environment) 2017 was exhibited in December 2017 and seeks to consolidate and update the key elements of seven current SEPPs. One of these SEPPs is the Sydney Harbour REP. Pursuant to section 4.15(1)(a)(ii) of the EP&A Act, a draft Environmental Planning Instrument that has been publicly exhibited is a relevant matter for consideration in the assessment and determination of this concept SSD Application. The Explanation of Intended Effect provided as part of the consultation package, as well as the exhibited maps, demonstrate that the site continues to be defined as within the Sydney Harbour Catchment and is not located in any of the specific zones contemplated by the REP. On this basis, the assessment of the principles of the Sydney Harbour REP continues to be relevant to the concept proposal.

SEPP	Consistency
Draft Remediation of Land SEPP 2018	In January 2018, the DPE exhibited the draft Remediation of Land SEPP, which seeks to provide an updated framework for the management of contaminated land in NSW. Specifically, it is proposed that the draft Remediation of Land SEPP will: • provide a state-wide planning framework for the remediation of land • require consent authorities to consider the potential for land to be contaminated when determining development applications • clearly list the remediation works that require development consent • introduce certification and operational requirements for remediation works that can be undertaken without development consent. The concept proposal does not necessitate the need to undertake remediation works, given the substantial works previously undertaken as part of the CSSI Approval for the Pitt Street South station portal. This has been further discussed at Chapter 8.24.

7.6 Sydney Local Environmental Plan 2012

The proposal's consistency with the SLEP 2012 is discussed at Table 24. Overall, it is considered that the proposal is generally consistent with the provisions of the SLEP 2012.

Table 24 – Consistency with the provisions of the SLEP 2012

Clause	Consistency
1.2 Aims of the Plan	The concept proposal is consistent with the aims set out in clause 1.2 of the SLEP 2012 in that it: • provides for additional development capacity and room for growth in the context of Central Sydney, which would be commensurate with the role of the City of Sydney as the primary centre for Metropolitan Sydney • provides either a high density residential or commercial development which is suitable in scale, proportion and use with the surrounding Central Sydney context • enables a future detailed residential scheme to provide a range of residential apartment typologies which appeal to a wide range of households, including one, two and three bedroom dwellings (if a residential scheme is pursued) • promotes ecologically sustainable development by establishing an ESD Framework as detailed at Chapter 4.14 • ensures that the future development is adequately connected to services • has been proposed as a key part of a substantial public transport infrastructure upgrade for Central Sydney, which will significantly improve the public transport capacity of the city • provides a building envelope capable of providing high amenity future dwellings at the site (if a residential scheme is pursued) • provides future residents or employees with unmatched accessibility to the future Sydney transport network • enhances the amenity and quality of life for future local communities by providing for a high quality building that provides accommodation or employment in a highly accessible and vibrant integrated transport precinct • includes an appropriate framework to deliver design excellence through the future detailed design Development Approvals pathway • respects the surrounding environment heritage at the site, including the adjacent Edinburgh Castle Hotel and Metropolitan Fire Brigade Building
1.6 Consent authority	The Minister for Planning is the consent authority for the concept SSD Application

Clause	Consistency
2.3 Zone objectives and Land Use Table	The site is located in the B8 Metropolitan Centre zone, where the proposed uses are permissible with development consent. The Pitt Street South OSD is consistent with the objectives of the B8 Metropolitan Centre zone as it: • comprises a new building in the Sydney CBD which would serve as the southern gateway to the future Pitt Street Station, providing a memorable station experience for passengers and positively contributing to the Sydney skyline • provides for either a commercial or residential scheme, which relates strongly to the surrounding area and the broader metropolitan role of Central Sydney • makes efficient use of the site to contribute to Sydney's role as a global city through a high density building envelope, commensurate with a Central Sydney location, benefitting from excellent access to transit, services and open space • contributes to the overall diversity of land uses in Sydney, providing for additional out of hours activation at the site • encourages the use of alternate transport modes by providing minimal car parking in conjunction with excellent access to surrounding transport networks • complements the future active frontages at the site enabled by the Pitt Street Station southern portal, which would work as a major attractor of people to this part of Central Sydney
2.7 Demolition requires development consent	Clause 2.7 of the SLEP 2012 requires development consent for the demolition of buildings. No demolition is proposed under this concept SSD Application, with demolition of buildings at the site previously considered as part of the CSSI Approval.
4.3 Height of Buildings	The SLEP 2012 Height of Buildings Map specifies a 235 metre building height over the majority of the site, with the north-western portion of the site is subject to the Hyde Park Sun Access Plane. However, when the Sun Access Plane as described in clause 6.17(10) is mapped it results in a more restrictive maximum height, which is informed by a series of coordinates and a diagonal maximum height plane which extends towards the north-west over the site. Specifically, clause 6.17(10) states: *(10) Hyde Park West* *For the Hyde Part West 3 sun access plane:* *(a) X is a point at 34384E, 50064N, 70RL, and* *(b) Y is a point at 34458E, 50900N, 71RL, and* *(c) B is 328.6 degrees, and* *(d) V is 25.6 degrees.* This is accompanied by a note which states that, in regard to (a), the measurement is to be taken from *"approximately 45 metres above the junction of the western alignment of Elizabeth Street and the northern alignment of Liverpool Street"*. On this basis, the concept proposal has been designed to comply with the Sun Access Plane in accordance with clause 6.17, reflecting the more restrictive height limit imposed at the site. In application, this results in the proposed envelope, which features a maximum height of RL 171.6
4.4 Floor space ratio	The site has a mapped FSR of 8:1. The Pitt Street South OSD is also subject to an additional quantum of floor space in line with the accommodation floor space provisions contained at Clause 6.4 of the SLEP 2012. The site is located in 'Area 2', and on this basis, the site is eligible for the following additional floor space *(a) Area 2, office premises, business premises or retail premises—4.5:1,* *(b) Area 2, residential accommodation, serviced apartments, hotel or motel accommodation, community facilities or centre-based child care facilities – 6:1* The proposal comprises potential use for residential accommodation or commercial premises, and accordingly is eligible for the additional accommodation floor space areas contemplated by this clause. As discussed previously at Chapter 4.5, consent for a specific GFA would be sought at the detailed design stage, and accordingly does not comprise part of this application. This application does include potential GFA calculations to demonstrate the level of GFA which may be achieved a future building, which have been included at Appendix G.

Clause	Consistency
4.5A Balconies on certain residential flat buildings	In accordance with clause 4.5A of the SLEP 2012, the consent authority may exclude the gross floor area of any proposed wind affected balconies from the calculations of total floor space for the purposes of calculating an FSR, provided that the development meets certain criteria. Given that specific GFAs are not sought under this concept SSD Application, this would be subject to a future detailed design stage.
5.10 Heritage conservation	The site is located within close proximity to a number of Local and State heritage items listed under the SLEP 2012. This includes the Edinburgh Castle Hotel (I1940), which is located immediately to the north-west of the site, on the corner of Bathurst and Pitt Streets. Additionally, the Metropolitan Fire Brigade Building (I1703) is located immediately to the east of the site, with a number of other heritage items also located in close proximity. Through the analysis undertaken as part of this EIS, it has been determined that the concept proposal would not result in any adverse impacts to the surrounding heritage context of the site. Further discussion has been provided at Chapter 8.9 and the Heritage Impact Statement is included at Appendix R
6.10 Heritage floor space	The future detailed SSD Application would be required to comply with the requirements of clause 6.10 of the SLEP 2012.
6.16 Erection of tall buildings in Central Sydney	The proposal is consistent with the objectives of clause 6.16 in that: ◦ it has been demonstrated that a future detailed design would be capable of providing a high level of amenity for occupants, and would not result in an adverse amenity outcome for adjoining residents (see Chapters 8.6 and 8.7) ◦ the proposed building envelope does not result in any adverse amenity impacts on surrounding public spaces, including Hyde Park (see Chapter 8.2) ◦ the development is well suited to the surrounding CBD context, being a key feature of a transformative precinct in the Sydney CBD led by the provision of substantial new transport infrastructure at the site ◦ the concept proposal is capable of providing solar access to future residents (if a residential option is pursued) ◦ the proposed envelope is substantially separated from other building masses in the upper reaches of the development from all sides (see Chapter 1.1) ◦ the proposal complements the active frontages of the Pitt Street Station southern portal
6.17 Sun access planes	The site is affected by the Hyde Park West Sun Access Plane, which the proposal has been designed to comply with.
6.19 Overshadowing of certain public places	The proposal does not overshadow the nominated public spaces during any of the specified time periods.
6.21 Design excellence	The proposal supports the delivery of a new OSD building, supported by a Design Excellence Strategy that has been prepared to be applied consistently across Sydney Metro OSD projects, including Pitt Street North and South, Crows Nest and Victoria Cross. An alternative design excellence process would be undertaken following the approval of the concept SSD Application, which has been detailed at Appendix I. The nature of the Design Excellence Strategy has been previously discussed at Chapter 4.9. A 'waiver' to undertaking a competitive design process for the proposed OSD component is requested as part of this SSD Application, on the basis that the alternative process renders the design competition process unreasonable and unnecessary. This is provided for in accordance with Clause 6.21 of the SLEP 2012.
6.3 Car parking spaces not to exceed maximum set out in this division	A maximum of 34 car parking spaces have been proposed in the development for OSD use, which has been further discussed at Chapter 8.10. Based upon the indicative development scheme, this provision would be less than the maximum allowable under Clause 6.3 of the SLEP 2012.

Clause	Consistency
7.14 Acid Sulfate Soils	In accordance with clause 7.14 of the SLEP 2012, the site is classified as 'Class 5' on the relevant Acid Sulfate Soils Map, which comprises the lowest class of risk for acid sulfate soils. Acid sulfate soil risk at the site was previously assessed as part of the CSSI Approval, which comprised the subsurface works required to deliver the Metro station at the site. The proposed concept development does not involve any excavation or soil disturbance. As part of the CSSI Approval, a detailed assessment of the full acid sulfate soil risk of the Sydney Metro (Stage 2) project was undertaken by Jacobs, located at section 2.5 of Technical Paper 8. This assessment demonstrated that within the Barangaroo to Pitt Street portion of the proposal there is an 'extremely low probability', and then from Pitt Street to Central there is a 'low probability' of acid sulfate soil risk. Given this determination, combined with the proposal comprising no further excavation or soil disturbance over and above that contemplated by the CSSI Approval, it is therefore considered that Acid Sulfate Soils have been adequately addressed for the proposed OSD.
7.15 Flood planning	Notwithstanding that the development comprises the OSD portion of the development, flooding considerations, including runoff from the site, have been discussed further at Chapter 8.17. A Flooding And Stormwater Management Plan has also been prepared as part of this application, which has been provided at Appendix P. On the basis of the submitted assessment, it can be concluded that the site is suitable for the proposed OSD.
7.16 Airspace operations	The applicable Obstacle Limitations Surface (OLS) to the Sydney CBD is 156 metres AHD, which the proposed envelope would penetrate. On this basis, the concept proposal will require airspace height approval in accordance with the *Airports Act 1996* (Cth) from the Commonwealth Department of Infrastructure and Regional Development, which has been further discussed at Chapter 8.14. An Aviation Report has been provided as part of this application at Appendix X. Pursuant to this clause, the consent authority must consult with the relevant Commonwealth body responsible for development decisions relating to Sydney Airport prior to determining the application.
7.20 Development requiring or authorising preparation of a development control plan	The relevant provisions of clause 7.20 of the SLEP 2012 have been further discussed at Chapter 7.6.1 below.

7.6.1 Development requiring or authorising preparation of a development control plan

In accordance with clause 7.20(2) of the SLEP 2012, a site-specific DCP is required to be prepared for development over 55 metres in height in Central Sydney, a requirement which applies to this concept SSD Application. In accordance with section 4.23 of the EP&A Act, a Concept DA may be undertaken in lieu of a site specific DCP, and accordingly this concept SSD Application fulfils the requirements of clause 7.20(2).

Clause 7.20(4) sets out a series of matters which are to be addressed in a DCP or concept SSD Application. Table 25 sets out the location within the EIS that each of these matters is addressed.

Table 25 – Summary of items required to be provided in accordance with clause 7.20(4) of the SLEP 2012

Requirement	Chapter of the EIS	Addressed
a. requirements as to the form and external appearance of proposed development so as to improve the quality and amenity of the public domain	Chapter 1.1	Yes
b. (b) requirements to minimise the detrimental impact of proposed development on view corridors	Chapter 8.4	Yes
c. (i) the suitability of the development	Chapter 10	Yes
c. (ii) the existing and proposed uses and use mix	Chapter 4.1	Yes
c. (iii) any heritage issues and streetscape constraints	Chapter 8.9	Yes

Requirement	Chapter of the EIS	Addressed
c. (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	Chapter 1.6	Yes
c. (v) the bulk, massing and modulation of buildings	Chapter 1.1	Yes
c. (vi) street frontage heights	Chapter 1.1	Yes
c. (vii) environmental impacts, such as sustainable design, overshadowing and solar access, visual and acoustic privacy, noise, wind and reflectivity	Chapter 8	Yes
c. (viii) the achievement of the principles of ecologically sustainable development	Chapter 8.13	Yes
c. (ix) pedestrian, cycle, vehicular and service access and circulation requirements, including the permeability of any pedestrian network	Chapter 8.10	Yes
c. (x) the impact on, and any proposed improvements to, the public domain	Chapter 1.1	Yes
c. (xi) the impact on any special character area	Chapter 7.7	Yes
c. (xii) achieving appropriate interface at ground level between the building and the public domain	Chapter 1.1	Yes
c. (xiii) the excellence and integration of landscape design	Chapter 1.1	Yes
c. (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	Chapter 4.16	Yes

Sydney Development Control Plan 2012

Clause 11 of the SRD SEPP states as follows:

> *'Development control plans (whether made before or after the commencement of this Policy) do not apply to... State significant development'*

Table 26 provides an assessment of consistency against the provisions of the SDCP 2012 relevant to the OSD, which demonstrates that the proposed concept SSD Application is generally consistent with these provisions.

Table 26 – Relevant provisions of the Sydney DCP 2012

Provision	Comment	Consistency
2. Locality Statements	The site is not located within any Special Character Area contained within the SDCP 2012	N/A
3.1 Public Domain Elements	Generally, public domain elements are covered by the CSSI Approval, and do not form part of this application. Where relevant, sections have been addressed below.	N/A
3.1.5 Public Art	Public art provision has been discussed at Chapter 4.16, and a Public Art Strategy has been provided to this effect at Appendix G.	Yes
3.2 Defining the Public Domain	As discussed above, public domain elements are covered by the CSSI Approval, and do not form part of this application. Where relevant, sections have been addressed below.	N/A
3.2.1 Improving the Public Domain	Noting that the development comprises only additional envelope above the podium, the concept proposal has undertaken an extensive visual / view impact analysis, which has been further discussed at Chapter 8.4.	Yes
3.2.1.1 Sunlight to Publicly Accessible Spaces	Overshadowing impacts have been further discussed at Chapter 8.2.	Yes
3.2.1.2 Public Views	View impacts have been further discussed at Chapter 8.4.	Yes

Provision	Comment	Consistency
3.2.2 Addressing the Street and Public Domain	The concept proposal includes substantial elements to ensure that the development addresses the surrounding street frontages. Noting that the predominant land use at the ground level is the future Pitt Street Station, the concept proposal includes the provision of a pedestrian lobby to Pitt Street, which has been designed to be at street level, and provides opportunities for surveillance to the street beyond. Car parking has been proposed within the currently approved podium space provided under the CSSI Approval. This has been further discussed at Chapter 8.10 below.	Yes See Chapter 8.10
3.2.3 Active Frontages	Noting that the majority of the ground floor plane is covered by the CSSI Approval, the concept proposal comprises the provision of the pedestrian entrance to Pitt Street, and would work to activate the site. There is no potential for retail tenancies to be provided at the ground floor by virtue of the limits of the Pitt Street Station design. However, the Metro station portal will provide a near unmatched level of activation at the site, as a catalyst for a very large number of people travelling to and from the site. The detailed design of the OSD frontage would be further developed as part of future design work.	Yes
3.2.6 Wind Effects	The wind impacts of the development have been further discussed at Chapter 8.15. It is noted that the development has included a study based on wind tunnel testing, which has been provided at Appendix N.	Yes
3.2.7 Reflectivity	Reflectivity has been further discussed at Chapter 8.23.	Yes
3.3 Design Excellence and Competitive Design process	Design excellence has been further discussed at Chapter 4.9.2.	See Chapter 4.9.2
3.6 Ecologically Sustainable Development	ESD has been discussed as it relates to the concept proposal at Chapter 8.13. Specific components of the future development, such as materials choice and the like, would be determined during future detailed design.	Yes
3.7 Water and Flood Management	Stormwater and flooding impacts have been further discussed at Chapter 8.17.	Yes
3.9.1 Heritage Impact Statements	Heritage impacts have been further discussed at Chapter 8.9, and a Heritage Impact Statement provided at Appendix R.	Yes
3.9.5 Heritage Items	Given the site's adjacency to two heritage items, there is a potential for the Pitt Street South OSD to have an impact on the surrounding heritage items. This has been further discussed at Chapter 8.9, and within the Heritage Impact Statement provided at Appendix R.	Yes
3.11 Transport and Parking	The adequacy of the proposed traffic arrangements for each of the proposed residential and commercial schemes has been further discussed at Chapter 8.10.	Yes
3.12 Accessible Design	The development has been designed to meet the relevant accessibility requirements, to such a level which is required for a concept SSD Application. Accessibility been further discussed at Chapter 8.27.	Yes
3.13.1 Crime Prevention Through Environmental Design	The principles of Crime Prevention Through Environmental Design (CPTED) have been further discussed at Chapter 8.25, and a CPTED Report has been provided as part of this concept SSD Application package at Appendix BB.	Yes
3.13.2 Air Quality for Development Near the Cross City Tunnel	The site is located outside the emissions zone for the Cross City Tunnel ventilation stack, as noted in the Locality and Site Identification Map.	N/A
3.13.3 Social Impact	Social Impact has been further discussed at Chapter 9.1.	Yes
3.14 Waste	A Waste Management Plan has been prepared at Appendix Y and Waste Management at the site has been further discussed at Chapter 8.26.	Yes
3.17 Contamination	Contamination has been further discussed at Chapter 8.24.	Yes

Provision	Comment	Consistency
4.2.1.2 Floor to Ceiling Heights and Floor to Floor Heights	The building envelope would allow for compliant floor to ceiling and floor to floor heights, which would be the subject of a future detailed SSD Application. It is noted that the podium floor to floor heights have been previously approved under the CSSI Approval, and accordingly do not form part of this application.	Yes
4.2.3 Amenity	Amenity of the future development has been further discussed at Chapter 8.6 below, to the degree that it is relevant to a concept SSD Application.	Yes
4.2.3.8 Common Open Space	The concept SSD Application includes an allowance for the provision of common open space, which would be further refined during the future detailed design development.	Yes
4.2.3.12 Flexible Housing and Dwelling Mix	Noting that this application comprises a concept SSD Application, and the dwelling mix would be finalised during the detailed design, it has been demonstrated in this application that a dwelling mix compliant with Council's dwelling mix controls could be provided at the site (if a residential scheme were to be pursued).	Yes
4.2.3.13 Wind Affected Balconies	The detailed assessment of wind affected balconies would form part of a future detailed SSD Application.	N/A
4.2.4 Fine Grain, Architectural Diversity and Articulation	The concept proposal comprises a relatively slender building form, which complies with the maximum dimensions contained under this control. It is noted that the podium building bulk is outside the context of this application, given that it was contained under the CSSI Approval.	Yes
4.2.6 Waste Minimisation	Waste management has been further discussed at Chapter 8.26. The concept proposal has included assessment in regard to both the residential and commercial schemes. It is noted that the City of Sydney's Policy for Water Minimisation in New Developments 2005 has been previously discussed at Chapter 6.14.	Yes
5.1.1 / 5.1.2 Street Frontage Heights and Setbacks	The podium envelope and setbacks up to the transfer slab level have largely been previously considered under the CSSI Approval. Above the transfer slab the podium height has been further discussed and determined to be appropriate at Chapter 1.1. The proposed setbacks have also been discussed at Chapter 1.1.	See Chapter 1.1
5.1.3 Street Frontage Heights and Setbacks for Special Character Areas	The site is not located in a Special Character Area, and accordingly does not have any applicable street frontage heights or setbacks in accordance with this provision.	N/A
5.1.5 Building Bulk	The residential OSD indicative concept is consistent with the controls contained at Provision 5.1.5, including the provision of a concept residential floor plate which does not exceed 1,000 square metres, and the maximum horizontal dimension of the building being less than 40 metres. The commercial OSD indicative concept is also consistent with the controls, comprising a concept commercial floorplate which does not exceed 65 metre dimension, or 1,400 square metres GFA.	Yes
5.1.6 Building Exteriors	The materials used in the future building form would take into account the relationship between the site and its surrounds, including the relationship between the site and adjoining buildings. This would be further developed through the future detailed Development Application.	Yes
5.1.9 Award and Allocation of Heritage Floor Space	The future development will be required to comply with clause 6.10 of the SLEP 2012.	N/A for concept SSD Application
5.1.10 Sun Access Planes	The proposal complies with the relevant Hyde Park West Sun Access Plane.	Yes

ASSESSMENT OF ENVIRONMENTAL IMPACTS

CHAPTER EIGHT

8. Assessment of environmental impacts

This chapter discusses the key environmental impacts of the proposal and how these are justified and / or proposed to be mitigated. Technical reports outlining the assessment in more detail are located throughout the appendices and referenced as relevant in this EIS.

As required by the SEARs, the assessment of each issue includes an environmental risk assessment (where relevant to that issue) based on:

- adequate baseline data
- consideration of cumulative impacts due to other development in the vicinity
- measures to avoid, minimise and if necessary offset the predicted impacts including contingency plans for managing significant risks to the environment.

8.1 Secretary's Environmental Assessment Requirements

Table 2 sets out the individual matters listed in the SEARs and identifies where each of the relevant requirements have been assessed throughout this EIS. Technical studies have also addressed each of the requirements under the SEARs, and are located through the submitted appendices.

8.2 Built form and urban design

It is noted that in accordance with clause 11 of the SRD SEPP, Development Control Plans do not apply to State significant development and are accordingly not applicable to this application. However, in the interests of addressing the SEARs, and ensuring that the development does not result in any adverse impacts, a detailed analysis has been undertaken which compares the proposed setbacks against a compliant option. This has been undertaken below.

It is noted that the proposed setbacks have also been separately assessed with regards to the various potential impacts which could arise including:

- Visual Impact – Further discussed at Chapter 8.4.1
- View Impact – Further discussed at Chapter 8.4.2
- Outlook and solar access impact– Further discussed at Chapter 8.7.1
- Public daylight access – Further discussed at Chapter 8.5.2

Building form impacts have also been explored as part of the options analysis previously undertaken at Chapter 1.6.

8.2.1 Podium setback

At the building podium, up to a height of 45 metres, the SDCP 2012 enables the provision of nil side and rear setbacks. The concept proposal has largely been designed to build over the station element beneath, with the following additional elements:

- provision of a minimum western Pitt Street setback of 4.87 metres, in order to align with the setback of the Princeton Apartments
- provision of a three metre southern setback to the Princeton Apartments, in order to retain provision of light and separation to the northern windows of the Princeton Apartments

This has been diagrammatically detailed at below. In effect, although this is non-compliant with the separation requirements of the SDCP 2012, this approach is seen as an effective balance between total removal of daylight to the Princeton Apartments, and the imposition of unreasonable burden on the site arising from the historic zero setback construction of the Princeton Apartments.

This is also consistent with the approach taken by Council in the approval of a previous Hotel DA at 302 Pitt Street (Ref: DA2014/464), in which a 2.4 metre separation was provided between the proposed hotel and the Princeton Apartments, making use of screens to enable the provision of an adequate level of privacy.

Further privacy measures, such as screening or glazing, can be provided during the detailed building design phase which would be subject to a future detailed SSD Application.

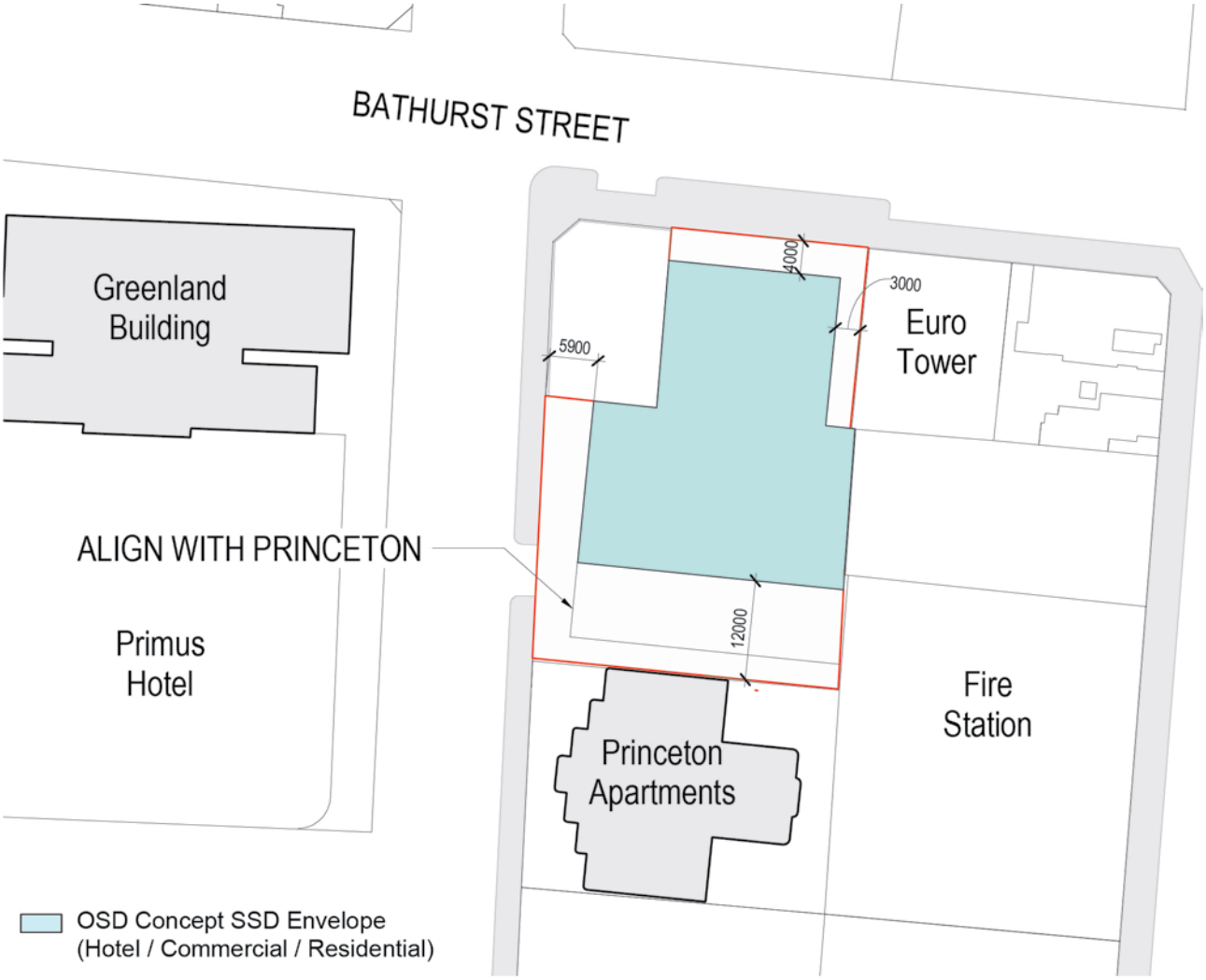


Figure 57 – Above podium setbacks of the proposed envelope (RL 71 upwards)

8.2.2 Setbacks above podium

Above the podium level, the development has been proposed to be set back in accordance with , and the setbacks through the building have been further assessed below.

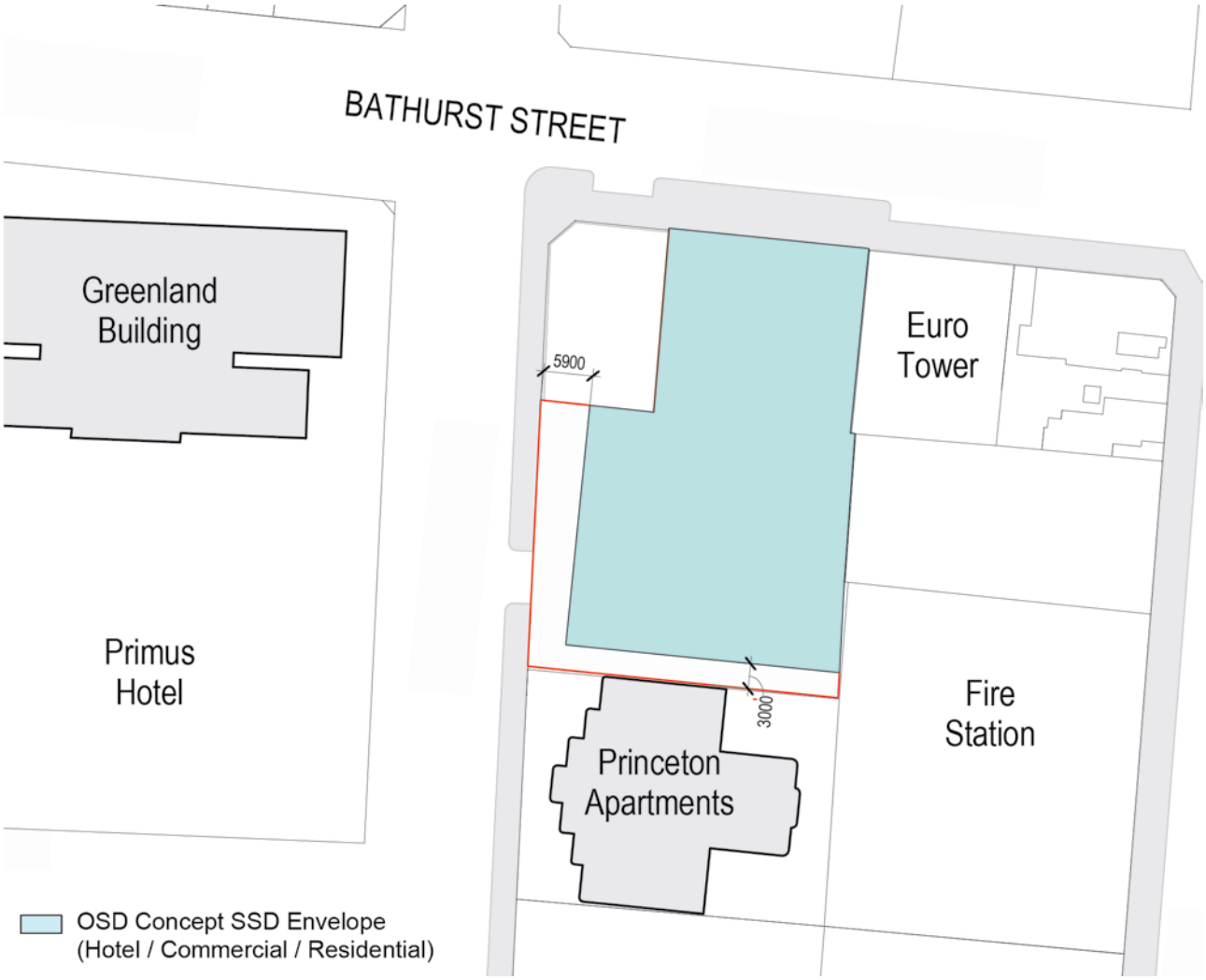


Figure 58 – Podium setbacks of the proposed envelope (to Transfer Level – approximately RL 59 to RL71

8.2.3 Northern setback

The northern setback of the building has been designed to provide a four metre setback above the podium, along the full length of the site. This arrangement aligns with the Greenland development to the west of the site, enabling the continuation of a defined alignment along the southern side of Bathurst Street as well as mirroring the setback recently approved by Council on the other side of the road for 118 Bathurst Street. In addition, this arrangement is considered acceptable on the basis that the proposed four metre setback continues to provide a definitive stepping back of the building from the podium element, retaining a clear delineation between the podium and building above.

The proposed setback has been demonstrated to not result in any adverse impacts on the surrounding environment, as provided for throughout this EIS. Specifically, it is noted that public domain daylight and any potential views across the site would not be adversely affected by the proposed setback, as demonstrated at Chapter 8.4.1 and Chapter 8.5.2. Finally, the northern setback comprises only a two metre variation from the minimum contemplated under the SDCP 2012.

On the basis of the above, the northern setback is considered to be an appropriate outcome at the site, which would not result in any adverse impacts on the surrounding area.

8.2.4 Eastern setback

The eastern boundary of the site borders 137-139 Bathurst Street at the north-east, with the Heritage Listed Metropolitan Fire Brigade Building located along the remaining southern portion of the boundary. On this basis, the eastern envelope setback of the site has been primarily influenced by the following:

- at the northern portion of the eastern boundary, the site is bounded by the constructed development at 137-139 Bathurst Street, which features a blank wall at the western boundary. This development is a maximum of 55 metres in height and comprises a site with an area of less than 800 metres, meaning that a future tall building form would not be achievable in accordance with the SLEP 2012 provisions.
- at the southern portion of the eastern boundary, the site is adjacent to the Metropolitan Fire Brigade Building, which is a heritage item that is subject to development restrictions due to an award of HFS (DA199/000491), in accordance with the Heritage Floor Space scheme. This means that there is no legal ability to provide a tall building form at the site in the future.

When considered holistically, neither of the building elements along this boundary requires any separation for private amenity purposes. It is therefore considered a reasonable outcome that the development provides a three metre setback to the 137-139 Bathurst Street, and a nil setback to the Metropolitan Fire Brigade Building.

This is considered an appropriate outcome due to the following:

- The provision of a three metre setback at the northern portion of the eastern boundary would provide visual separation between the subject development and the neighbouring building at 137-139 Bathurst Street.
- Given that the development at 137-139 Bathurst Street largely features a blank façade to the west, the setback provided would not result in any adverse amenity impacts. Further discussion regarding building separation has been provided at Chapter 8.7.
- The Sydney Metropolitan Fire Brigade Building is subject to an award of HFS (DA1999/000491), meaning that further development above this site cannot be undertaken. On this basis, the nil rear setback in this location is considered to be an appropriate place to focus additional floor space as there will be no future development above the heritage building that would result in any adverse impacts.

This logic was also supported by Council in its assessment of 302 Pitt Street (Ref: DA2014/464), which provided the following evaluation of a proposed eastern setback of 3.22 metres:

> *"Although contrary to the six metre control of the Sydney DCP, the adjoining 'Sydney Metropolitan Fire Brigade' is subject to development restrictions due to an award of HFS (DA1999/000491). As such, the site cannot be increased greater than the existing and approved 4,164 square metre floor space area and 19.5 metres (RL45.3) height. Accordingly, the 3.22 metre rear setback (note: side setback under this application) of the proposed development is considered to have no adverse impact to the site at 211-217 Castlereagh Street and is acceptable."*

The detailed building design and interface will be determined and subject to further assessment as part of a future detailed Development Application. Overall, it is considered the provision of a reduced setback at the eastern boundary of the site is an appropriate outcome.

8.2.5 Southern setback

At the southern boundary, the site is constrained by the approved building form of the Princeton Apartments, which have been constructed to the northern boundary of the adjacent site with a nil setback and with the provision of north facing windows. This existing situation places the full burden on the OSD site to provide separation distances, which is considered to be an unreasonable outcome. The SDCP 2012 notes that 12 metre separation from residential to residential is required for buildings up to 45 metres, with 24 metres preferred above 45 metres (a lesser separation is required for separation to a commercial office building). The Apartment Design Guide (further discussed at

Chapter 8.6) confirms a 12 metre separation minimum between habitable rooms as being adequate to separate buildings. This approach ensures that the development of each site makes adequate allowances to provide for the amenity of occupants of that site, rather than borrowing amenity and development potential from surrounding sites.

The reduced setback of the Princeton Apartments to the common property boundary was identified and acknowledged in the assessment of the Development Application assessed by Council to allow for the construction of that building. As outlined previously in Chapter 3.4, Council imposed conditions of development consent that required the registration of a covenant on title requiring that purchasers of apartments be advised of the potential for future development on surrounding sites to impact on views and outlook.

Provision of a 24 metre building separation entirely within the OSD site, being the full separation distance set out in the ADG for visual privacy, would be unreasonable to accommodate the Princeton Apartments where this existing building provides no setback. As such, a 12 metre setback is considered ample and reasonable in this context. This also aligns with the Apartment Design Guide, which notes that *"where applying separation to buildings on adjoining sites, apply half the minimum separation distance measured to the boundary. This distributes the building separation equally between sites"*. Although this means that habitable rooms may be separated less than 24 metres from one another, which is not strictly in accordance with the SDCP, this is seen as a generous solution which enables sufficient separation to meet the requirements of the ADG, whilst still enabling a feasible building form at the site.

Further discussion regarding the relationship between the proposed envelope and the Princeton Apartments has been discussed at Chapter 8.7.

8.2.6 Western setback

At the western boundary of the site, the setback has been proposed in line with that provided at the Princeton Apartments (and 320 Pitt Street further to the south) with the intention of continuing the linear street edge. This results in a minimum setback of 4.87 metres at the south-western corner of the building envelope, widening to a setback of 5.9 metres at the north-western corner of the envelope.

Although less than the eight metre weighted average setback (with a six metre minimum) contemplated by the SDCP 2012, the proposed setback is considered an appropriate built form outcome at the site. Principally, the proposed setback provides a continued urban alignment with the Princeton Apartments and buildings further to the south, enabling the continuation of the sightline established along this corridor. Similarly, this setback mirrors that provided by Greenland on the western side of Pitt Street, resulting in a consistent appearance of buildings along the street.

Additionally, it has been considered whether a compliant western setback would provide a lesser overshadowing impact on the Princeton Apartments compared to what is proposed (see Chapter 8.7), which concluded that a greater setback would not provide any significant benefit. It is noted that detailed design treatment can be employed to further assist with privacy impacts during the detailed design phase.

8.2.7 Edinburgh Castle Hotel setbacks

Above the podium, the proposed envelope includes the provision of nil setbacks to the western and northern boundaries of the site, as they relate to the Edinburgh Castle Hotel.

This building envelope has been proposed based upon the conclusion that the Edinburgh Castle Hotel is not be capable of being developed for the purposes of a building above 55 metres due to the small size of this site, and any new development accordingly interfacing only with the station portal rather than the OSD building (further discussed at Chapter 4.11). Given that the Edinburgh Castle would not be able to include the provision of an envelope above 55 metres, then it is considered an acceptable outcome that the OSD building employ a nil setback at this corner.

It has also been determined that this proposal would not result in any adverse heritage impacts on the Edinburgh Castle Hotel, which has been further discussed at Chapter 8.9.

8.2.8 Recommendations

Compliance with the proposed building envelope would ensure that the future OSD is adequately separated from surrounding buildings, and is appropriate in the surrounding context.

8.3 Solar access to Hyde Park

SLEP 2012 prescribes a series of controls which seek to avert any additional overshadowing of certain public places, including Hyde Park, during certain periods of the year. Specifically, for Hyde Park the relevant period is between 12:00 and 14:00 on 21 June. These controls take the form of a series of Sun Access Planes and other prescriptive controls contained in Clause 6.17 to Clause 6.19 of SLEP 2012. The following Chapter provides an assessment of the proposed building envelope against these provisions, as well as providing further assessment of the potential overshadowing impacts of the building envelope to Hyde Park during other periods of the year.

The Pitt Street South OSD has been designed to comply with the Sun Access Plane, and accordingly minimise any potential overshadowing impacts to Hyde Park. In this manner, solar access to Hyde Park would be largely maintained during mid-winter. Table 27 provides a high level breakdown of the overshadowing impacts of the development throughout various times of the year The impacts are described as minor (discernible but does not impact amenity), negligible (indiscernible) or nil (not at all).

Table 27 – Summary of qualitative assessment of overshadowing to Hyde Park throughout the year

Month	12.00pm	12.30pm	1.00pm	1.30pm	2.00pm	2.30pm	3.00pm
January	Nil	Nil	Nil	Nil	Nil	Nil	Nil
February	Nil	Nil	Nil	Nil	Nil	Nil	Nil
March	Nil	Nil	Nil	Nil	Nil	Nil	Nil
April	Nil	Nil	Nil	Nil	Nil	Moderate	Minor
May	Nil	Nil	Nil	Nil	Nil	Minor	Minor
June	Nil	Nil	Nil	Nil	Nil	Negligible	Negligible
July	Nil	Nil	Nil	Nil	Nil	Minor	Minor
August	Nil	Nil	Nil	Nil	Nil	Nil	Minor
September	Nil	Nil	Nil	Nil	Nil	Negligible	Negligible
October	Nil	Nil	Nil	Nil	Nil	Nil	Nil
November	Nil	Nil	Nil	Nil	Nil	Nil	Nil
December	Nil	Nil	Nil	Nil	Nil	Nil	Nil

Summer Period

In the summer period (December, January and February) the development does not overshadow Hyde Park at all. No further assessment is required in this regard.

Autumn Period

During March, the development does not overshadow Hyde Park at all during the period of 12.00pm to 3.00pm. However, in April and May there is some additional overshadowing of Hyde Park which occurs in the late afternoon period.

The shadow cast by the development largely falls within the existing shadows cast by other buildings, with the exception of the top portion of the proposed envelope. The area of additional overshadowing is generally confined to the southern edge of the park, with some additional overshadowing across Liverpool Street. This impact is also limited to the periods of 2.30pm and 3.00pm, meaning that for the majority of the afternoon period there is no additional overshadowing to Hyde Park. On balance, this is considered to be an acceptable outcome at the site.

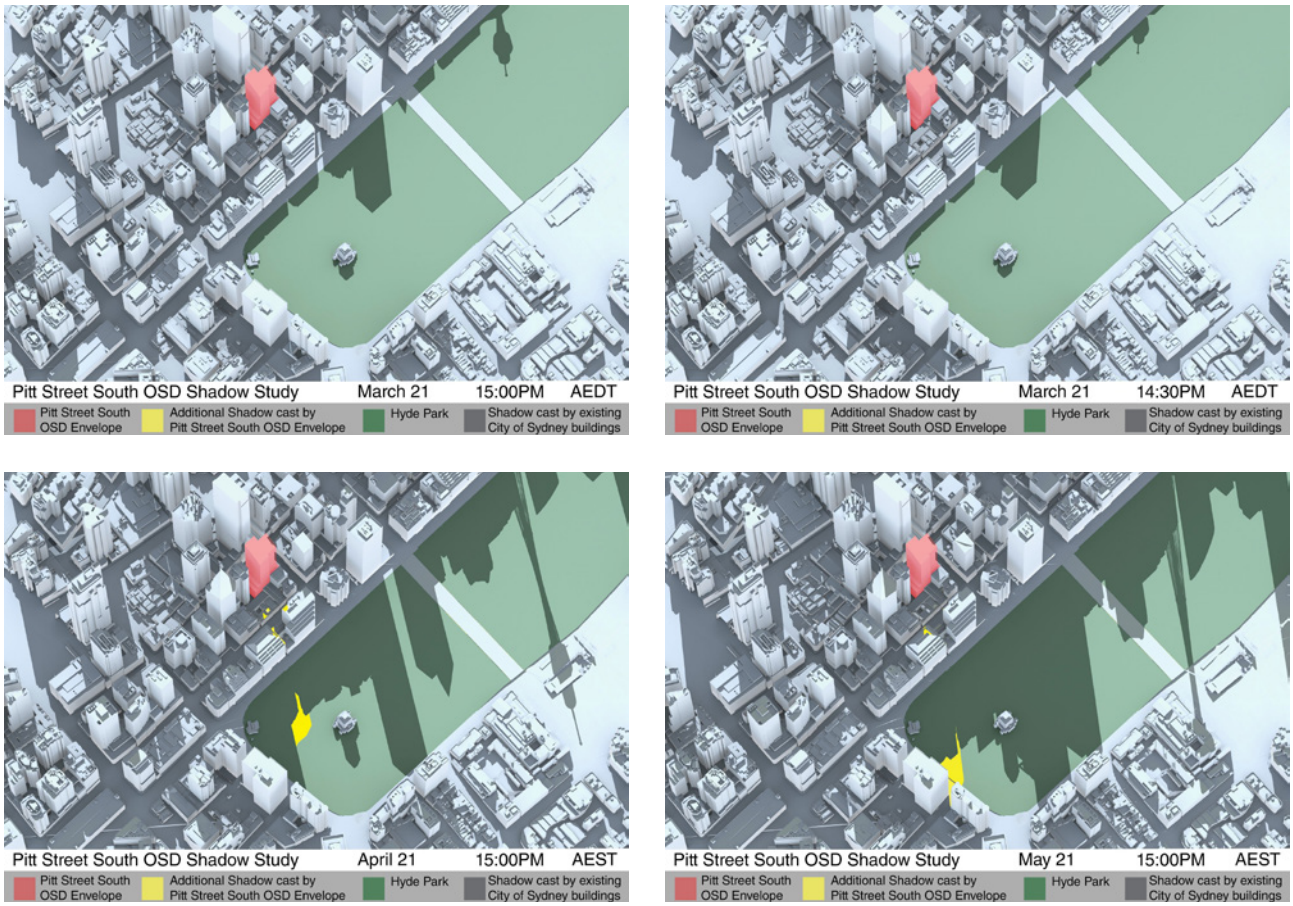


Figure 59 – Demonstration of the proposed overshadowing on 21 March (3.00pm), 21 April (3.00pm) and 21 May (2.30pm - 3.00pm)

21 June

At the winter solstice on 21 June, overshadowing caused by the proposed building envelope is almost entirely confined within the areas already overshadowed by existing buildings. A full set of shadow diagrams illustrating this have been reproduced below for 21 June between midday and 3.00pm. As has been demonstrated below, the envelope falls entirely within the shadow of other buildings or outside of Hyde Park, with the exception of negligible areas of overshadowing at 2.30pm and 3.00pm. Having regard to the below and appended analysis, it is considered that the impact of the proposed building envelope would be negligible, ensuring that future development does not adversely impact on overshadowing of Hyde Park during the critical mid-winter period.

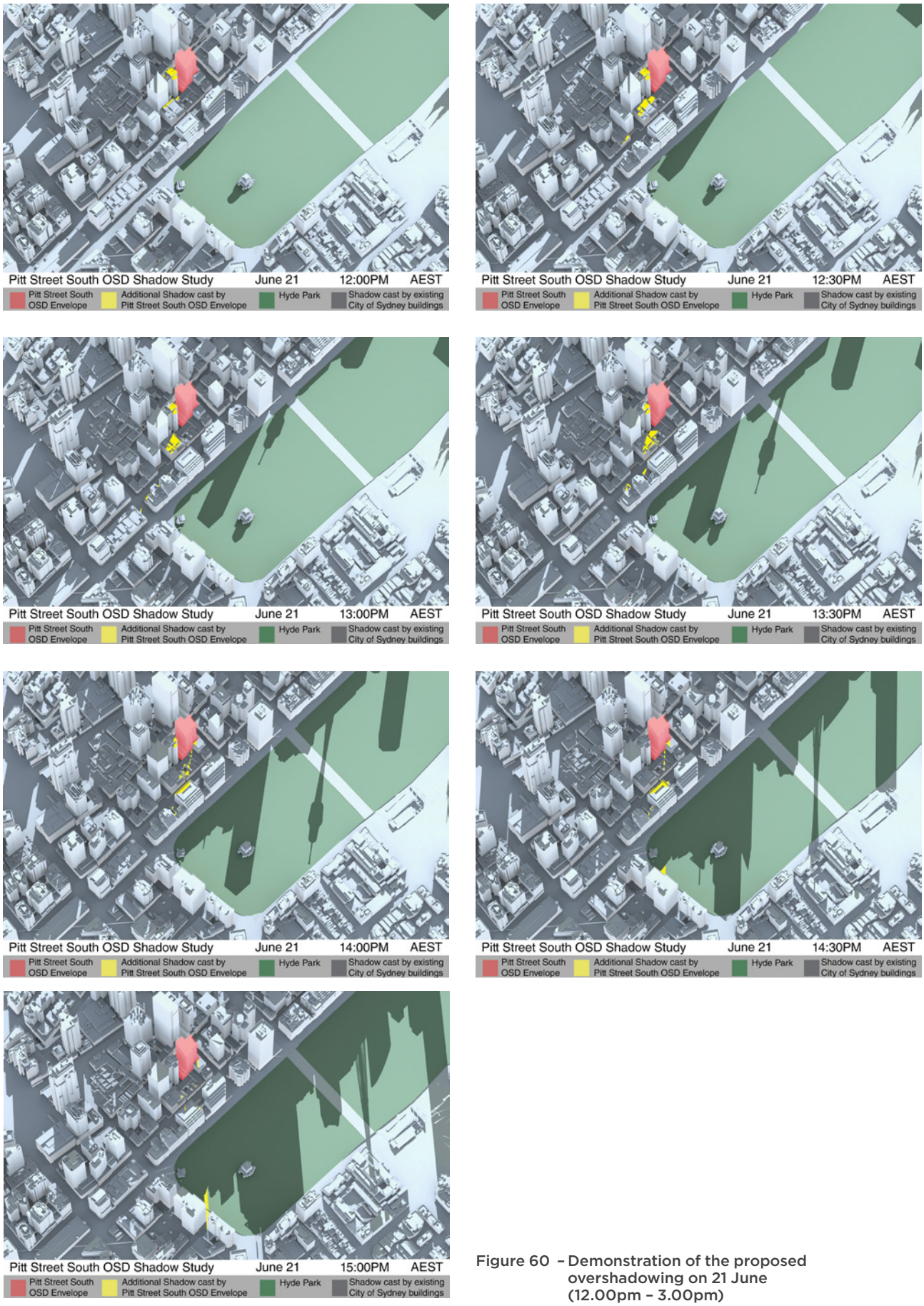


Figure 60 – Demonstration of the proposed overshadowing on 21 June (12.00pm – 3.00pm)

Winter Period

Through July and August, the shadow cast by the proposed envelope is largely located within the shadow of other buildings, resulting in only a minor area of shadowing between 2.30pm and 3.00pm in July, and at 3.00pm in August. This is considered to be an acceptable outcome, with the overshadowing at this time of year being only minor in nature.

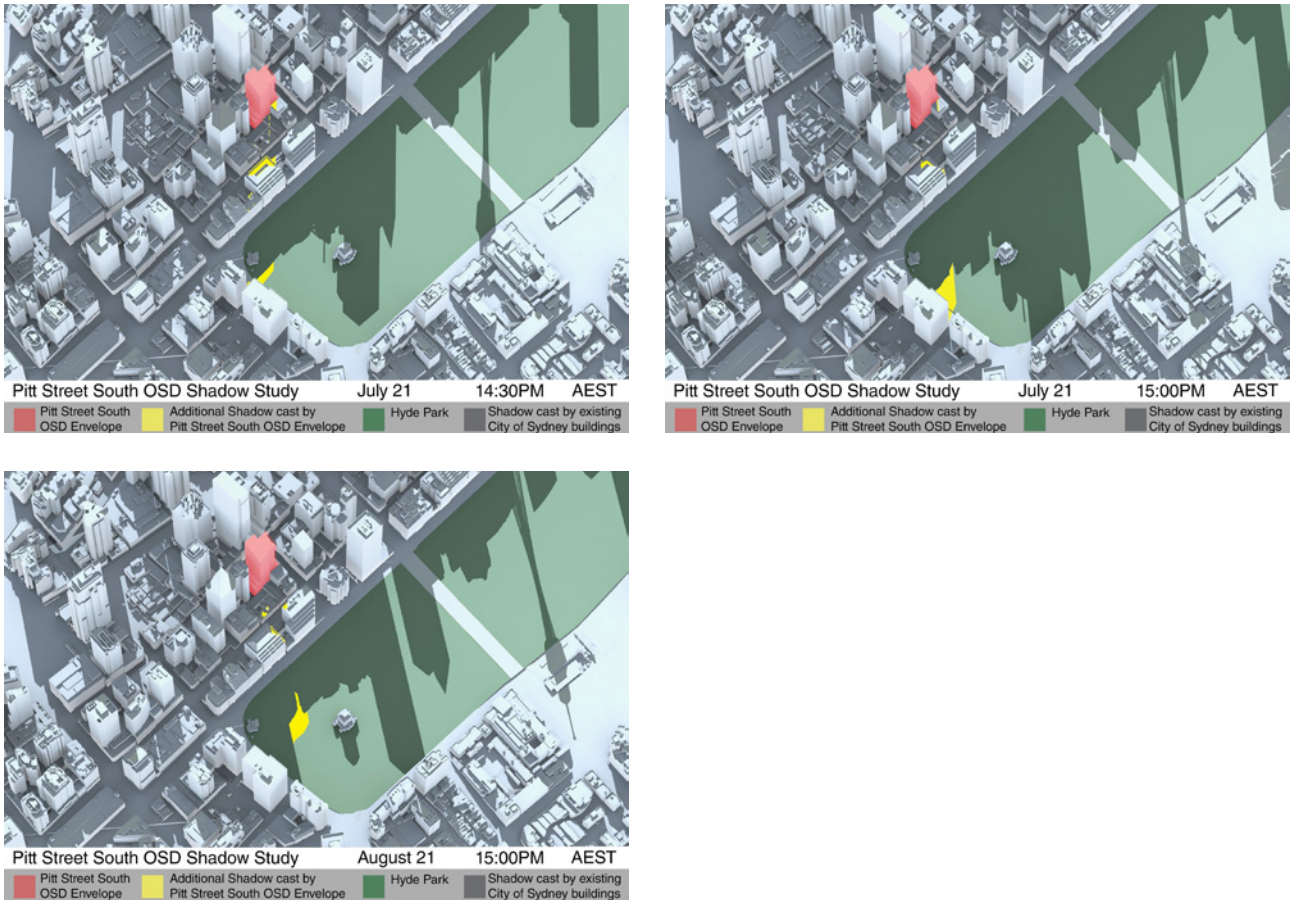


Figure 61 – Demonstration of the proposed overshadowing on 21 July (2.30pm-3.00pm) and 21 August (3.00pm)

Spring Period

Overshadowing on 21 September is negligible in nature, and would be indiscernible from the public domain. On 21 October and 21 November, there is no overshadowing at all from the envelope on Hyde Park.

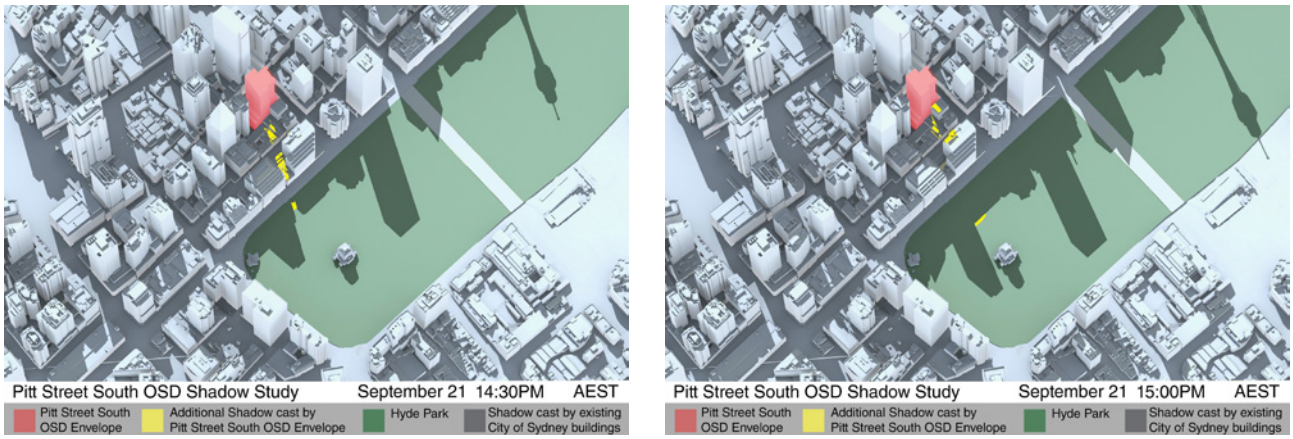


Figure 62 – Demonstration of the proposed overshadowing on 21 September (2.30pm-3.00pm)

Overshadowing impact assessment

In light of the above shadow diagrams, the greatest impact of the development on Hyde Park is for a short period on either side of mid-winter, with May and July being the months with greatest overshadowing impacts. Even at the most affected times however, the impacts of the development are minor in nature, primarily due to the development being located below the Sun Access Plane.

In addition to the above, the development is considered to have an acceptable overshadowing impact on Hyde Park because:

- The proposed building envelope complies with the Sun Access Plane prescribed under clause 6.17 of the SLEP 2012, resulting in only negligible to minor overshadowing of Hyde Park
- The proposed concept envelope represents a worst case scenario, with the actual impact on Hyde Park likely to be less than that demonstrated in the shadow diagrams.
- For large parts of the year shadows caused by the envelope fall wholly or partially within the approved shadow of the development at 115 Bathurst Street (Greenland), mitigating the level of additional overshadowing impact caused by this development
- The envelope has been designed to result in minimal overshadowing on the critical case mid-winter date of 21 June, ensuring that solar access is maintained to Hyde Park during the period when sun access is considered to be most valuable
- The development does not overshadow Hyde Park at all prior to 2.00pm, and the majority of overshadowing resulting from the development occurs in the period of 2.30pm to 3.00pm. The impact of this is that the important lunch hour period remains largely unaffected in regards to solar access, with overshadowing only to occur later in the afternoon period.
- For the periods within the year where the proposed envelope does overshadow Hyde Park, the extent of overshadowing is negligible or minor in nature and consistent with shadowing caused by existing development within the eastern CBD, and would not be perceptible from the public domain. In the context of Hyde Park, the development would only shadow a very small portion of the overall park, and would not adversely affect the potential enjoyment of the public open space.
- In the periods where the building envelope does cause overshadowing, this is generally limited to the park's edges, being located at the south-western corner of Hyde Park in the vicinity of Museum Station rather than the higher amenity central areas and eastern lawns.

Having regard to the above, it is considered that whilst the proposed building envelope would result in some minor additional overshadowing at certain points in time throughout the year, these impacts are acceptable given the location, extent and duration of these impacts and are reasonable given that the building envelope is compliant with the relevant provisions of the SLEP 2012.

8.3.1 Recommendations

The detailed design of the OSD should comply with the building envelope to ensure the minimisation of overshadowing impacts to Hyde Park. The street setbacks to Pitt Street and Bathurst Street, as well as the eastern and southern boundaries are to be designed in accordance with the maximum envelope. Detailed shadow diagrams are to be submitted as part of a future detailed SSD Application.

No other mitigation measures have been identified.

8.4 Visual and view impacts

A Visual Impact Assessment Report (Appendix W) has been prepared to assess the building envelope's visual effect on views from key vantage points and streetscape locations, as well as views from adjoining and nearby residential buildings including Princeton Apartments and Century Tower.

The assessment has been informed by separate detailed visual / view impact studies (Appendix U and V), which provide various photomontages of the proposed building envelope when seen from key vantage points. These studies represent a worst case scenario for the proposed envelope, including the provision of perspectives from the minimum setback at all street frontages. On this basis, the future detailed building form would likely be letter than the envelope provided for the purpose of these assessments.

8.4.1 Visual impacts from surrounding vantage points

In order to confirm the level of visual impact that the development would have in its context, the proposed envelope was overlayed on eight key points around the Sydney CBD by Virtual Ideas. The impact of each viewpoint was then analysed at Appendix W.

Long distance views

Given the site's location as part of the eastern gateway to the Sydney CBD, the most prominent long distance views of the proposed envelope are from the east, where the development is not obscured by other buildings. However, the proposal continues to have a low level of impact from this direction. Figure 63 and Figure 64 illustrate the appearance of the building from Oxford Street and William Street respectively.

Figure 63 – The proposed envelope (white) as viewed from Oxford Street and Wentworth Avenue

Figure 64 – The proposed envelope (white) as viewed from William Street

Visual impact from Hyde Park

A key consideration as part of this visual impact analysis was the potential for adverse visual impact due to the site's proximity to Hyde Park. Several perspectives were generated from Hyde Park to assess this potential with it being determined that the OSD would have no or only a low to medium impact in this regard. Key perspectives of the OSD through Hyde Park have been provided at Figure 65, Figure 66 and Figure 67.

Figure 65 – The proposed envelope (white – not visible) as viewed from Macquarie Street

Figure 66 – The proposed envelope (white) as viewed from Hyde Park

Figure 67 – The proposed envelope (white) as viewed from College Street

Visual impact summary

Overall, by virtue of the site's distance from viewing locations, the location of the site in the visual context of a number of other tall buildings that characterise the Sydney CBD, and a range of intervening elements at key viewing positions, the VIA has determined that the OSD would have a low to medium visual effect on the existing catchment. Due to the urban, high rise character of the Sydney CBD and the proposal's consistency with this character, the OSD would have an overall low visual impact.

8.4.2 View impacts on neighbouring residential properties

Three neighbouring buildings, being the existing Century Towers (343-357 Pitt Street), the Princeton Apartments (308 Pitt Street) and the Greenland Centre (115 Bathurst Street) which is approved and currently under construction, have the potential to be affected by the proposed envelope, and on this basis, have been subject to assessment at Appendix W.

For this assessment, low-rise, mid-rise and high-rise perspectives were used illustrating the maximum extent of the proposed envelope. These were then assessed against the Land and Environment Court's Planning Principle for view sharing in *Tenacity Consulting Pty Ltd v Warringah Council* [2004] NSWLEC 140 (*Tenacity*), which establishes a four-part assessment process, as is common in the assessment of potential view impacts.

The VIA also makes note of the CBD context in which the site is located. Importantly, it is clarified that the discussion of view sharing in Tenacity was based on a provision of the *Warringah Local Environmental Plan 2000* that specifically stated that *"development is to allow for the reasonable sharing of views"*. Whilst clause 4.3 of the SLEP 2012 notes that one of the objectives of the maximum building height clause is *"to promote the sharing of views"*, the maximum building height at the site is not limited by this clause. Instead, building heights at the site are determined by clause 6.17 of the SLEP 2012, which relates to sun access. There are no objectives in clause 6.17 which relate to view sharing.

It is also noted in the VIA that Roseth SC specifically states in his decision (at 25) that there are circumstances that do not require any view sharing and where it may be entirely reasonable for a development to entirely block a view. The relevance and reasonableness of applying the *Tenacity* planning principle, made in the context of a three-storey building in a coastal suburban setting, to the current development proposal is therefore questionable. Although not a relevant strategic policy to the proposal, the Central Sydney Planning Strategy nevertheless provides clear delineation (at section 2.3) that the protection of private views come secondary to the enhancement of public views, when considering the specific unique circumstances of Central Sydney.

In this context, an assessment has been undertaken in accordance with the four steps outlined in *Tenacity*, in order to demonstrate the level of impact experienced from the proposal.

Step 1: What are the affected views? and Step 3: What is the extent of the impact?

The proposed building envelope affects the north-eastern views of Century Towers, north-eastern views of Princeton Apartments and eastern and north-eastern views of Greenland Centre. The impacts of the proposal on these views has been further discussed below.

- **Century Tower, low rise:** This view is highly urban and enclosed by buildings on all sides. The assembly of relatively low rise buildings previously on the site gave some visual relief to the extent of tall buildings. The main impact of the proposal would be that the proposal would replace the majority of this with high rise built form.
- **Century Tower, high rise:** The focus of this view is across the CBD skyline in the foreground to Hyde Park in the mid-ground and Sydney Harbour, including North Head, in the background. The proposal would be a notable new feature of the view, and would obscure views to St Mary's Cathedral and parts of Hyde Park and Sydney Harbour. However, the extent of obstruction is relatively small and the essence of the view remains. The angled design of the upper elements of the tower enable preservation of views to North Head compared to a non-angled tower of the same height.
- **Princeton Apartments, low rise:** The left half of this view is to CBD buildings, while the right half overlooks lower rise CBD buildings to Hyde Park in the middle ground and Sydney Harbour in the background. The proposal is contained to the far left of the view, and obscures the apex of a small number of CBD buildings and part of the sky. There is no impact on views to Hyde Park or Sydney Harbour. The impact of the proposal on this view is negligible.

- **Princeton Apartments, high rise:** The left half of this view is to CBD buildings, while the right half overlooks lower rise CBD buildings to Hyde Park in the middle ground and Sydney Harbour in the background. The proposal is contained to the far left of the view, and obscures the apex of a small number of CBD buildings and part of the sky. There is no impact on views to Hyde Park or Sydney Harbour. The impact of the proposal on this view is negligible.
- **Greenland Centre, low rise:** This view is highly urban, with CBD buildings dominant. The Bathurst Street alignment is also a key feature, running through the fore and mid ground of the view. The impact of the proposal would be to bring larger buildings closer to the viewpoint, therefore enhancing the sense of enclosure. The proposal would have no significant impact on the nature of the view.
- **Greenland Centre, mid rise:** These views feature CBD buildings in the fore and middle ground, and Hyde Park and Sydney Harbour in the background. Views to the east also extend to the horizon formed by the interface of land and sky at the eastern suburbs ridgeline that runs from Point Piper to Maroubra. The impact of the proposal on views to the north-east is moderate. While it retains the overwhelming majority of views to Sydney Harbour, it does reduce the amount of Hyde Park and the eastern suburbs that is visible. While the apartments currently enjoy almost unobstructed views to Hyde Park (including the ANZAC Memorial), the eastern built edge of Hyde Park and the eastern suburbs to the horizon land / water interface would be reduced on the western end of the view.
- **Greenland Centre, high rise:** These views offer expansive views to Hyde Park Sydney Harbour and the eastern suburbs. The only significant built element obscuring a full appreciation of Hyde Park is 201 Elizabeth Street, which impacts views to the north-east. Due to the substantially shorter nature of the proposal relative to these apartments, it has no impact on the nature of these views.

Visual perspectives which illustrate the above have been provided at Figure 68 to Figure 74.

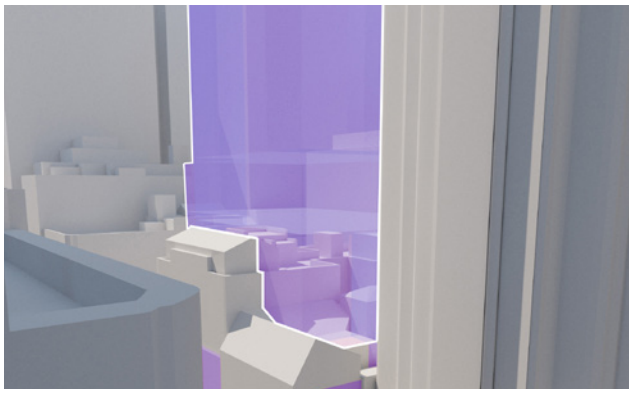


Figure 68 – Century Tower, low rise perspective of the proposed envelope (shown in purple)

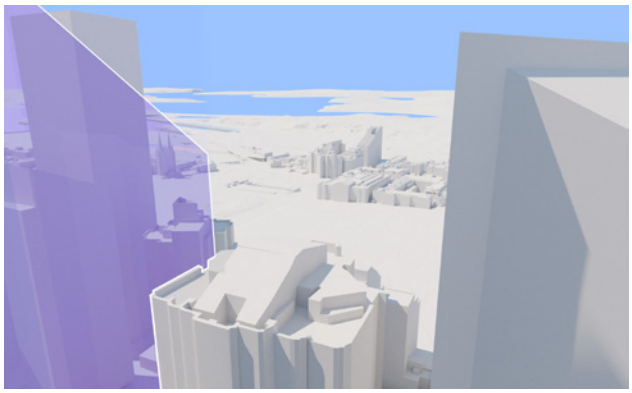


Figure 69 – Century Tower, high rise perspective of the proposed envelope (shown in purple)

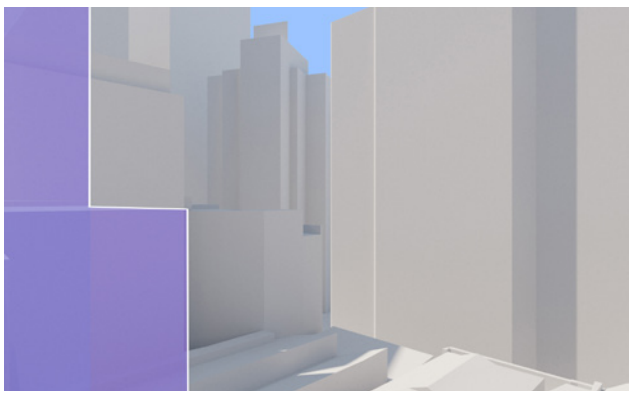


Figure 70 – Princeton Apartments, low rise perspective of the proposed envelope (shown in purple)

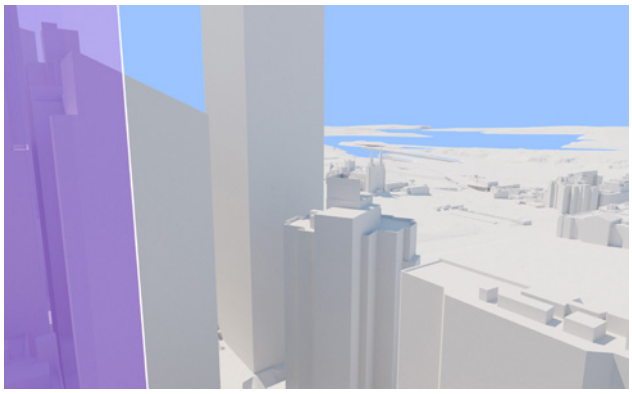


Figure 71 – Princeton Apartments, high rise perspective of the proposed envelope (shown in purple)

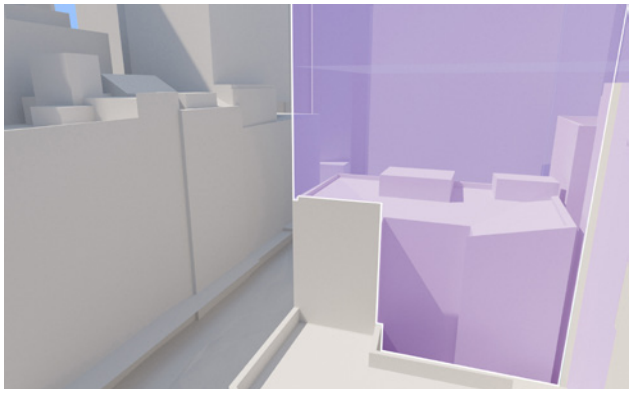


Figure 72 – Greenland Centre, low rise perspective of the proposed envelope (shown in purple)

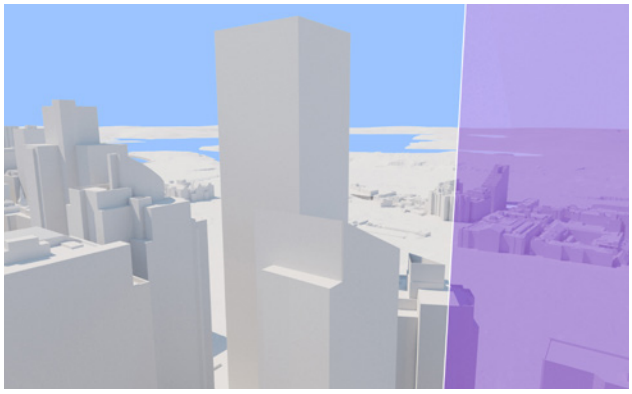


Figure 73 – Greenland Centre, mid rise north-east perspective of the proposed envelope (shown in purple)

Figure 74 – Greenland Centre, mid rise east perspective of the proposed envelope (shown in purple)

Step 2: From which part of the property are the views obtained?

Views are obtained from the affected properties as follows:

- **Century Tower:** Views are obtained from eastern and north-facing windows and balconies across the above-podium residential levels. Views to the site are available along the Pitt Street north-south corridor and over Wilmot Lane and the heritage former Sydney Water Head Office building.
- **Princeton Apartments:** Views are obtained from north-facing windows which are built flush to the side boundary with no setback. These windows are typically secondary windows with dwellings along the northern edge having a primary frontage to either the western (Pitt Street) or eastern elevation. In respect of the north-facing windows, the relevant development consent for this building notes as follows: *"(18) That a covenant shall be placed on all titles for the site known as 304-308 Pitt Street that requires the vendor of the property to notify all potential occupants that their views may be affected by developments on adjoining sites"* (REF: Z92-00146).
- **Greenland Centre:** Views are available from future east-facing windows across the above-podium residential levels of the building which is currently under construction. Views are obtained from a range of locations including bedrooms and living areas. Views to the east are available along the Bathurst Street east-west corridor, as well as above the heritage former Sydney Water Head Office building which has been refurbished for adaptive reuse as part of the Greenland Centre development.

Step 4: How reasonable is the development?

The proposed building envelope for the OSD is considered to be entirely reasonable as it:

- is fully compliant with the maximum building height and complies with the prescribed Sun Access Plane under SLEP 2012
- provides appropriate building setbacks that are consistent with surrounding development
- realising the opportunity presented by Pitt Street Station to create a new focal point for this part of the CBD and to encourage greater land use and public transport integration
- is located within a highly urbanised environment characterised by tall commercial, residential and mixed use buildings
- optimises the economic importance of the CBD to the Eastern City by providing a viable floorplate capable of accommodating a future commercial office use or residential apartment building
- results in impacts to private views that are currently only obtained by virtue of the currently under-developed nature of previous development on the subject site
- results in impacts to private views that are obtained over a side boundary or across several CBD blocks, where the preservation of these views could not reasonably be expected based upon the planning controls that apply to the site and other surrounding sites above which the views are obtained
- establishes a framework for the attainment of design excellence in the future building design and architecture as part of a future detailed SSD Application, which may include additional articulation within the proposed envelope

It is not reasonable for existing and future occupants of buildings within the Sydney CBD to assume that views obtained above currently under-developed sites will be maintained or protected through the planning system. Such an approach would sterilise the ability to deliver new employment and accommodation floor space within the CBD and would have significant adverse economic and social impacts on Sydney and NSW more broadly. This is particularly the case where the proposed building envelope is compliant with the principle applicable maximum height and floor space development standards.

Given the predominately low-moderate impacts of the proposed building envelope, the ambiguity as to the relevance of *Tenacity* for private views in a CBD context, the reasonableness of the proposal due to its compliance with the applicable height and massing controls under SLEP 2012, and the unreasonableness of any expectation that the private views in question would be maintained, it is considered that the proposal is reasonable in its design and satisfies the fourth and final step prescribed under *Tenacity.*

8.4.3 Recommendations

No mitigation measures have been identified. Compliance with the proposed building envelope would ensure that future OSD has an acceptable visual impact. Also, it is anticipated that the detailed design process would provide opportunity for a further reduction in impacts, such as façade articulation and form modulation.

8.5 Streetscape and public domain

8.5.1 Streetscape impacts

The majority of the ground floor plane and land use has been separately detailed and approved by the CSSI Approval, meaning that there is limited scope for the OSD to influence the ground floor plane and streetscape presentation of the surroundings. This is appropriate given the critical transport infrastructure function of the future station. Figure 75 is an indicative diagram which illustrates that the OSD elements of the ground floor plane would be focussed towards the Pitt Street frontage. In this respect, the impact of the OSD component on the streetscape is generally limited to the activation and detailed design of the OSD areas of the ground floor as well as the perception of the building bulk above the station from street level.

The concept proposal facilitates a future detailed building that provides a positive outcome to the adjoining streetscape through design excellence and ground plane activation. This includes the provision of frameworks to ensure the provision of design excellence, design guidelines for the future development, as well as the provision of public art (discussed further at Chapter 4.9 and Chapter 4.16 respectively).

The future detailed Development Application for the OSD would include further detail regarding the final streetscape presentation of the OSD components of the site.

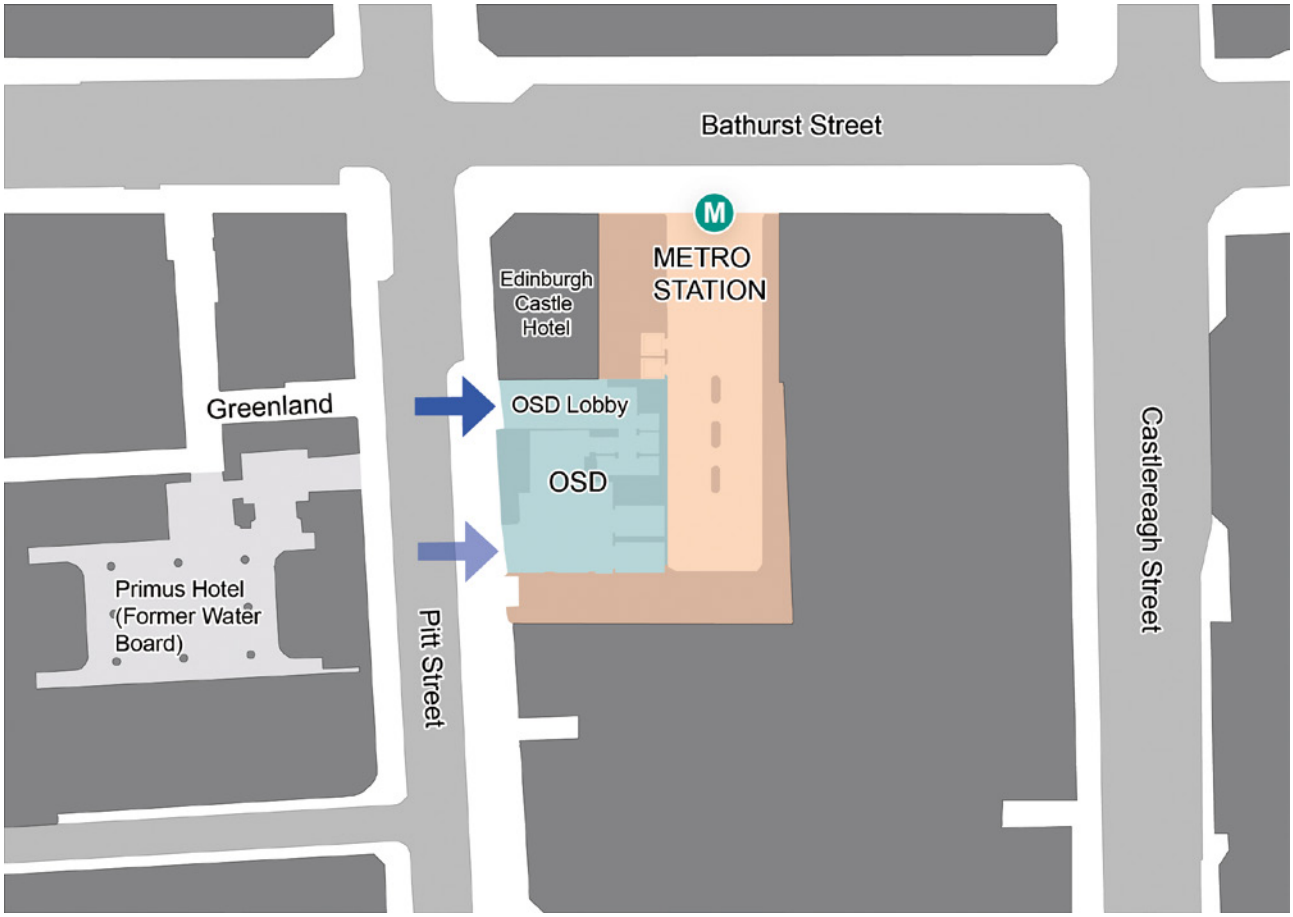


Figure 75 – Orientation of the different components of the Integrated station development towards the different frontages

8.5.2 Public domain daylight levels

The SEARs issued for this SSD (Appendix A) included the requirement for a Daylight Analysis to be undertaken as part of the assessment for the concept proposal. In accordance with this requirement, a Precinct Daylight Study has been provided at section 4.2 of the Built Form and Urban Design Report (Appendix G). This study included analysis of the daylight provision to the surrounding streets both with and without the proposed envelope in order to determine the impacts of the concept proposal on the surrounding public domain daylight levels.

Modelling software has been used which demonstrates the proposed envelope in a 3D model of the surrounding buildings in order to approximate the reflectivity of those buildings. Through this software, an average overcast sky lux level of 8,363 lux for Sydney was selected to reflect real life conditions in the Sydney CBD, with the average daylight levels compared with and without the OSD in order to determine the additional impact that the envelope would have on daylight access.

The potential impacts of the OSD on daylight levels in the surrounding environment was modelled at three different points throughout the year. The modelling indicates that there would be a very minor loss of daylight in the public realm resulting from the addition of the OSD into the precinct.

As this loss is predicted to be an average of less than 1.2 per cent throughout the year and the average lux level remains relatively high, it is concluded that the impact on the current amenity of the public domain would be negligible.

8.5.3 Recommendations

Compliance with the proposed building envelope would ensure that the future OSD has an acceptable impact on the public domain. The ground level interface of the development is to be consistent with the OSD Design Guidelines (Appendix J).

8.6 Residential amenity

The Built Form and Urban Design Report at Appendix G includes an assessment of the potential for a residential building reference design to achieve an adequate level of amenity for future occupants should a residential land use be pursued. It is noted that the current design is indicative in nature, commensurate with a Concept Development Application, and a complete assessment against the provisions of the Apartment Design Guide (ADG) would be provided as part of a future detailed design application. If a commercial building were to be proposed, then the relevant amenity provisions under SEPP 65 and the ADG would not apply.

Key aspects of the proposal's compliance with the ADG are outlined below, with further detail provided at Appendix G. The Built Form and Urban Design Report also demonstrates how each of the nine principles which underpin SEPP 65 have been addressed in the concept proposal.

Solar Access

In relation to the provision of solar access to future apartments at the site, the following criteria are relevant for the purposes of this concept SSD Application:

Design Criteria 4A-1

1. *1. Living rooms and private open spaces of at least 70 per cent of apartments in a building receive a minimum of two hours direct sunlight between 9.00am and 3.00pm at midwinter in the Sydney Metropolitan Area*
3. *A maximum of 15 per cent of apartments in a building receive no direct sunlight between 9.00am and 3.00pm at midwinter*

The proposed indicative concept design at Appendix D has been tested against the solar access criteria contained within the ADG. In accordance with Design Criteria 4A-1(1), the indicative design would result in 119 of 159 apartments, or 74.8 per cent complying with the solar access provision, which meets the requirement.

Additionally, in accordance with Design Criteria 4A-1(3), the indicative design results in 18 of 159 apartments receiving no sunlight, or 11.3 per cent of total apartments, which meets the requirement.

Cross Ventilation

In relation to the provision of natural cross ventilation, the following criteria are relevant for the purposes of this concept SSD Application:

Design Criteria 4B-3

1. *At least 60% of apartments are naturally cross ventilated in the first nine storeys of the building. Apartments at ten storeys or greater are deemed to be cross ventilated only if any enclosure of the balconies at these levels allows adequate natural ventilation and cannot be fully enclosed*
2. *Overall depth of a cross-over or cross-through apartment does not exceed 18 metres, measured glass line to glass line*

The detailed design of a future scheme, including testing to determine the proportion of apartments which are naturally ventilated, would be the subject to a separated detailed SSD Application.

Building Separation and Privacy

Under the ADG, buildings which are higher than nine storeys are subject to the following minimum separation distances:

- 12 metres between habitable rooms / balconies
- 9 metres between habitable and non-habitable rooms
- 6 metres between non-habitable rooms

The ADG clarifies that *"where applying separation to buildings on adjoining sites, apply half the minimum separation distance measured to the boundary. This distributes the building separation equally between sites"*. As part of this concept SSD Application, it has been demonstrated that the development is adequately separated from all surrounding properties. The following specific commentary is noted to each of the surrounding sites:

- **to the north-west –** immediately to the north-west of the site is the Edinburgh Castle Hotel, to which no separation is proposed. This is considered acceptable as the substantial height difference between the Hotel and the proposed OSD means that there is no direct interface. Rather, the direct interface between the Hotel and the site is at the station level, which is not the subject of this application.
- **to the north –** Given the location of Bathurst Street to the north of the site, and the 4 metre setback, the proposed envelope exceeds the required separation from buildings to the north. It is noted that the buildings to the north are generally mid-rise, being approximately 7-8 storeys, and the Pitt Street South OSD is located above this height. On this basis, the development exceeds the minimum required separation to the north and there is no direct interface to existing buildings above nine storeys in any case.
- **to the north-east –** Immediately to the north-east of the site is a mixed use residential building located at 137-139 Bathurst Street, comprising six storeys of retail / commercial development and then nine residential storeys above. This building largely adjoins the CSSI approved podium development at the site, meaning that this proposal would not impact on the residential development across the majority of storeys. However, the top storey of the development is affected by the additional bulk created by the proposed OSD envelope, and therefore needs to be assessed.

  In this case, the relevant level of the indicative residential scheme, comprising the top floor of the podium of the development, is allocated for residential facilities (being level eight of the indicative residential scheme) with limited overlooking opportunities towards the north-east. However, a full assessment of residential facilities or residential apartments can be undertaken at the detailed design phase.
- **to the east of the site** is the Metropolitan Fire Brigade Building (previously discussed at Chapter 3.4.2) which is unable to support a future OSD form and therefore enables a substantially larger than minimum separation to any development beyond.

- **to the south of the site**, the Princeton Apartments are built to the northern boundary, resulting in a minimum nil setback to the site. Windows are located at the northern face of the building, which has substantial privacy implications for any development at the site. This was permitted to occur based on a requirement outlined at Condition 18 of the original building approval at the site (REF: Z92-00146), which stated:

  (18) That a covenant shall be placed on all titles for the site known as 304-308 Pitt Street that requires the vendor of the property to notify all potential occupants that their views may be affected by developments on adjoining sites.

  The intent of this condition is to ensure that the outlook to the north is, in effect, 'borrowed' given that the Princeton Apartments rely on the undeveloped nature of the site in order to provide solar access to north facing windows. This would enable the provision of a theoretical setback less than the minimum to the south, given that the Princeton Apartments were only approved in such a format that would enable future encroachment by other development sites. However, in this case, and despite this, it has been proposed that a 12 metre setback be provided from the OSD envelope to the south, in order to ensure that adequate separation and privacy is maintained to the Princeton Apartments if a residential land use is pursued as part of the future detailed SSD Application.

  The exception to this is at Level 8, where an outdoor communal area is shown with a three metre setback to the south. In the case of the reference design, this has been identified as a pool area, but could be similarly be used for other facilities. This development has been proposed above the station podium, and detailed interface measures can be employed to mitigate any future impacts at the detailed design phase, subject to separate assessment.
- **to the west of the site is Pitt Street**, which enables the provision of the minimum separation distances to development opposite the site to the west. The setback of the development at the site, combined with the provision of separation across Pitt Street would enable the provision of a substantial separation distance to development towards the west.

8.7 Impact on adjoining properties

8.7.1 Overshadowing and solar access impacts

A detailed assessment has been undertaken in regard to the overshadowing of the concept proposal on surrounding residential buildings, with a Solar Access Impact on Adjacent Properties provided at Appendix M. The assessment provided comprises an independent analysis of potentially affected residential buildings located in the vicinity of the site. The following section outlines the findings of this analysis with respect to the buildings assessed, which include:

- Century Tower
- The Princeton Apartments

It is noted that although the Greenland Centre (under construction) will contain residential units, these are located due west of the site in a location which has been confirmed to not be adversely affected by the OSD envelope in terms of overshadowing. Additionally, non-residential buildings in the vicinity of the site which could be affected by overshadowing from the development comprise uses which are not subject to minimum solar access provisions.

This assessment comprised a model-based methodology, through use of a 3D digital model which demonstrates the proposal in the context of surrounding buildings. This model enables assessment of the concept proposal on the surrounding buildings, and includes surrounding development which is under construction such as the Greenland Centre on Bathurst Street. On this basis, an assessment can then be accurately undertaken through projections known as 'views from the Sun', which shows all lit faces at a given day and time.

The key findings of the report in relation to the two key affected buildings have been reproduced below, with concluding remarks and findings also detailed within this section.

Century Tower

Century Tower is located to the south-west of the site, and is located immediately to the south of the future Greenland Centre development. The assessment undertaken for this development demonstrates that of the 296 units, only 22 would achieve two hours of solar access due largely to the impact of the Greenland Centre development on Century Towers. The concept proposal under this application would mean that one further unit would not receive two hours of solar access, reducing compliance from 7.4 per cent to 7.1 per cent. The number of units which receive no sun remains unchanged at 89.

Given the minimal impact of the OSD on solar access, and compliance with the provisions of the ADG, this outcome is acceptable and is seen as an appropriate outcome.

Princeton Apartments

The Princeton Apartments are located immediately to the south of the site, on the northern boundary (as previously discussed at Chapter 3.4.3). North facing windows are included on the northern façade of the Princeton Apartments, with detailed floor plans provided at Appendix N. On this basis, it is expected that the Princeton Apartments would be the most affected building by the concept proposal. This is largely due to the non-complying building form of the Princeton Apartments.

The assessment undertaken demonstrates that of 116 units, 62 currently achieve two hours of solar access, which is largely due to the undeveloped nature of the OSD site. As a result of the concept proposal, this would be reduced to five units achieving two hours of solar access, which represents a reduction in compliance of 49.1 per cent, and equates to 57 units no longer complying. The number of units which receive no sun remains unchanged at 17.

In order to confirm the nature of the impact, testing was undertaken of the concept proposal against an alternate model with compliant eastern and western setbacks, to see whether it was specifically these elements which had caused the impact on the Princeton Apartments. To this respect, the following was determined:

- the proposed eastern boundary setback is only marginally sensitive to the sunlight received at the Princeton Apartments. An increase in the size of the eastern setback may result in slightly longer exposure of east facing units, however this benefit would be marginal.
- the proposed western boundary setback is not sensitive to the sunlight received at the Princeton Apartments. An increase in the size of the western setback would yield no benefit in sunlight access to the Princeton Apartments.

While the concept proposal would result in an impact to the solar access levels received by The Princeton Apartments, the expectation that the existing level of solar access would be retained in perpetuity is unreasonable as this would sterilise the adjoining site. It has been demonstrated that any development at the site would result in a comparable solar access impact on the site immediately to the south. On this point, the following key issues are noted:

- the concept proposal form is a slender building form.
- as discussed above, the proposed eastern boundary setback is only marginally sensitive to the sunlight received at the Princeton Apartments, and the proposed western boundary setback is insensitive to the sunlight received at the Princeton Apartments.
- the location of the Princeton Apartments is such that the impact is effectively insensitive to the height of the proposal.
- a severe increase of the proportion of apartments failing to meet the relatively stringent '2 hours standard' can be considered usual and expected in a dense high rise CBD environment.

On this basis, it was considered that development which was consistent with planning controls would not be able to limit overall solar access compliance impact to the maximum 20 per cent reduction control in accordance with the ADG. It is noted that this impact is considered to be, to a significant degree, the result of the non-complying building form of the Princeton Apartments.

A full assessment has been provided, including the provision of the raw data to support the impact analysis, at Appendix M. The analysis concludes that the overshadowing impact of the proposal has to be considered to be expected and reasonable in a closely built up city centre environment, and is therefore acceptable on this basis.

8.7.2 Recommendations

Having regard to the above, it is evident that the proposed building envelope would give rise to some impacts on solar access for residential apartments within the vicinity of the subject site. However, the extent of these impacts is considered to be reasonable given that the proposed building envelope is compliant with the maximum height control and other directly applicable built form controls, the position of the site and affected dwellings within the CBD context, the areas of affected buildings in which impacts occur and the maintenance of solar access on an overall building basis. Furthermore, it is noted that the solar analysis has been conducted on the basis of impacts from the entire building envelope. Detailed building design within the envelope is likely to result in reduced solar access impacts.

The future detailed SSD Application should ensure that the detailed OSD building is consistent with the building envelope set out in this concept proposal so as to ensure that solar access impacts do not exceed those identified in the assessment above. Any future detailed SSD Application should be accompanied by a detailed solar access analysis for Century Tower and the Princeton Apartments.

8.8 Integration with Sydney Metro station infrastructure

8.8.1 Interrelationship of Uses

Given the unique and complex nature of this project, it is important to delineate between the functioning of the Metro station and associated elements (approved under the CSSI Approval) and the OSD for which approval is sought under this application. Chapter 4.10 distinguishes between the approved Metro station elements on the subject site and those elements for which approval is sought in this Concept Proposal, with physical demarcation drawings provided at Appendix F.

The following sections assess key interface issues between the OSD and Metro station and demonstrate that the future Sydney Metro line and station portal would not result in any adverse impacts on future residential development:

- noise and vibration impacts – addressed at Chapter 8.19
- traffic and loading impacts – addressed at Chapter 8.10
- construction program impacts – addressed at Chapter 8.22

8.8.2 Impact on Rail Infrastructure

The proposed OSD development would not result in any adverse impacts on existing or proposed railway infrastructure, including the southern portal to the Pitt Street Station and the broader Sydney Metro (City and Southwest) network. The potential impacts of the OSD have been summarised in Table 28, having regard to the relevant provisions of the ISEPP (noting that Clause 88B does not strictly apply to the proposal).

Table 28 – Assessment of the proposal against the relevant considerations for development requiring rail concurrence under the ISEPP

Clause	Comment
Section 88 Development within or adjacent to interim rail corridor (5) In determining whether to provide concurrence, the relevant rail authority is to take into account the likely effect of the development on:	
(a) the practicability and cost of carrying out rail expansion projects on the land in the future, and	The proposed OSD has been designed to accommodate the transport needs of Sydney Metro. The proposal, on this basis, has been undertaken with extensive direct input from Sydney Metro to ensure that, while completely integrated, the components are able to be constructed, maintained and operated separately from each other, both currently and into the future.
(b) without limiting paragraph (a), the structural integrity or safety of, or ability to operate, such a project, and	Structural safety of potential OSD has been previously assessed under the CSSI Approval, and the infrastructure needs of the proposal have been assessed at Chapter 8.16.
(c) without limiting paragraph (a), the land acquisition costs and the costs of construction, operation or maintenance of such a project.	The proposal does not affect the land acquisition costs for transport.
Section 88B Development near proposed metro stations (2) A consent authority must not grant consent to development on land to which this clause applies unless it has taken into consideration:	
(a) whether the proposed development will adversely affect the development and operation of a proposed metro station, including by impeding access to, or egress from, the proposed metro station, and	The concept proposal would not adversely affect the operation of the future Pitt Street Station as the spatial and functional requirements have been integrated into the Concept Proposal design with direct input from Sydney Metro.
(b) whether the proposed development will encourage the increased use of public transport.	The proposal comprises a high density building form located immediately above a future Sydney Metro station, and includes the provision of minimal car parking. It is expected that future residents or employees would take advantage of the excellent public transport options for their travel needs (further discussed at Appendix T).

8.8.3 Recommendations

The future detailed SSD application would need to propose a building which is architecturally and structurally integrated with the Pitt Street South station structure beneath and would be guided by the OSD Design Guidelines prepared by Sydney Metro (Appendix J).

8.9 Heritage impacts

The SEARs require a Heritage Impact Statement (HIS) be provided to address the extent of impact on heritage items in the vicinity of the site including built and landscape items, conservation areas, views and settings. A Heritage Impact Statement has been provided at Appendix R.

The HIS addresses the impacts of the development on State and locally listed heritage items. Items of State significance are listed on the State Heritage Register (SHR) and are legally protected under the *NSW Heritage Act 1977*. Items of local heritage significance are listed under Schedule 5 (Environmental heritage) of the SLEP 2012. It is noted that the existing buildings at the site were approved for demolition under the CSSI Approval, and accordingly do not form part of this assessment, except from a contextual perspective.

Heritage context of the site

The development site, shown shaded in red in Figure 76, comprises an L-shaped land holding with frontages to Pitt Street and Bathurst Street. The development site does not contain any heritage items listed under either the State Heritage Register (SHR) or SLEP 2012, and is not located within a Heritage Conservation Area. There are, however, a number of State and locally listed heritage items located adjoining and in proximity to the site that have been included in this assessment.

It is noted that the site does not include the corner lot, which is occupied by a locally-listed heritage item, the Edinburgh Castle Hotel (SLEP Item No I1940) as illustrated in Figure 76.

Figure 76 – View of the site (shaded in red), facing south-east, showing existing buildings and adjoining Edinburgh Castle Hotel at the corner of Pitt Street and Bathurst Street

Surrounding heritage items

The site is located in proximity to the following listed heritage items:

- SLEP Item No. I1940 – *Edinburgh Castle Hotel including interior*, 294 – 294B Pitt Street, Sydney (local heritage significance)
- SLEP Item No. I1703 – *Metropolitan Fire Brigade building including interior and central yard*, 211 – 217 Castlereagh Street, Sydney (local heritage significance)
- SLEP Item No. I1939 – *Former "Speedwell House" including interiors*, 284 – 292 Pitt Street, Sydney (local heritage significance)
- SLEP Item No. I1941 – *Former "YMCA" building including interiors*, 323 – 331 Pitt Street, Sydney (local heritage significance)
- SLEP Item No. I1672 (SLEP) – *Former "Sydney Water" building (339 – 341 Pitt Street) including interiors and lightwell*, 115 – 119 Bathurst Street, Sydney (State heritage significance)
- SHR Listing No. 01871 and SLEP Item No. 1654 – *Hyde Park*, 110 – 120 Elizabeth Street, Sydney (State heritage significance)
- SHR Listing No. 01822 and SLEP Item No. 1742 – *ANZAC Memorial*, 120 Elizabeth Street, Sydney (State heritage significance).

A statement of significance for each listed heritage item surrounding the site, as described by the Heritage Branch of the Office of Environment and Heritage (OEH), is summarised at Table 29.

Table 29 – Assessment Statement of Significance for surrounding State and locally listed heritage items

Listed heritage item	Statement of significance
Edinburgh Castle Hotel **SLEP Item No. I1940**	A three storey hotel of Inter War Georgian Style with historic significance for its embodiment of a lengthy tradition of hotel trading on the site and for the continuity of the hotel name from the 1860s. The building is significant for its contribution as a landmark building to the corner of Pitt and Bathurst Streets. The building is socially significant as it has remained a hotel of the same name on the same site since the 1885's and prior to that on the diagonally opposite corner (OEH, 2006).
Metropolitan Fire Brigade building **SLEP Item No. I1703**	A four storey brick and stucco building constructed in the Victorian Free Classical style featuring Italianate motifs. The building demonstrates the growth of the Fire Brigade from a Metropolitan force to a Statewide body and provides evidence of the progressive development of the Brigade in both operations and responsibilities. The site has archaeological scientific research potential as it likely contains deposits, both structural and stratified features covering a period of Sydney's history between the 1820s and the turn of the century (OEH, 2005).
Former "Speedwell House" building **SLEP Item No. I1939**	The building has historical significance as the home for over 50 years of Bennett and Wood, a well-known Sydney supplier of motorcycles and parts which is still in business today. It has aesthetic significance as a good and restrained example of the Federation warehouse style, largely intact externally, which achieves prominence because of its corner location and exhibits the typical curved corner with timber windows curved in plan (OEH, 2012).
Former "YMCA" building **SLEP Item No. I1941**	The original front section of the former YMCA building facing Pitt Street has historic significance as the home of the YMCA movement in Sydney for nearly 100 years, and for associations with a number of prominent people, including founder Sir James Fairfax and architect Charles Slatyer. It is aesthetically significant as a fine and elaborately ornamented example of the Federation Free Style, and retains many fine decorative elements of this period including moulded plaster, carved stonework and coloured leadlight glass (OEH, 2006).
Former "Sydney Water" building **SLEP Item No. I1672**	The 1939 Sydney Water head office building reflects the function, growth and importance of Sydney Water in the lives of many people in NSW. The building has aesthetic, historic and scientific qualities as an outstanding example of architectural growth and development for its values which are reflected in its original design, materials, construction techniques, evidence of use, movable relics and siting (OEH, 2005).
Hyde Park **SHR Listing No. 01871** **SLEP Item No. 1654**	Hyde Park has State significance as public land (the Australian colony's first common) that has influenced the development of Sydney's layout from as early as 1789, occupying approximately the same site since that time. Proclaimed by Governor Macquarie, it is Australia's oldest designated public parkland (1810), and has been continuously used from 1788 for public open space, recreation, remembrance, celebration and leisure (OEH 2011).
ANZAC Memorial **SHR Listing No. 01822** **SLEP Item No. 1654**	The ANZAC Memorial, completed in 1934, is of historical significance to the State for its embodiment of the collective grief of the people of NSW at the loss of Australian servicemen and women since World War I. It is associated with the landing of Australian troops at Gallipoli on 25 April 1915, since fundraising for the memorial was established on the first anniversary of the landing (OEH 2011).

Heritage impact assessment

The HIS finds that the proposed future development would not directly impact on any State or locally listed heritage items. The HIS does, however, acknowledge the potential for indirect impacts due to the proposed future scale of the development at the site. The HIS anticipates the greatest indirect impact of the concept proposal to occur on the adjoining Edinburgh Castle Hotel which immediately adjoins the site.

A description of potential indirect impacts on each of the surrounding heritage items, as determined in the HIS, is included in Table 30.

Table 30 – Impacts on surrounding listed heritage items

Listed heritage item	Statement of significance
Edinburgh Castle Hotel SLEP Item No. I1940	The HIS determines that indirect impacts of the development would most notably occur on the locally listed Edinburgh Castle Hotel. However, the HIS also notes the CBD context of the site, and therefore recommends that the future building design should seek to mitigate the heritage impact through treatment and articulation of the façades where they adjoin the heritage item (the northern and western façades) so that it is not dominated by large blank walls and to allow it to retain its prominence and landmark character.
Metropolitan Fire Brigade building SLEP Item No. I1703	The HIS states that the concept proposal would be visible from behind the Metropolitan Fire Brigade building, however it would not alter the immediate streetscape podium which is defined by the robust form and façade of the building, its contemporary extension to the north and the adjoining Bank building. The HIS further states it is typical for heritage items in the CBD to have a varied and altered context including high-rise development and juxtapositions of scale.
Former "Speedwell House" building SLEP Item No. I1939	The HIS considers the concept proposal responds to the heritage item by incorporating a podium element to the northern Bathurst Street frontage, which provides a more pedestrian scale to the streetscape. The HIS concludes that the podium would not dominate the heritage item which is separated from the site and located on the opposite side of Bathurst Street.
Former "YMCA" building SLEP Item No. I1941	The HIS states that the concept proposal would have no further impact on the setting of the former YMCA building as the site now comprises a development to its south on the northwest corner of Pitt Street and Bathurst Street.
Former "Sydney Water" building SLEP Item No. I1672	The HIS determined the concept proposal would not impact on the significance of the heritage item and would not diminish its townscape and streetscape contribution or prominence in the streetscape.

8.9.1 Recommendations

Overall, the HIS determines that the proposed building envelope would result in a substantial increase in scale in close proximity to a number of listed heritage items, most notably the Edinburgh Castle Hotel. This increase is acceptable within a highly modified and evolving CBD context, which includes a range of more recent buildings and high rise developments with a juxtaposition of scale. The proposal mitigates impacts of a future scale differential through the provision of a modulated podium and setbacks, responding to the built form context.

The following specific recommendations are provided in the HIS:

- further design development should seek to mitigate impacts of the vertical street walls above the item where the building footprint above podium wraps around the building. Materiality and façade articulation of the podium should respond to the heritage item to better integrate the two sites and to activate the facades
- overshadowing, particularly to the Memorial should be minimised in the further detailed design of the scheme

It is recommended that the proposal be consistent with the OSD Design Guidelines provided at Appendix J.

8.10 Transport and accessibility

A Transport and Traffic Impact Assessment Report (TTIA) is provided in Appendix T. The TTIA considers the potential impacts of the construction and operation of the development on the broader traffic network and availability of parking.

This assessment draws on pedestrian and traffic modelling and an outline of the existing network conditions as outlined in the *Pitt Street South OSD Modelling Assessment* memorandum dated 13 December 2017.

8.10.1 Existing conditions

Details of the existing conditions of the traffic and transport network are provided in Chapter 3.5 of this EIS. This includes a description of:

- access to public transport including rail, light rail, buses, ferries
- vehicular access and parking
- pedestrian and cyclist access and parking

8.10.2 Mode share

A breakdown of the predicted mode share split for residents of the OSD travelling to work destinations is provided in Table 31. The breakdown is compared against the existing mode share split for residents within the Town Hall area.

Table 31 – Mode share split

Mode	Existing Town Hall residents (per cent)	Assumed Pitt Street OSD residents (per cent)
Car (driver)	11	8
Train/Metro	54	58
Walk	5	5
Bus	22	22
Car (passenger)	2	2
Other	4	4
Not stated	1	1

The assumed mode shift anticipates that in excess of 50 per cent of residents of the OSD would utilise the Train/Metro to travel to work and only 10 per cent of the OSD residents would drive a private vehicle to work. This prediction is based on the 2016 *Journey to Work* data and an anticipated increased uptake of public transport utilisation due to the proximity of the new metro station, the convenient access to a high quality service and the minimal parking provisions provided in the development.

It is assumed a similar transport mode share split could be applied for a commercial development due to its proximity to alternate public transport services and minimal parking provisions.

8.10.3 Traffic impacts

Traffic impact analysis

Modelling was undertaken to assess the intersection performance of the road network under the 2036 AM and PM peak conditions with consideration to the OSD, the 34 proposed car spaces (residential development option) and Pitt Street Station. A total of 11 car spaces are proposed for the commercial development option. The assessment considers the provisions of the residential development option as the worst-case scenario for both development options. As the car parking provision is reduced in the commercial development option, this option would generate less traffic movement than what has been identified in the assessment.

The assessment assumed 100 per cent occupancy of the car spaces and that each space equated to one trip during each peak hour period (i.e. 34 trips per peak hour). This is considered a conservative assessment and assumes a worse-case scenario.

The modelling indicates that the additional traffic generation would increase traffic movements through nearby key intersections by between 0 to 1.1 per cent.

Intersection performance

The performance of the road network is largely dependent on the operating performance of key intersections, which are critical capacity control points on the road network. SIDRA intersection modelling was undertaken to assess the proposed peak hour operating performance of intersections on the surrounding road network.

The criteria for evaluating the operational performance of intersections is provided by the Guide to Traffic Generating Developments (Roads and Maritime Services, 2002) and reproduced in Table 32. The criteria for evaluating the operational performance of intersections is based on a qualitative measure (i.e. Level of Service), which is applied to each band of average vehicle delay.

Table 32 – Level of service criteria for intersections

Level of service	Average delay per vehicle(s)	Traffic signals and roundabouts	Give way and stop signs
A	<14	Good operation	Good operation
B	15 to 28	Good with acceptable delays, spare capacity	Acceptable delays, spare capacity
C	29 to 42	Satisfactory	Satisfactory, accident study required
D	43 to 56	Operating near capacity	Near capacity, accident study required
E	57 to 70	At capacity, incidents will cause excessive delays, Roundabouts require other control modes	At capacity, requires other control modes
F	>70	Over capacity, unstable operation	Over capacity, unstable operation

The traffic analysis included an assessment of eight intersections within proximity to the site and compared the performance of the intersection in the following scenarios:

- 2016 AM and PM peak – existing
- 2036 AM and PM peak – No background growth (with and without OSD)
- 2036 AM and PM peak – Sensitivity analysis with 15 per cent traffic growth (with and without OSD).

Table 33 outlines the results of the intersection performance analysis.

Table 33 – Intersection performance

Intersection	Existing (2016)		2036 No background growth				2036 Incl. 15 per cent background growth			
			AM Peak		PM Peak		AM Peak		PM Peak	
	AM Peak	PM Peak	wo/ OSD	wo/ OSD	wo/ OSD	wo/ OSD	wo/ OSD	wo/ OSD	wo/ OSD	wo/ OSD
George St / Park St	A	A	A	A	A	A	A	A	A	A
Pitt St / Park St	B	A	B	B	A	A	B	B	A	A
Castlereagh St / Park St	B	B	B	B	B	B	B	B	B	B
Elizabeth St / Park St	C	C	C	C	D	D	D	D	F	F
George St / Bathurst St	B	C	B	B	C	C	B	B	C	C
Pitt St / Bathurst St	A	A	A	A	A	A	A	A	A	A
Castlereagh St / Bathurst St	B	A	B	B	A	A	A	A	A	A
Elizabeth St / Bathurst St	B	C	C	C	C	C	C	C	C	C

The analysis indicates that increases in traffic as a result of the OSD and metro do not have a significant impact on the intersection performance of the surrounding road network. However, the sensitivity analysis undertaken by applying a 15 per cent background growth significantly influences the performance of the intersection of Elizabeth Street and Park Street, with the PM peak Level of Service recorded as F.

Despite the background growth sensitivity analysis indicating delays particularly at the Elizabeth Street and Park Street intersection, the modelling showed relatively minor variations in level of service due to the OSD traffic and would not have any significant impact on the surrounding road network.

Given the traffic generation adopted is limited by the proposed parking provision, both development options (residential or commercial) are expected to create relatively minor variations in the level of service and would not have a significant impact on the surrounding road network.

8.10.4 Parking impacts

Consideration of the maximum parking requirements of the SLEP 2012 indicates the Concept Development Application provision of 34 car spaces for the residential option or 11 spaces for the commercial option is compliant with requirements. Based on the current apartment mix, a maximum of 81 car spaces for the residential development option would be permissible. Alternately, 91 spaces for the commercial development option would be permissible within the development.

The loading dock facility provides parking for two service vehicles up to 6.4 m in length. While larger vehicles of up to 9.5 metres could be accommodated with the use of the mechanical turntable, through traffic movements to access the residential parking lifts would be impacted during loading / unloading procedures (e.g. waste collection) and is therefore not considered suitable. The commercial development option would also allow for the provision of a twin truck lift system to provide access to level 2, where it is anticipated that up to four 8.8 m service vehicles can be accommodated. This is subject to relocation of columns and implementation of a truck turntable to assist in manoeuvrability into the service vehicle loading bays.

The concept design does not identify specific areas for motorcycle parking, however, there is available space within the parking levels to accommodate several motorcycle parking bays to meet the minimum requirement of three motorcycle spaces (based on the proposed 34 car spaces). During detailed design, consideration could be given to provide additional motorcycle parking over the minimum requirement to encourage the use of alternative transport options.

The layout of the car park is in generally in accordance with AS2890.1 and AS2890.6 for the residential or commercial land use. It has been identified that the proposed column locations encroach on the parking design envelope. The location of such columns may marginally affect some vehicles accessing the adjoining space, but, when considering the additional aisle and parking space width, slow moving vehicles and anticipated low turnover of vehicles of private vehicles, it is considered the columns are not a significant constraint for car space access. Detailed design would consider adjustment to avoid encroachment of the parking design envelope.

The development would also be capable of accommodating 175 bicycle parking spaces for a residential development or 146 bicycle parking spaces for a commercial development. An area has been identified to facilitate a communal compound that is anticipated to store up to 175 bicycles for the residential development option. Preliminary investigations for the commercial development option indicates potential bicycle storage areas on levels 2, 4 and 7. As part of detailed design, further consideration would be undertaken on the allocation of the communal area for the use of visitor bike parking and how access and wayfinding signage to such facilities would be provided and the inclusion of end of trip facilities for the commercial development option to encourage alternative transport option.

8.10.5 Pedestrian impacts

Modelling was undertaken to determine the pedestrian trip generation and movements as a result of the OSD and Pitt Street Station. The modelling included a review of the footpath capacity at key locations on Bathurst Street and Pitt Street. The modelling was undertaken for the 2036 peak hour scenario with 15 per cent background growth. The results of the modelling are shown in Table 34.

Table 34 – Footpath performance for pedestrians in 2036 with 15 per cent background growth

Location	Two-way pedestrian flow (pp per hour)	Footpath width	Level of service
Bathurst Street, west of the southern station entrance	4,137	3.8	A
Bathurst Street, east of the southern station entrance	2,808	2.9	A
Pitt Street, south of the intersection with Bathurst Street	2,185	1.2	C

The modelling indicated the pedestrian level of service provided is satisfactory, however serviceability to pedestrian movement could be improved with the provision of wider footpath and removal of street furniture to minimise areas of constraints, particularly on Pitt Street, south of the intersection with Bathurst Street. It should be noted that the Bathurst Street footpath west of the new station is proposed to be widened as part of the Metro works.

8.10.6 Bicycle access and parking

The site is situated within a central location in the Sydney CBD and similar to other CBD locations is served by the city's bicycle network. The OSD site is located to take advantage of the existing and planned cycleway facilities in the CBD, most notably the existing and planned extension of the Castlereagh Street cycleway. On site bicycle and motorcycle parking facilities would be provided as part of the OSD in accordance with the requirements of LEP 2012 and SDCP 2012 based upon the final mix and allocation of land uses in the OSD in the detailed SSD Application. The indicative design for the OSD (Appendix T) indicates bicycle parking provision for use by residents and employees, with visitor parking to be resolved as part of the IAP and SDPP.

8.10.7 Sustainable transport initiatives

City of Sydney Council's *Sustainable Sydney 2030* includes an action to promote sustainable travel behaviour by developing and implementing Green Travel Plans for new developments.

The purpose of Green Travel Plans is to reduce the impact of vehicular traffic to and from the development. This is achieved through the review of existing policies and identifying programmes to encourage residents and visitors to adopt more active and sustainable forms of transport such as walking, cycling, public transport and car sharing and outline goals and monitoring procedures.

The Green Travel Plan can identify processes to:

- review of existing public transport infrastructure and future transport options
- assess of existing travel patterns within the area
- develop a modal share target for the development
- develop a framework to identify and respond to travel demand from the development and surrounding area
- outline strategies to implement prior and during occupancy
- monitor strategy to track performance of the Green Travel Plan

The Green Travel Plan should incorporate a Transport Access Guide that outlines what alternate transport options are available and where they are located from the development. It is noted that the OSD is located immediately above the Pitt Street Station southern portal, and accordingly future occupants could reasonably be expected to already have a high level of awareness of public transport options.

A Transport Access Guide can take forms such as a map erected in prominent areas (i.e. Strata notice boards) and issued to owners and tenants through Annual General Meetings or a periodic period through the year.

A Green Travel Plan and Transport Access Guide would be prepared for the OSD to encourage and ensure residents or employees are available of the alternate transports options available within vicinity of the site.

8.10.8 Recommendations

The following recommendations are noted in regards to the traffic assessment:

- that the OSD include the provision of a Green Travel Plan and / or Transport Access Guide to encourage and ensure information is available for residents / employees and visitors to the alternate transport options in the vicinity of the site
- that a Delivery Service Plan (DSP) be prepared to manage the use of the loading dock and incorporate a loading dock manager (a preliminary DSP is provided at Appendix T)
- that the detailed design be developed in consultation with the relevant authorities and in accordance with the OSD Design Guidelines (Appendix J)

8.11 Edinburgh Castle Hotel development potential

As part of the SEARs issued in relation to the concept proposal, it was requested that the following be provided:

> *"The EIS shall provide an analysis of the impacts of the proposal on the existing building and future development potential of the adjoining Edinburgh Castle Hotel (I1940), including the potential for residential, to allow a high level of amenity consistent with SEPP 65 and the Apartment Design guide."*

It is noted that the OSD proposal does not give rise to the isolation of the Edinburgh Castle Hotel site. The CSSI Approval has determined the site area and approved construction of the southern station portal. This application relates to the OSD component above this portal.

As a local heritage item under the SLEP 2012 with a site area less than 800 square metres, the applicable local planning controls prescribe a potential building envelope which would extend up to a maximum height of 55 metres, with ten metre required setbacks to the north and east specified under the SDCP 2012.

Given the nature of the site, the prescription of these changes would result in a building form which would comprise a mere 43 square metres at each level. Once vertical circulation elements, such as lift cores, garbage transportation and stairwells have been accounted for, it is likely that only a very small space would remain for any type of development, the remaining potential space is estimated to be in the realm of 15 square metres per level.

Alternately, if a non-compliant western setback were sought, and instead proposed to match the development setback to the south, it would result in the provision of a floor plate of approximately 87 square metres up to a height of 55 metres. Once the relevant other components have been factored in, this could potentially result in the provision of two apartments per floor, thereby resulting in the provision of 28 rooms. However, it is noted that this is less than ten per cent of the industry standard for the number of bedrooms per floor, and continues to be an unlikely outcome. As demonstrated within the façade shadow diagrams provided at Appendix H this portion of the development already receives a very low level of sunlight, and the concept proposal is not likely to substantially change this.

These floor plates are illustrated at Figure 77, with both a compliant floorplate (green) as well as a floorplate designed to match the western edge of the Pitt Street South development (red dashed) shown. It is additionally noted that much of this envelope interfaces directly to the CSSI approved station envelope, with little direct interface to the OSD.

Based upon the above, it is evident that whilst there is some development potential above the existing Edinburgh Hotel, this is significantly restricted by the provisions of SLEP 2012 and SDCP 2012. The interface between any future development of the site to the OSD would be minimal, due to the height restriction under SLEP 2012. Accordingly the OSD is not considered to impact upon the development potential of this site.

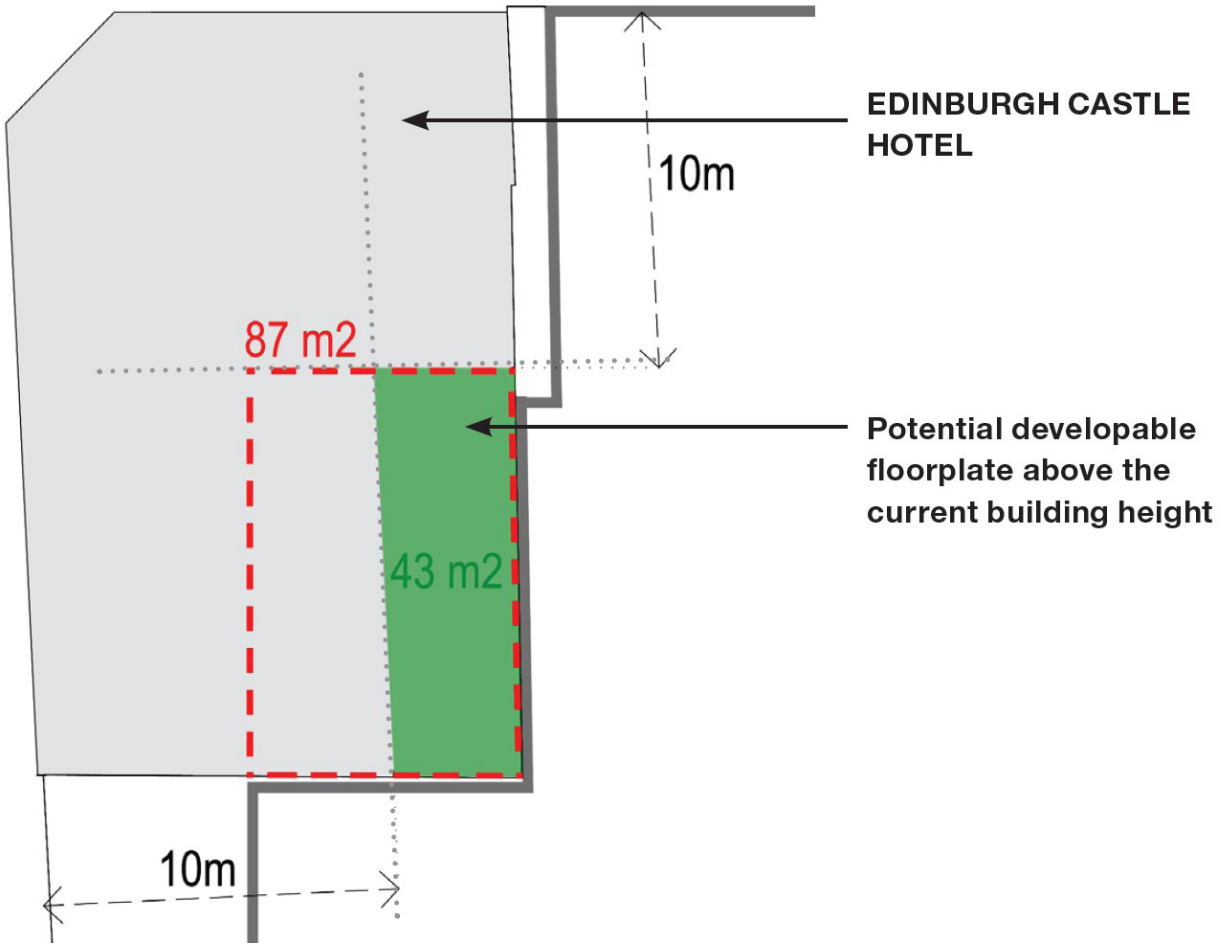


Figure 77 – Potential setbacks and floor plan of development above the Edinburgh Castle Hotel

8.12 Environmental sustainability

The SEARs require a framework which demonstrates how the proposal would reflect national best practice sustainable building principles and work to provide a high level of environmental performance for the proposal. In this respect, an Ecologically Sustainable Development Report has been provided at Appendix Q.

Obtaining Green Star certification is a formal process during which the Green Building Council of Australia assesses the sustainable design, construction and operation of a building (Green Building Council of Australia). Ratings are available at both the 'Design' and 'As Built' phases of a development.

This report provides high level sustainability requirements for the OSD, and demonstrates the ability for those requirements to be achieved (where they are applicable). It is noted that this Report is structured as a framework, which demonstrates that future detailed design would be capable of achieving the relevant sustainability requirements.

The future design would produce a sustainability performance level of at least a 4 Star certification rating for a residential land use, which is classed as 'best practice', with the potential to achieve a 5 Star certification rating through the introduction of additional design elements (i.e. use of sustainable building materials, refinement of detailed design around shading and lighting, demonstrating innovative design). A commercial office land use would achieve at least a 5 Star certification rating, which is defined as 'Australian excellence'.

Requirements to demonstrate 'best practice' and to achieve a 4 Star certification rating for residential, or 5 Star certification for commercial office, as well as the potential pathway to achieve a higher certification rating, are further detailed in the Ecologically Sustainable Development Report at Appendix Q.

8.12.1 BASIX

BASIX is a NSW Government initiative that ensures all new residential dwelling types are sustainably designed and constructed through the implementation of measures to reduce water and energy consumption.

BASIX forms part of the development application process and is implemented under SEPP (BASIX). The SEPP outlines the minimum standards for all new dwelling types, including standards relating to potable water reductions, greenhouse gas reductions and thermal comfort improvements.

A BASIX certificate is obtained after completing a sustainability assessment using the online BASIX assessment tool. The certificate shows the commitments made in relation to water and energy consumption and confirms that a proposal would meet the NSW Government's sustainability requirements. A BASIX certificate must accompany any development application seeking approval to construct a new residential dwelling, for assessment by the relevant consent authority.

The SSD Application seeks concept approval only, including a maximum building envelope, maximum building height, total GFA and the proposed uses within the development. Construction of the residential component of the development is not sought as part of the concept application and therefore a BASIX certificate is not required to accompany this application.

Notwithstanding, the ESD Strategy demonstrates that the future multi-storey residential component of the development can achieve the objectives of BASIX. The detailed design of the building would be further refined as part of the detailed SSD Application.

8.12.2 Recommendations

Any future detailed development is to achieve the relevant minimum target of 4 Star certification, in accordance with the Ecologically Sustainable Development

Report. Subject to the implementation of the minimum targets, the proposal is capable of complying with the applicable ESD requirements and statutory obligations.

In order to achieve a high level of ecological sustainability, the future detailed SSD Application should comply with the provided sustainability framework and strategies, including the minimum targets identified. Where practicable, a future detailed SSD Application should also consider and implement world best practice / innovation strategies.

8.13 Ecologically Sustainable Development

The EP&A Regulation lists four ESD principles to be considered in assessing a project:

- the precautionary principle
- intergenerational equity
- conservation of biological diversity and ecological integrity
- improved valuation and pricing of environmental resources

Precautionary principle

The precautionary principle is utilised where uncertainty exists about potential environmental impacts. It provides if there are threats of serious or irreversible environmental damage, lack of full scientific certainty should not be used as a reason for postponing measures to prevent environmental degradation. The precautionary principle requires careful evaluation of potential environmental impacts in order to avoid, wherever possible, serious or irreversible damage to the environment.

This EIS has not identified any uncertainty about potential environmental impacts or any serious threat of irreversible damage to the environment, and therefore the precautionary principle does not impact on the design, construction and ongoing operation of the proposal.

Intergenerational equity

Intergenerational equity is concerned with ensuring that the health, diversity and productivity of the environment are maintained or enhanced for the benefit of future generations. On this basis, the proposal has been designed to benefit both the existing and future generations by:

- enabling the provision of a memorable building that would contribute to the transformation of the precinct and work as the centrepiece to the new Pitt Street South station precinct with new residential or commercial capacity in an appropriate context
- ensuring future development aligns with new public transport capacity
- providing for either residential apartments or commercial premises with a high level of amenity for future residents or employees, which benefits from immediate access to the Sydney CBD, including the substantial opportunities offered within the CBD context
- ensuring that the impacts of the development are adequately managed so that there would be no long term adverse impacts arising from the concept proposal

The proposal has integrated short and long-term considerations in order to ensure that any foreseeable impacts are not left to be addressed by future generations. Given the nature of the proposal as a Concept OSD application, and the CBD location, issues with potential long term implications such as waste disposal would be avoided and / or minimised through construction planning and the application of the safeguards and management measures described in this EIS and appended technical reports.

Conservation of biological diversity and ecological integrity

The principle of biological diversity upholds that the conservation of biological diversity and ecological integrity should be a fundamental consideration. The proposal would not result in any significant effect on the biological diversity and ecological integrity of the study area, comprising the OSD portion of the site only. A Biodiversity Development Assessment Report (BDAR) waiver has been sought in relation to the proposal as demonstrated at Appendix CC Therefore, no additional measures will be incorporated in the design, construction or operation of the proposal to account for biological diversity and ecological integrity.

Improved valuation, pricing and incentive mechanisms

The principles of improved valuation and pricing of environmental resources requires consideration of all environmental resources which may be affected by a proposal, including air, water, land and living things. Mitigation measures for avoiding, reducing, reusing, recycling and managing waste during construction and operation would be implemented to ensure resources are used responsibly through the future development. Additional measures would be implemented to ensure that no environmental resources in the locality are adversely impacted during the construction and operational phases. In this respect a Waste Management Plan (WMP) has been provided at Appendix Y, with specific waste management measures further discussed at Chapter 8.26.

8.14 Prescribed airspace for Sydney Airport

An Aviation Report has been provided at Appendix X. The Aviation Report considers the impact of the proposal on the airspace over the Sydney CBD and on flight operations at Sydney Airport and in the vicinity of the CBD.

The Aviation Report identifies the key element of the proposal to be the height of any approved structure on the site. The concept proposal seeks approval for a maximum building height of RL 171.6 metres AHD (Australian Height Datum).

8.14.1 Surrounding development

The Aviation Report identifies the OSD site as being located among a number of other existing tall commercial and residential developments in the Sydney CBD. This includes the Greenland Centre development located adjacent to the site at 115 Bathurst Street, which has an approved building height of 267 metres AHD (currently under construction).

8.14.2 Airspace protections

As stated in the Aviation Report, airspace above the Sydney CBD is protected by way of the following:

- Sydney Airport Obstacle Limitation Surfaces (OLS) defined by the Civil Aviation Safety Authority (CASA)
- Obstacle Identification Surfaces (OIS) required to safeguard Sydney Airport flight procedures
- other surfaces of relevance to aviation including signal transmissions and airfield lighting visibility.

8.14.3 Airspace impacts

The site does not infringe on any PANS OPS surfaces (the lowest being at 304 metres AHD), and is therefore acceptable.

New obstacle formed by the proposed OSD

The Aviation Report acknowledges the development as an additional obstacle above the Sydney CBD airspace, however it would not rise higher than the Greenland Centre development located adjacent to the site (currently being constructed to a height of RL 261 metres AHD).

In addition, due to the proposed future OSD being shielded by the taller Sydney Eye Tower (which rises to a top elevation of RL 324.8 metres AHD) the Aviation Report considers the development would not impact the safety of aircraft operations in the immediate vicinity and within 1 nautical mile of the Pitt Street South OSD site.

Obstacle Limitation Surfaces

The Aviation Report identifies the proposal as being within Outer Horizontal Surface (OHS) as it would be erected above RL 156 metres AHD. However, due to the existence of other obstacles rising to similar elevation and higher in the Sydney CBD, the Aviation Report anticipates any review undertaken by CASA would deem the proposal to be acceptable as an added obstacle in the airspace over the Sydney CBD.

Consequently, the Aviation Report determines that the proposed height of the building would not impact the OLS established for Sydney Airport as it would not affect the approach and take-off areas for the runways and would not affect the declared protected transitional surfaces or Inner Horizontal Surface.

Aircraft Operations and Prescribed Airspace

The Aviation Report reviewed the prescribed airspace that protects the operation of aircraft using Sydney Airport and examined the current PANS-OPS flight procedures for the airport, such as the instrument arrival routes (STARs), instrument departure routes (SIDs), as well as the instrument approaches, missed approaches and circling areas defined for the airport runways.

The Aviation Report determines that the obstacles formed by the existing tall buildings in the Sydney CBD do not affect the published instrument flight procedures for Sydney Airport, or the prescribed airspace protecting other elements. Consequently, the Aviation Report considers the proposal would be an additional obstacle immediately adjacent to an existing obstacle of the same elevation (the

Greenland Centre building) that would not add to the obstacle hazard for flight operations in the airspace over the Sydney CBD or around Sydney Airport generally.

The Aviation Report concludes that construction of the OSD at the proposed location and elevation would not adversely affect the safety of flight operations at Sydney Airport, or within the airspace surrounding the airport. While the proposed new OSD is to rise to approximately RL 171.6 metres AHD, the maximum obstacle limitation at this site is RL 335.3 metres AHD, which allows sufficient height (161.67 metres) above the structure for the temporary use of construction cranes.

The building envelope proposed as part of the concept SSD Application is considered appropriate with regards to airspace implications over the Sydney CBD and proximity to Sydney Airport.

8.14.4 Recommendations

No mitigation measures have been identified at this preliminary stage. Following the formal assessment of the OLS, additional measures may be required.

8.15 Wind impacts

A Wind Impact Assessment has been provided at Appendix N. The assessment reviews the likely impacts of the concept proposal on the pedestrian level local wind environment in and around the site.

To enable a quantitative assessment of the wind environment, the Wind Assessment Report uses the wind frequency and wind direction information measured by the Bureau of Meteorology at a standard height of ten metres at Sydney Airport, which is considered to be representative of the prevailing wind conditions at site.

It is additionally noted that the wind impact assessment at the site was previously undertaken on the basis of a taller envelope than that proposed under this application. However, it has been determined that the assessment undertaken would represent a worst case scenario for the site and is therefore also suitable for the purposes of assessing the shorter envelope.

8.15.1 Wind impacts

The site is located in the immediate vicinity of a number of existing and approved medium and high-rise buildings, including the Greenland Centre development currently under construction. Winds in the CBD are generally channelled along the street corridors, with the degree of impact determined by exposed large buildings and the local topography. For the site specifically, the Wind Assessment Report states that:

> *In this area of the city prevailing winds are brought to ground level in the form of downwash by large exposed towers, and the downwash from these buildings is channelled along the streets. The nested location of the over station development site within the surrounding cityscape greatly reduces the potential for downwash from the tower, as tall buildings in the immediate vicinity would considerably shield the site from prevailing winds.*

A description of the potential wind impacts of the development is summarised in Table 35.

Table 35 – Wind impacts

Wind direction	Impact
From the north-east	The proposed building would receive some shielding from the approved 110 Bathurst Street high-rise building and the development at 201 Elizabeth Street to the north east. These upwind buildings will direct some of the wind to flow around the concept proposal. It is expected that the addition of the proposal would not significantly impact the wind conditions during wind events from the north-east.
From the south	The majority of the concept proposal would be shielded by high-rise developments, and general urban massing of the city, to the south. Some wind flow from the south would strike the exposed upper levels of the proposed building and generate downwash that would generally be deflected by the podium and away from ground level. It is expected the wind conditions along the adjacent roadways of Pitt and Bathurst Streets would experience minimal incremental impact after the addition of the concept proposal due to pre-existing shielding of adjacent high-rise buildings.

Wind direction	Impact
From the west	During wind events from the west, the concept proposal would be situated within the wake behind the compound mass created by the Meriton apartments, Greenland Centre development at 115 Bathurst Street (once completed) and HSBC building. A large quantity of wind would flow around these buildings and away from the development site. This would help reduce potential downwash and channelling flow caused by the proposed building. Ground level wind conditions along the adjacent roadways are not expected to experience significant incremental impacts with the addition of the proposed building.
Terrace and balcony conditions	In the indicative residential design, balconies are flush with the façade and include operable elements to seal the majority of the balcony. This configuration is considered a good design from a wind perspective, as the operable elements would allow patrons to control the wind conditions within the balcony. In the closed configuration it would be expected that wind conditions would be classified as suitable for pedestrian sitting from a Lawson comfort perspective. The upper level terrace would be subject to downwash generated by winds from the north-east, to assist in dispersing this flow horizontal elements, such as an awning, would be suggested. The inclusion of three metre high vertical screens would be expected to provide local shielding from horizontal flow to patrons close to the screens. The lower terrace and pool deck would each be impacted by downwash from the building façade. Provision of horizontal elements adjacent to the building façade over the lower terrace would be expected to improve wind conditions in this space. Continuation of the glazed roof, above the pool deck along the building façade would be recommended to assist in dispersing downwash.

The Wind Assessment Report concludes that wind conditions at ground level around the site are not expected to be altered significantly by the proposed Sydney Metro OSD due to the considerable shielding offered by the neighbouring high-rise buildings. On average, the wind conditions around the site would be expected to be similar to existing conditions, with the pedestrian level wind environment for most locations expected to be classified as suitable for pedestrians standing under the Lawson criterion, and all locations expected to pass the distress criterion.

The concept proposal is therefore considered appropriate with regards to wind impacts relating to pedestrian comfort and safety.

8.15.2 Recommendations

The wind report provides a high level assessment of the wind conditions arising from the future building envelope. As part of this assessment, it is recommended that additional horizontal elements be included above the podium in order to mitigate potential downwash from the building above.

Further testing would be undertaken at the detailed SSD Application stage to provide for detailed wind impact analysis and assessment of the suitability of mitigation measures in accordance with the Lawson wind comfort criteria.

8.16 Utilities, infrastructure and services

A Services and Utilities Infrastructure Report (Appendix AA) has been prepared to identify existing infrastructure, identify required augmentation, outline the connection strategy and provide key considerations for each utility/service associated with the concept proposal. Additional detail on the stormwater system design, including provisions for the recycling of water, is provided in Chapter 8.17.

The above mentioned reports also identify the extent of the proposal that is SSD and how this relates to the CSSI Approval. In particular, the reports identify that works associated with the provision of services connections, relocations and augmentation to the Pitt Street South Integrated Station Development (e.g. potable water, stormwater drainage, sewer drainage, electricity, gas and telecommunications) would be undertaken under the CSSI Approval. Where permanent service connections cannot be made due to timing differences between the delivery of the OSD and station, conduits and pits would be provided as part of the CSSI works to avoid the potential for future disruption associated with pavement or roadway breakthroughs.

Key elements of the reports are discussed below.

8.16.1 Water and Sewer

A feasibility study was initiated with Sydney Water in order to gain general information about the existing infrastructure, and determine if augmentation was required. This process was undertaken specifically for the OSD, and a Feasibility Letter from Sydney Water has been provided at Appendix AA which determines that additional works are currently not required, and that Sydney Water will confirm this after the Development Application. This includes confirmation that the development would directly connect to the surrounding domestic water and sewer connections.

8.16.2 Stormwater

Noting that the stormwater and flooding impacts of the development have been further discussed at Chapter 8.17 below, Sydney Water has requested that discharging to the kerb and gutter or any available Council stormwater system be investigated, with connections to the Sydney Water Stormwater system an expected last option. Sydney Water has also advised that onsite detention would be required.

8.16.3 Gas

Jemena is the relevant gas authority of the area, and has advised that an upgrade of the relevant gas infrastructure is not envisaged.

8.16.4 Electricity

Ausgrid is the relevant electricity authority of the area, and has advised that upgrades of the infrastructure would be required to provide a new connection point in Pitt Street.

8.16.5 Telecommunications

Telstra / NBN have not been specifically approached to identify required upgrades. However, it is noted that these authorities are obliged to provide services to the proposed site boundary.

8.16.6 Recommendations

In developing the future detailed building design for the OSD, more detailed enquiries and service agreements would be required from relevant services and utility providers, and arrangements for final connections and approvals would need to be obtained.

8.17 Stormwater and flooding

A Flooding And Stormwater Management Plan is provided at Appendix P
The assessment considers stormwater drainage and on-site detention requirements for the site and the potential flood risk, with a detailed assessment undertaken in the following sections.

8.17.1 Flooding

Flood extents for the site during the Probable Maximum Flood (PMF) event were determined having reference to the City of Sydney Council's City Area Catchment Flood Study (October 2014).

The SMFA Report finds that Pitt Street in the vicinity of the development site would not be affected by the PMF, while Bathurst Street would experience minor flood depths. The PMF extent in proximity to the site is shown in below.

The SMFA Report concludes that the PMF flood extents predicted for the maximum possible flood level show that the proposed new development may be subject to flooding along Bathurst Street, but none along Pitt Street. The entry to the site is along Pitt Street, outside the flood extent, therefore the building and underlying Metro station are not at risk of flooding. However potential egress from the site onto Bathurst Street would require mitigation to match that put in place for the station entry. Detailed designs of on-site detention would be refined in a future application.

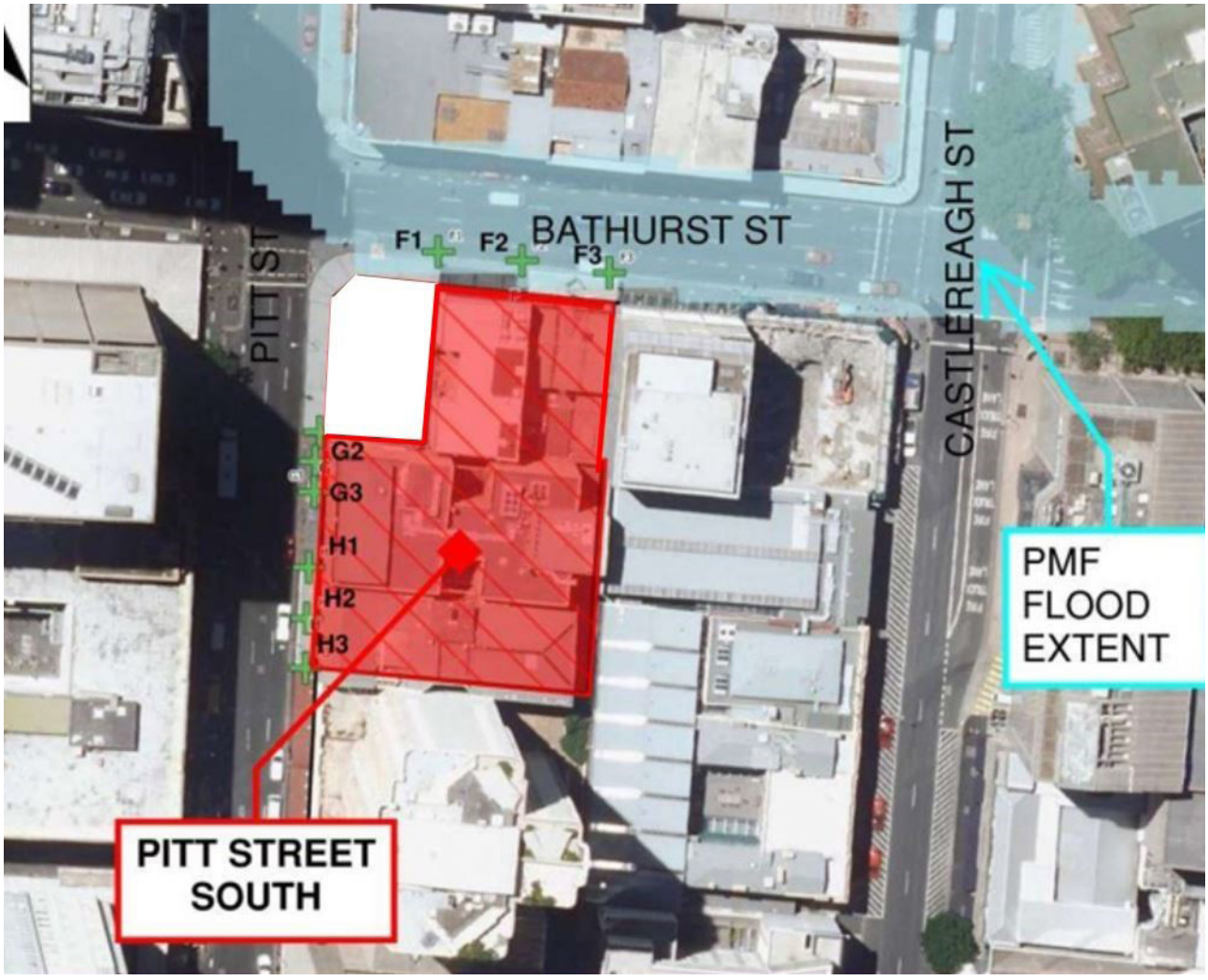


Figure 78 – Sydney CBD Probable Maximum Flood extent

8.17.2 Stormwater

The SMFA Report calculated stormwater detention requirements for two separate phases of the development.

The first phase, allowing for runoff from the Pitt Street South station temporary roof, would require two detention tanks of 42 cubic metres and 20 cubic metres. The second phase, allowing for runoff from the entire development (incorporating the metro station and proposed OSD) considers runoff for all top and bottom roofs and the vertical walls of the proposed envelope. The stormwater detention requirements for the development were calculated based on the concept design of the building.

The SMFA Report concludes that two detention tanks are needed for each sub-catchment, with calculations resulting in a tank of 120 cubic metres for Pitt Street's and 130 cubic metres for Bathurst Street's top runoff, and two tanks of approximately 50 cubic metres for the bottom runoff. The calculations are based on the assumption that 50 per cent of the buildings vertical wall area would contribute to the runoff volume of the site. The detention tanks sizes calculated do not consider the effect of any building hydraulic rainwater tank. The detention tank sizes could be reduced depending on the size of the Hydraulic rainwater tanks.

8.17.3 Recommendations

The future detailed SSD Application would need to consider the relevant stormwater requirements from Council and Sydney Water in response to stormwater and flooding. This includes assessment involving preparation of a further Stormwater Management Plan for the future detailed SSD Application to ensure that full coordination of stormwater can be achieved between the station and the OSD.

8.18 Noise and vibration (construction)

An Acoustic and Vibration Assessment is provided at Appendix O. The report provides a preliminary construction and vibration noise assessment and includes:

- the identification of surrounding sensitive receivers that may be impacted during construction
- the applicable construction noise criterion to be considered
- the identification of issues to be addressed in the future Construction Noise and Vibration Management Plan (CNVMP).

The report makes reference to the following noise and vibration:

- Construction Noise and Vibration Guideline (RMS, 2016) (CNVG)
- NSW Road Noise Policy (NSW Department of Environment, Climate Change and Water, 2011) (NSW RNP)
- Interim Construction Noise Guideline (DECC, 2009) (ICNG).

8.18.1 Construction works overview

Construction of the OSD component would occur in accordance with that contemplated at Chapter 4.12 of this report. Construction activities are proposed to be carried out during standard and out of standard construction working hours. Any work undertaken outside of standard hours would be in accordance with the Interim Construction Noise Guideline and the Construction Noise and Vibration Guideline.

A compound site would be required to facilitate construction activities and would include demountable offices, parking facilities and bunded storage areas for construction equipment and stockpiles. The location of the compound site and access routes for construction vehicles would be determined a later stage.

8.18.2 Construction noise and vibration study area

In accordance with the CNVG, the construction noise study area includes all sensitive receivers that may be subjected to noise levels in exceedance of the noise management levels specified in the ICNG. Potentially affected noise sensitive receivers located within a 300 metre radius of the study area, as identified in the Acoustic and Vibration Assessment, are outlined below in Table 36.

Table 36 – Construction noise sensitive receivers

Land use	Sensitive receiver
Residential (existing)	Castlereagh Boutique Hotel, Hotel Coronation, Park Regis City Centre, Victoria Tower Apartments, Meriton Suites Pitt Street, Adina Apartments Town Hall, Fraser Suites Kent Street, Lumiere Apartments, Primus Hotel, Princeton Apartments, Century Tower, Meriton Suites Kent Street, Sydney Hotel CBD, Regency Hyde Park, Meriton Suites World Tower, Horden Towers and Rydges World Square
Residential (under construction)	Castle Residences and Greenland Centre
Commercial	The majority of receivers within the study area that includes all retail tenancies, offices and other business types
Educational facilities	St Andrews Cathedral School, Kaplan Business School, Australian College of Supplied Psychology, Mercury College, Ivy College, Supreme Business College, Australian College of Management and Technology, MIT Institute and Jet English College
Child care centres	Elizabeth Street Early Learning Centre, George Street Early Learning Centre, World Tower Child Care and Active Kids World Square
Medical facilities	Primary Psychology Sydney, Sydney Medical Centre, World Square CBD Medical Centre, Sydney CBD Medical Centre and Skin Cancer Clinic, City Doctors, Sydney Cosmetic Clinic, Myhealth Sydney CBD and Dr Lanzer Sydney Surgery

8.18.3 Noise monitoring and Rated Background Level

Background noise monitoring was undertaken on Pitt Street in 2009 as part of the preparation of the Sydney Metro Chatswood to Sydenham EIS. This data has been used to establish the Rating Background Level (RBL) for the development. The RBL is used to establish project specific management levels for the assessment of construction noise. A summary of the background noise monitoring data at the Pitt Street noise monitoring location is presented below in Table 37.

Table 37 – Background noise monitoring data at Pitt Street

Rating Background Level (dBA)		
Day (7am to 6pm)	**Evening (6pm to 10pm)**	**Night (10pm to 7am)**
66	64	61

8.18.4 Construction noise and vibration management levels

The ICNG requires project specific NMLs to be established for noise affected receivers (refer to Table 38). These levels are calculated based on the RBL plus criteria established in the ICNG depending on the time of day. In the event construction noise levels are predicted to be above the NMLs, feasible and reasonable work practices are required to be investigated to minimise noise emissions and suitable management measures identified.

In relation to sleep disturbance, the Environmental Noise Management Manual suggests that the assessment of sleep disturbance should include an examination of "maximum noise events". A "maximum noise event" is defined as any single event where the LAmax external noise level exceeds 65 dBA and the LAmax noise level exceeds the LAeq(1hr) noise level by more than 15 dBA.

Project specific NMLs for residential receivers are summarised in Table 38.

Table 38 – Residential construction noise management levels

Residential construction noise management level, LAeq(15min)					
Standard hours			Out of standard hours		
Noise affected	Highly noise affected	Day	Evening	Night	Sleep disturbance criteria (LAmax)
76	75	71	69	66	65

For commercial receivers, the ICNG separates noise management levels into different categories due to the broad range of sensitivities that receivers may have to construction noise. For office and retail premises specifically, external noise levels should be assessed at the most-affected occupied point of the premises with the recommended noise management level limited to 70 dBA (LAeq (15min)).

For other sensitive land uses, including child care centres, the ICNG recommends the applicant determine appropriate noise management levels on a project-by-project basis. Project specific noise management levels for other sensitive receivers are provided in Table 39.

Table 39 – Sensitive land uses construction noise management levels

Receiver	Construction noise management level, LAeq(15min)
School	55 (external noise level)[1]
Community centre	55 (external noise level)[1]
Medical centre (non-surgery)	55 (external noise level)[1]
Places of worship	55 (external noise level)[1]
Active recreation areas	65 (external noise level)[1]
Commercial premises	70 (external noise level)[1]
Industrial premises	75 (external noise level)[1]
Child care centres	55 (external noise level)[1]
Hotel – Bars and lounges	50 (internal noise level)[1]
Hotel – Sleep	40 (internal noise level)[1]
Café / Coffee bar	50 (internal noise level)[1]
Bars / Lounges / Restaurants	50 (internal noise level)[1]
Library reading areas	45 (internal noise level)[1]
Music recording studios	25 (internal noise level)[1]
Theatres / auditoriums	30 (internal noise level)[1]
Note: 1 applies when properties are being used	

Construction of the OSD would aim to be carried out in accordance with the relevant criterion specified in the ICNG. Where construction noise management levels would be exceeded, the applicant would be required to implement all feasible and reasonable noise mitigation measures and undertake consultation with the affected receivers in advance of the works being undertaken.

8.18.5 Recommendations

The following construction noise and vibration issues would be considered as part of a future Construction Noise and Vibration Management Plan prepared for the project (once physical works are to commence):

- the timing of construction works for the Metro station, and OSD should be determined prior to the preparation of the CNVMP. Should tenancies within the podium levels of the Metro station be operating prior to the commencement of construction of the OSD component, sensitive receivers within the podium levels would be highly noise-affected during construction and would require feasible and reasonable noise management measures to be applied
- additional background noise monitoring be carried out at a minimum of two locations to determine the construction noise management levels for the site
- detailed construction scenarios be established including an overview of construction works and equipment, the source of noise and vibration levels and the duration of works for each scenario. A noise model should also be established to predict construction noise levels under each scenario at sensitive receiver locations
- vibration levels be predicted at sensitive receiver locations to determine the human comfort level and potential for structural/cosmetic damage
- heritage structures that are within approximately 100 metres of the site be identified to assess potential structural/cosmetic damage
- the use of sensitive scientific and/or medical equipment within approximately 100 metres of the site be identified to address potential impacts
- other structures sensitive to vibration be identified and structure-specific vibration goals be established to assess any structural damage
- identify any proposed works to be carried out during the night time period, including the potential for sleep disturbance impacts on surrounding residential receivers
- the results of pre-construction dilapidation surveys be provided to identify potential damage from vibration to surrounding building, structures, utilities and their contents
- construction compound sites and vehicle access points be identified
- the number of heavy and light construction vehicles using the public road network and construction traffic routes be established to determine potential impacts from an increase in road traffic noise at sensitive receiver locations.

8.19 Noise and vibration (operation)

An Acoustic Report prepared is included at Appendix O. The assessment addresses potential airborne noise, ground-borne noise and vibration impacts for the concept proposal. The report provides a preliminary assessment to determine the development's potential to satisfy the relevant noise and vibration criterion once constructed. A detailed assessment would be included with the future detailed Development Application based on the final building design and construction methodology.

The report makes reference to the following noise and vibration guidelines:

- State Environmental Planning Policy (Infrastructure) 2007
- Protection of the Environment Operations Act 1997
- Industrial Noise Policy
- The City of Sydney Council's standard conditions of development consent and Development Control Plan 2012.

8.19.1 Airborne noise

Short-term attended noise monitoring was undertaken at the corner of Pitt Street and Bathurst Street to determine the existing noise levels. The measured noise levels are summarised in Table 40.

Table 40 – Measured attended noise levels, dB(A)

Location	L_{A90}	$L_{Aeq(1hr)}$	L_{Amin}	L_{Amax}
Corner of Pitt Street and Bathurst Street	66.2	73.5	61.1	101.0

Based on the existing one-hour peak measurement, the maximum road traffic noise levels were used to predict internal noise levels in habitable rooms within the proposed OSD. Based on these calculations, the following mitigation measures would likely reduce the external noise levels within the OSD to comply with the City of Sydney Council's noise requirements for residential development:

- Glazing treatments for windows and glazed doors: Heavy double glazing is likely to be required on the lower levels of the development, in particular habitable areas of the apartment. It is also likely that double glazing would be required on higher levels of the development also, however final requirements would be determined on completion of the design of the internal areas of the development
- Ventilation: It is unlikely that internal noise levels would be achieved with windows open, in particular on the lower levels. Therefore, mechanical ventilation may be required to provide the required levels of ventilation

8.19.2 Ground-borne noise

The Acoustic and Vibration Assessment identifies ground-borne rail noise generated by the approved Sydney Metro has the potential to impact the OSD. Reference is made to the predicted ground-borne noise levels at locations adjacent to the site (the Princeton Apartments and Edinburgh Castle Hotel), as reported in the Sydney Metro Chatswood to Sydenham EIS. Based on the reported ground-borne noise levels at the adjacent sites, the Acoustic Assessment concludes that the OSD should comply with the ground-borne noise criteria for the proposed usage. If the design of the Sydney Metro or OSD changes, mitigation may need to be considered to be incorporated into the design to reduce the impact of ground-borne noise on the development. This would be detailed at a later stage of the development process.

8.19.3 Recommendations

Noting that further acoustic assessment would be subject to a detailed building design and form part of the detailed SSD Application, the following recommendations are provided in the Acoustic and Vibration Assessment:

- glazing treatments for windows and glazed doors
- provision of mechanical ventilation systems

This would also be subject to the specific use proposed under the future detailed SSD Application.

8.20 Public benefits, contributions and voluntary planning agreement

The future OSD would be subject to the City of Sydney Council's contributions requirements under the *Central Sydney Development Contributions Plan 2013*. The plan levies a contribution against new development with Central Sydney to assist in funding public facilities, amenities and services to meet the needs of the increase in workforce population.

For development applicable under this plan, a broad applicable levy of 1 per cent of the development cost is applied, which has been further detailed through the contributions plan.

The levy is not required to be paid at concept stage, but rather at the time of future detailed SSD Application stage for physical works.

No additional contribution or Voluntary Planning Agreement is proposed.

8.21 Signage

As discussed at Chapter 4.17 of the EIS, concept approval for building and business identification signage is sought under this concept SSD Application. An assessment of the signage against Schedule 1 of SEPP 64 is provided at Table 41.

Table 41 – Assessment against Schedule 1 of SEPP 64 - Advertising and Signage

Criteria	Comment
(1) Character of the area	
◦ Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located? ◦ Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?	Signage at the site would be capable of being consistent with the character of signage within the Sydney CBD. There is no particular theme for outdoor advertising in the area.
(2) Special areas	
◦ Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas?	The site is not located in an environmentally sensitive area, heritage area, or other notable special area. Subject to detailed design, signage would be able to be designed in such a manner which does not adversely impact either on the visual quality of Sydney Harbour, or that of Hyde Park.
(3) Views and vistas	
◦ Does the proposal obscure or compromise important views? ◦ Does the proposal dominate the skyline and reduce the quality of vistas? ◦ Does the proposal respect the viewing rights of other advertisers	Signage at the site is capable of being designed in such a manner which does not compromise important views or dominate the skyline. Signage would be located on the façade of the future OSD building, and would therefore not impact on any viewing rights for other signage.
(4) Streetscape, setting and landscaping	
◦ Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape? ◦ Does the proposal contribute to the visual interest of the streetscape, setting or landscape? ◦ Does the proposal reduce clutter by rationalising and simplifying existing advertising? ◦ Does the proposal screen unsightliness? ◦ Does the proposal protrude above buildings, structures or tree canopies in the area or locality? ◦ Does the proposal require ongoing vegetation management?	Future signage at the site would be capable of being designed in such a manner which is consistent with the scale, form and proportion expected in the context of the Sydney CBD to meet these requirements. This would be subject to future assessment at the detailed SSD Application stage.

Criteria	Comment
(5) Site and building	
∘ Is the proposal compatible with the scale, proportion and other characteristics of the site or building or both, on which the proposed signage is to be located? ∘ Does the proposal respect important features of the site or building, or both? ∘ Does the proposal show innovation and imagination in its relationship to the site or building, or both?	Future signage at the site would be integrated into the design of the detailed future building to respond to these criteria.
(6) Associated devices and logos	
∘ Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed?	Further details of the signage, including any devices and logos, would be included in the detailed SSD Application.
(7) Illumination	
∘ Would illumination result in unacceptable glare? ∘ Would illumination affect safety for pedestrians, vehicles or aircraft? ∘ Would illumination detract from the amenity of any residence or other form of accommodation? ∘ Can the intensity of the illumination be adjusted, if necessary? ∘ Is the illumination subject to a curfew?	It is anticipated that future signage at the site, if illuminated, would not cause any unacceptable glare or any other adverse safety or amenity impacts. Illumination details would be provided with the detailed SSD Application
(8) Safety	
∘ Would the proposal reduce the safety for any public road? ∘ Would the proposal reduce the safety for pedestrians and cyclists? ∘ Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?	Signage at the site would be capable of being designed such that it would not reduce the safety of any public road or obstruct sightlines from viewing areas. Signage would be coordinated so as not to impact upon wayfinding signage provided as part of the CSSI Approval for Pitt Street Station.

8.21.1 Recommendations

A detailed assessment of building signage should form part of the future detailed SSD application and include an assessment of the relevant provisions in SEPP 64 .

Subject to this further assessment, it is considered that signage is an appropriate component of the concept proposal and that inclusion of signage in the detailed SSD Application would be compatible and complementary with the surrounding CBD context.

8.22 Construction management

A Preliminary Construction Management Statement (Appendix Z) has been prepared by Sydney Metro to address how future stages of the project would manage impacts to pedestrians, metro users, bus services and taxis. The statement considers the three construction scenarios which are:

1. **Scenario 1:** OSD constructed while metro construction is underway
2. **Scenario 2:** OSD construction may still be occurring after commencement of metro station operation
3. **Scenario 3:** OSD construction starts after commencement of metro station operation.

The identified risks and proposed mitigation strategies for each stage are outlined in the table below.

Table 42 – Construction management risks and mitigation strategies

Impact type	Risks	Mitigation
Scenario 1		
Pedestrians	Risk higher than in other scenarios due to concurrent construction activities.	Number of construction driveways should be reduced. Specific measures would need to be put in place to manage pedestrians on both frontages. Potential for a restriction on heavy vehicle access into and out of the site during the AM and PM peak periods.
Metro users	No notable risk, as construction for both projects would be completed upon commencement of metro services.	Not applicable
Bus users	Low to moderate risk that construction vehicle activity may impact bus operations nearby. At present there are no regular scheduled bus services operating along the Pitt and Bathurst Street frontages of the site.	Number of construction driveways should be reduced.
Taxis	No notable risk, as there are no taxi zones on the Pitt and Bathurst Street frontages of the site.	Not applicable
Scenario 2		
Pedestrians	Risk to pedestrians lower than Scenario 1 given completion of ground level construction.	Clear segregation of construction activity would be required.
Metro users	Risk to metro users greater than Scenario 1 due to ongoing OSD construction.	Clear segregation of construction activity would be required.
Bus users	OSD construction vehicle activity and higher metro-generated bus activity would coincide.	Numbers of construction driveways should be reduced as per Scenario 1.
Taxis	As per Scenario 1.	As per Scenario 1.
Scenario 3		
Pedestrians	Risk similar to Scenario 2, as OSD construction is occurring after metro has opened.	As per Scenario 1.
Metro users	As per Scenario 2.	As per Scenario 2.
Bus users	As per Scenario 2.	As per Scenario 2.
Taxis	As per Scenario 1.	Depending on the kerbside taxi arrangements in 2024, likely as per Scenario 1.

8.23 Reflectivity

The future OSD has potential to cause reflectivity glare on motorists and pedestrians. However, no physical built form is proposed as part of this concept SSD Application, and therefore reflectivity impacts have not been considered in detail in this EIS. The detailed design of the future OSD would be required to confirm the façade treatment, and the impact of this treatment in terms of solar reflectivity glare to motorists, pedestrians and surrounding properties. A requirement that the visible light reflectivity from building materials not to exceed 20% has been included in the project specific OSD Design Guidelines (Appendix J). Compliance with this requirement would need to be demonstrated in the detailed SSD Application.

8.23.1 Recommendation

The detailed SSD Application should demonstrate that no adverse reflectivity glare will result from the building design and building materials selection and that the visible light reflectivity from building materials not exceed 20%.

8.24 Contamination

As part of the CSSI Approval, a Phase 1 Contamination Investigation was undertaken by Jacobs for the full Sydney Metro City & Southwest project between Chatswood and Sydenham, which was approved by the Minister for Planning in January 2017. This investigation was undertaken for the purpose of ensuring that the site was suitable for the construction and operation of the proposed Metro Rail project, which included the construction of the Pitt Street South station portal.

The Phase 1 Investigation did not identify the Pitt Street South site as an area of environmental interest, noting that the site has remained in a commercial context since the 1930s based upon a series of historical aerial photographs obtained from the NSW Land and Property Management Authority. Following the approval of the CSSI Application, works to construct Pitt Street Station have commenced.

Given that the concept proposal comprises OSD only, and does not include any additional excavation or ground disturbance to the ground beyond that undertaken in accordance with the CSSI Approval, it is considered that the site is suitable for the proposed use in accordance with the requirements of SEPP 55.

8.25 Crime prevention through environmental design

A Crime Prevention Through Environmental Design (CPTED) review of the proposed concept design is provided at Appendix BB. The CPTED review identifies the potential security concerns in and around the site and provides recommendations to guide crime prevention, safety and security arrangements as part of the detailed design of the development.

This assessment was undertaken in accordance with current NSW policy and practice, and draws on the following principles relevant to Pitt Street South:

- lighting
- ownership of space
- signage
- movement predictors and sightlines
- entrapment
- landscaping
- maintenance and management

As part of this assessment, analysis was also undertaken of the specific crime risks in the Sydney Central Business District Area.

8.25.1 Recommendations

Recommendations provided in the CPTED review include:

- natural surveillance and clear sight lines from within the ground floor lobby area to the outside Pitt Street area and similarly from the outside street area to inside the ground floor lobby area
- wayfinding and emergency exit signs in and around the ground floor lobby area to promote Territorial Reinforcement and assist residents or employees to navigate throughout the building
- no entrapment areas in or around the ground floor lobby or lift foyer areas
- adequate lighting in all common areas including lifts, lift lobbies, foyer area and all external entry points
- (future) Electronic Access Control System (EACS) on all ground floor entry doors including lobby and car park doors, Building Managers office and pedestrian and vehicle lifts doors to control access throughout the building and promote security in depth
- (future) video intercom and Closed Circuit Television (CCTV) at all entry points
- (future) emergency call point in the ground floor lobby area adjacent to concierge desk.

The recommendations provided in the CPTED Review would be further refined as part of the detailed design of the building, to be the subject of a future development application.

8.26 Waste management

A Waste Management Plan has been provided at Appendix Y. The Plan assesses the indicative OSD design to determine whether satisfactory waste services requirements can be achieved for the concept proposal.

Operational waste management considerations detailed in the Concept Preliminary Waste Plan include:

- storage, disposal and collection systems for garbage and recyclable materials
- space requirements for residual waste and recycling
- access to garbage and recyclable chutes for residents (if the development is residential)
- access to waste storage area and central waste room for commercial tenants/cleaners (if the development is commercial)
- access from central waste room to the waste collection point on the ground level via lifts and/or vehicle lift
- access for garbage collection vehicles at ground level
- adequate signage and labelling identifying which materials are to be placed in which chute (if the development is residential)
- responsibilities for the building management to provide for the safe and efficient management of waste.

The Concept Preliminary Waste Plan concludes that the development envelope and its integration with the station can comply with relevant City of Sydney and legislative requirements for waste management. This includes the assessment of both residential and commercial schemes at the site. It is also confirmed that the loading arrangements at the site would be capable of handling the waste generated by each proposed use.

Waste reduction and waste management measures would be considered in greater detail as part of the detailed design of the development. These measures would be incorporated as part of a future development application for the site.

8.26.1 Recommendations

During construction

During the construction phase of the development, it is recommended that a Construction Waste Management Plan be developed. Further details would be provided as part of the detailed SSD Application, and should include the following:

- any relevant waste management measures detailed in the Waste Management Plan prepared for this concept SSD Application
- the responsibility of key personnel with respect to implementation of the plan
- waste management and recycling monitoring requirements
- procedures for the assessment, classification, management and disposal of waste in accordance with the NSW EPA Waste Classification Guidelines
- compliance record generation and management

During operation

A detailed Waste Management Plan for the operational phase of the development should be prepared and submitted as part of the detailed SSD Application, and should address the following:

- relevant legislative and Council requirements
- types of waste to be generated
- expected volume per week
- proposed detailed on-site storage and treatment facilities
- destination of waste
- information about the ongoing management of waste on-site

This plan would need to address the Waste Management Plan provided as part of this concept SSD Application.

8.27 Accessibility

An Accessibility Design Review has been provided at Appendix S. The review addresses the access provisions and considerations for the proposed OSD in accordance with the following policies and guidelines:

- State Environmental Planning Policy No 65 – Design Quality of Residential Apartment Development
- The Building Code of Australia 2016
- Relevant Australian Standards including Disability (Access to Premises – Buildings) Standards 2010
- Livable Housing Design Guidelines (silver level)
- City of Sydney Council's Access DCP 2004.

The Accessibility Review concludes that:

> *"at this stage of the design, the access provisions for people with physical and sensory disabilities can comply with the performance requirements of BCA (2016) sections D3, E3.6 and F2.4; AS1428.1, AS14283.4.1, AS2890.6, AS4299, AS1735.12, SEPP 65 Liveable Housing Guidelines Silver Level and the City of Sydney Access DCP."*

The future access provisions within the proposed building would be further refined as part of the detailed design and incorporated as part of a future SSD Application for the site.

8.27.1 Recommendation

Accessibility would be further assessed during the future detailed SSD Application stage, with a detailed assessment to be submitted with the future detailed SSD Application.

No mitigations measures have been identified at this concept stage, although some areas in the Accessibility Design Review at Appendix S have been highlighted as requiring further review during the detailed design of the development.

SOCIAL AND ECONOMIC IMPACTS

CHAPTER NINE

9. Social and economic impacts

9.1 Social impacts

The OSD would have a positive social impact by creating an integrated station development that provides either residential dwellings or commercial office floor space that complements the Pitt Street Station southern portal to create a focal point for activity within the Sydney CBD.

The Design Excellence Framework and Design Guidelines would ensure that future detailed design of the OSD building would provide a memorable landmark that is commensurate with the important role of the site within the Sydney CBD and broader Eastern City. The proposal provides for the integration of public art during the detailed design, in addition to that required under the CSSI Approval, and would contribute to the cultural qualities of the site and the locality, improving the social experience of future visitors to and occupants of the site.

The land use options proposed have been selected based upon their ability to be accommodated on the site and to maximise the benefits arising from the future use of the site as part of the integrated station development. The provision of residential apartments or commercial office space responds to the identified needs of the community. Additional housing would create opportunities for people to live close to where they work, whether within the CBD or via the new Sydney Metro, aligning with the concept of the '30-minute city' and supporting a range of activities and occupancy throughout the day and evening. New commercial office space would provide additional employment capacity within a highly accessible location, increasing the capacity of the Sydney CBD to accommodate economic growth and collaboration. Both land uses would contribute towards a vibrant transport precinct that is safe, well-utilised and which acts as a focal point for the city in regard to both transport and land use.

Potential environmental impacts of the OSD have been identified throughout the EIS and demonstrated to be acceptable, with specific mitigation measures identified where necessary to ensure that future development is consistent with the expected benefits of the project and does not result in any significant adverse impacts on the community.

Having regard to the above, it is considered that the OSD would not result in any significant social impacts and would result in a number of benefits. A framework of mitigation measures and strategies have been provided which would assist in mitigating these impacts (see Chapter 12).

9.2 Economic impacts

The delivery of the OSD above the southern portal of Pitt Street Station is expected to make a significant positive contribution to the Sydney CBD by providing for additional direct and indirect employment, support additional economic activity through the commercial office sector or by contributing to additional housing supply. Specifically, the OSD is expected to result in approximatelt 350 jobs (FTE) during the construction phase (subject to detailed design and planning approval) and provide for approximately 1,500 ongoing jobs (FTE) on-site during the operational phase for the commercial office land use.

The CSSI Approval included an assessment of the property and business impacts of the construction of the Pitt Street Station southern portal, including from the demolition of buildings previously located on the site and employment generated by the construction of the Sydney Metro project. These impacts are separate from the OSD project and do not form part of this assessment.

The Sydney CBD office market is larger than all other major metropolitan office markets in NSW, and makes the largest contribution to Australia's gross domestic product of any other Australian city. The Greater Sydney Region Plan and Eastern City District Plan emphasise the need to provide additional capacity to support employment growth within the Sydney CBD to continue this significant economic role. Future commercial office space located within the OSD is envisaged to operate as a co-working style office space that would be suitable for a range of small enterprises that would benefit from proximity to other businesses within the CBD as well as the high degree of public transport accessibility delivered by the Sydney Metro via Pitt Street Station.

By facilitating the delivery of additional housing comprising approximately 160 apartments in a central location, the OSD supports the delivery of diverse housing to meet the needs of the population and contribute to housing choice and affordability. Through immediate proximity to employment within the CBD, as well as through convenient and timely access to other major employment centres along the Sydney Metro corridor, this project supports the '30-minute city' concept to support increased productivity and reduced congestion within Sydney. Future occupants of dwellings delivered on the site would contribute additional expenditure into local businesses within the vicinity of the site, contributing to additional employment particularly within the evening and night-time economies.

Having regard to the above, it is considered that the OSD would not result in any significant economic impacts and would result in a number of benefits.

SITE SUITABILITY AND PUBLIC INTEREST

CHAPTER TEN

10. Site suitability and public interest

10.1 Site suitability

The suitability of the site for an OSD building in a Sydney CBD context has been a key area of assessment throughout this EIS, and it has been determined that the concept proposal comprises the most appropriate form in the context of the site. On the basis of the Strategic Land Use Analysis undertaken at Appendix K and the options analysis at Chapter 1.6, the proposal has been subject to a substantial and thorough assessment of development suitability, which has confirmed that the concept proposal would result in the greatest benefit while minimising surrounding environmental impacts.

Overall, the proposal is considered to be the most suitable for the site based on the following key reasons:

- the proposal comprises a prime opportunity to take advantage of the approved Sydney Metro project, with the airspace created as part of the Pitt Street South site proposed to be developed for the purposes of OSD
- the size of the site allows for a significant sized envelope capable of accommodating residential or commercial office uses to be created whilst facilitating the future Sydney Metro station
- the site provides for two street frontages, allowing separation of the Pitt Street Station and OSD entries to assist in clear wayfinding
- the general location of the existing vehicular crossovers to Pitt Street provides opportunity to service the site and consolidate vehicular movements associated with all the uses to a single crossover
- the separation of the site from other buildings provides sufficient space to allow residential development to be proposed on the site whilst maintaining high levels of amenity in terms of solar access and privacy
- both residential and commercial uses have been demonstrated to be appropriate uses in the context of the site, with the development to be subject to further detailed analysis as part of one or more further detailed applications (as demonstrated at Appendix L)
- the proposed scale and density of the development is highly appropriate in the context of the Sydney CBD, and the concept proposal is commensurate with the role of Sydney as Australia's global city
- the proposed envelope has been designed to comply with the Sun Access Plane, ensuring the maintenance of solar access to Hyde Park
- the proposed OSD is able to be successfully integrated with the station below to allow optimal use of the public domain, increased pedestrian capacity and not impeding future station uses
- the proposed envelope has been selected as one which results in an acceptable level of impacts on the surrounding area, working to provide a positive streetscape contribution in the surrounding environment
- the shape and size of the site has allowed the proposal to be designed to ensure that the operations of Sydney Metro, or the future expansion of the Sydney Metro network of stations are not inhibited
- the proposal would contribute to the provision of additional dwellings or commercial floor space in a location which reinforces the '30 minute city' concept proposed by the Greater Sydney Commission, providing for additional density in a location which is proximal to services, open space, transport and jobs

10.2 Public interest

The proposal is in the public interest as it would play a key role in the future development of this part of the Sydney CBD, working alongside projects in the vicinity to transform this precinct in preparation for future Sydney Metro operations. On this basis, a robust analysis of the public benefits of the concept proposal is necessary in ensuring that the future development at the site would be congruous with the needs of the public.

Specifically, the concept proposal is considered to be in the public interest as:

- the OSD proposal would provide additional residential or commercial capacity in an appropriate CBD location, ensuring that future jobs or dwellings are collocated to reduce commute times and improve the level of access to facilities, services, transport options and public open space
- the concept proposal would form part of an integrated station development to create a overall station precinct that is provides high amenity, is enjoyable and safe for future public transport users
- the development would allow for residential or commercial capacity above the station, which would activate the station precinct and encourage use of the Sydney Metro system
- the proposed building envelope sought for approval under this application would enable the delivery of a future building form that is memorable, reinforcing the legacy of the Sydney Metro project
- the proposed envelope has been demonstrated as enabling high amenity, high quality future dwellings, which would provide an exceptional quality of life for future residents (if a residential option is pursued)
- the development has been designed to ensure that a framework to deliver sustainability requirements is provided for at the concept proposal stage
- the proposal provides a framework which would ensure that future development at the site exhibits design excellence, working alongside the future railway station to deliver a very high design quality building form outcome
- the proposal would result in the delivery of 350 jobs during the construction phase
- if a residential option is pursued, additional economic benefits would be provided by future residents using surrounding services following the completion of the development
- if a commercial office option is pursued, the proposal would result in the provision of approximately 1,500 ongoing jobs
- the proposal includes provision for future public art, which would contribute to the vibrancy and interest of the surrounding built environment.

FRAMEWORK FOR MANAGEMENT OF DESIGN AND ENVIRONMENTAL IMPACTS

CHAPTER ELEVEN

11. Framework for management of design and environmental impacts

Given the integration of the delivery of the metro station with an OSD, Sydney Metro has given consideration to the management of impacts associated with the project. The approach to environmental mitigation and management identified for the CSSI Approval is illustrated at Figure 79 and includes:

- project design – measures which are inherent in the design of the project to avoid and minimise impacts
- mitigation measures – additional to the project design which are identified through the environment impact assessment
- construction environmental management framework – details the management processes and documentation for the project
- construction noise and vibration strategy – identifies measures to manage construction noise and vibration.
- design guidelines – provides an assurance of end-state design quality
- environmental performance outcomes – establishes intended outcomes which would be achieved by the project.

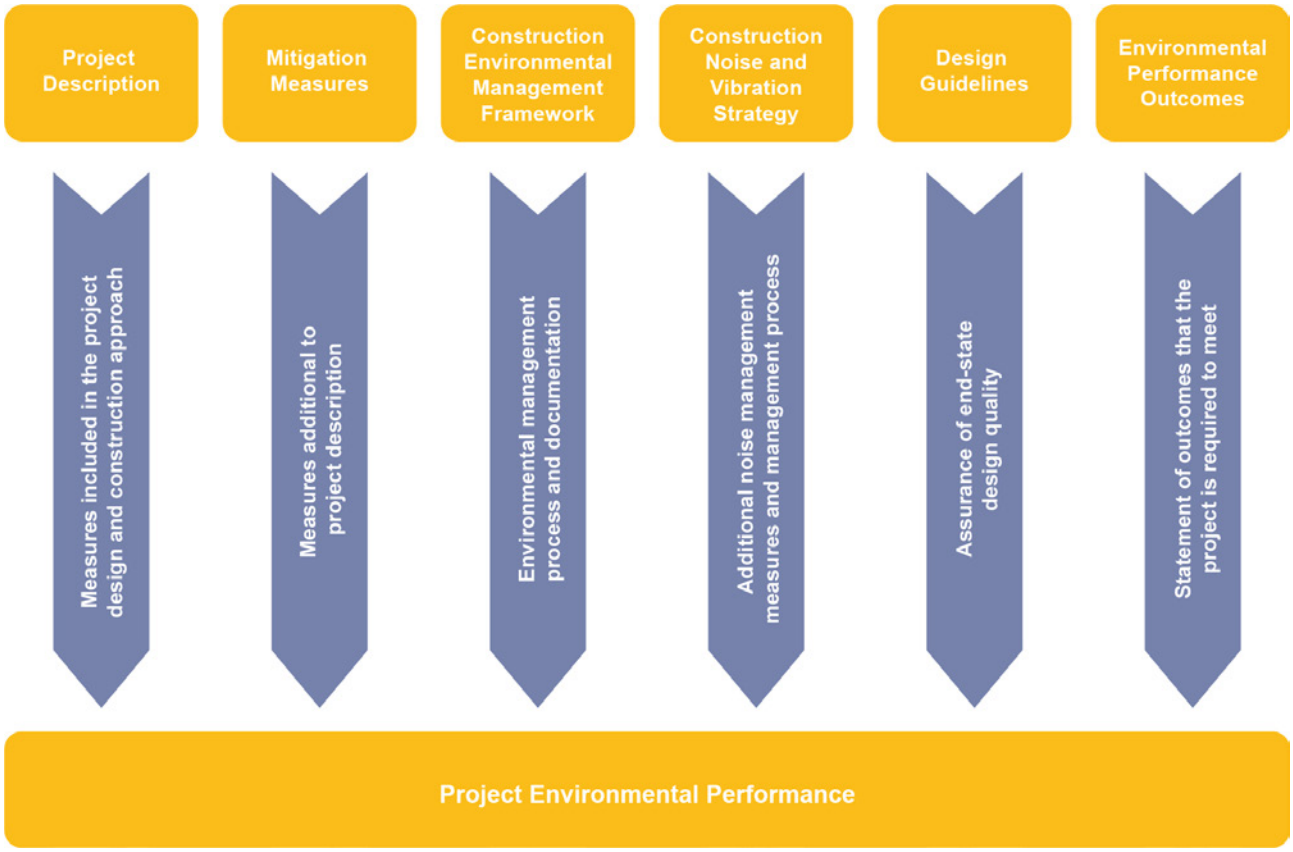


Figure 79 – Project approach to environmental mitigation and management

The EIS documentation for the Sydney Metro City & Southwest project identified that the construction environmental management framework, construction noise and vibration strategy and design guidelines for the station would be reviewed and updated periodically throughout delivery of the project.

Sydney Metro proposes that the integrated delivery of the CSSI station works and the OSD be subject to a similar environmental management framework up until the point of completion of the station to ensure a consistent approach. The applicability of this framework to the various components of the integrated station development is detailed in the Table 43.

Table 43 – Environmental management framework for the integrated station development

	CSSI Approval	Concept SSD Application	Detailed SSD Application(s)
Project Description	As detailed in EIS, PIR and subsequent modification reports and Conditions of Approval. Covers both construction and end state /operation.	Building envelope, uses and measures/ requirements to guide detailed design as described in the EIS. Concept design and high level consideration of construction.	Detailed design and supporting information in EIS, including its design and construction.
Mitigation Measures	As detailed in EIS, SPIR and subsequent modification reports and Conditions of Approval.	Mitigation measures proposed in EIS to be taken into account in detailed design/ development application.	Project specific mitigation measures would be detailed in EIS to manage design requirements and construction-related impacts.
Construction Environmental Management Framework	Appended to EIS and referred to in Conditions of Approval, therefore requirement in delivery of project.	Commitment to implementation of Construction Environment Management Framework (CEMF) requirements in the delivery of integrated station development up until the point of completion of the station. These commitments are detailed as part of this EIS. CEMF requires preparation of Traffic and Transport Management Plan.	Commitment to implementation of CEMF requirements in the delivery of integrated station development up until the point of completion of the station. These commitments would be detailed as part of the EIS. Construction staging to be confirmed in the EIS. Where OSD construction is not concurrent with station construction, the OSD contractor would prepare a separate Construction Environmental Management Plan. Details would be submitted with the EIS.
Construction Noise and Vibration Strategy	Appended to EIS and referred to in Conditions of Approval, therefore requirement in delivery of project.	Commitment to implementation of Construction Noise and Vibration Strategy (CNVS) in the delivery of integrated station development up until the point of completion of the station. These commitments are detailed as part of this EIS.	Commitment to implementation of CNVS in the delivery of integrated station development up until the point of completion of the station. These commitments would be detailed as part of the EIS. Where OSD construction is not concurrent with station construction, the OSD contractor would prepare a separate Construction Noise and Vibration Management Plan. Details would be submitted with the EIS.

	CSSI Approval	Concept SSD Application	Detailed SSD Application(s)
Design Guidelines	Appended to EIS and referred to in CoA, therefore requirement in delivery of project. *Note also Condition of Approval E100 requires Design Review Panel (DRP) to review and refine design and Condition of Approval E101 requires Secretary approval of Station Design Precinct Plans (SDPPs).*	Design Guidelines for OSD included as part of this EIS. Design Excellence Strategy included as part of this EIS. Concept proposal has been reviewed by DRP. Commitment to ongoing review by DRP to manage interface between station/public domain and OSD until completion of station.	Detailed design required to respond to Design Guidelines. Detailed design subject to review by DRP.
Environmental Performance Outcomes	As detailed in EIS, SPIR and subsequent modification reports and Conditions of Approval (CoA). Covers both construction and end state /operation.	This EIS includes the following to be met in development of design and construction methodology: - noise and vibration criteria for both construction and operation stages - noise and vibration mitigation measures - Construction Environmental Management Statement - heritage outcomes to be achieved through design (interface with CoA E101) - issues and process to resolve traffic and transport impacts for design (interface with CoA E92 – IAP) and construction (CoA E77 - Traffic and Transport Liaison Group and CoA E82 – Construction Traffic Management Plans)	The EIS would address how environmental criteria have been met through design and provide detailed impact assessment together with mitigation measures. These measures would reflect commitments in Concept SSD EIS (refer Chapter 12) and where applicable to construction, would be applied up until the point of completion of the station. The detailed SSD Application would provide appropriate mitigation measures to be implemented to manage construction-related impacts beyond completion of the station (in accordance with latest published Guidelines) and any relevant conditions of approval.

11.1 Construction environmental management framework

The *Sydney Metro Construction Environmental Management Framework* (CEMF) has been reviewed to provide a framework for management of environmental impacts for the delivery of the OSD, where that delivery occurs concurrently with and up until completion of the station (i.e. staging Scenarios 1 and 2). For staging Scenario 3 (i.e. an OSD developed at some stage in the future beyond the completion of the station), the construction-related impacts would be managed in accordance with the applicable guidelines at the time (e.g. *Construction Environmental Management Plan*) and any relevant conditions of approval.

The practical application of the CEMF is as a linking document between planning approval documentation and construction environmental management documentation, which would be developed by the construction contractors.

The CEMF details the environmental, stakeholder and community management systems and processes for the construction of the project. Specifically, it details the requirements in relation to the Construction Environmental Management Plan, sub-plans and other supporting documentation for each specific environmental aspect.

11.2 Construction noise and vibration strategy

The *Sydney Metro Construction Noise and Vibration Strategy* (CNVS) has been developed to manage construction noise and vibration issues. The CNVS defines the strategies by which construction noise and vibration impacts are to be minimised on Sydney Metro projects and aims to provide a consistent approach to management and mitigation across the Sydney Metro projects.

The CNVS would be implemented to manage construction noise and vibration impacts for the delivery of the OSD, where that delivery occurs concurrently with and up until the completion of the station (i.e. staging Scenarios 1 and 2). For staging Scenario 3 (i.e. an OSD developed at some stage in the future beyond the completion of the station), the construction-related impacts would be managed in accordance with the applicable Guidelines at the time (e.g. *Interim Construction Noise Guidelines*, DECC, 2009) and any relevant conditions of approval.

MITIGATION MEASURES

CHAPTER TWELVE

12. Mitigation measures

A full list of measures required to mitigate the potential impacts associated with the concept proposal are detailed in Table 44.

Table 44 – Environmental risk assessment

	Proposed OSD-specific measure	OSD Interface issue with CSSI Approval
Operation (detailed design) measures		
Built form and urban design	The detailed design of the OSD is to be undertaken in accordance with the Pitt Street South OSD Design Guidelines at Appendix J. The future detailed SSD Application(s) is to address the manner in which the design/proposal has responded to the detail within this concept SSD Application and the Design Guidelines. The future detailed SSD Application is to implement the process outlined in the Design Excellence Strategy provided at Appendix I.	The detailed design of the OSD and its integration with the design of Pitt Street Station is to be reviewed by the Design Review Panel established under Condition of Approval E100 of the CSSI Approval. The design of the OSD is required to be prepared having regard to the Station Design Precinct Plan required by Condition of Approval E101 of the CSSI Approval.
Public domain overshadowing	Future development is to be consistent with the proposed maximum building envelope (as detailed in Appendix C) so as to ensure that the overshadowing impacts are not worse than those assessed in this concept proposal.	
Solar access	Future development is to be consistent with the proposed maximum building envelope (as detailed in Appendix C) so as to ensure that the solar access impacts are not worse than those assessed in this concept proposal. The future detailed SSD Application should be accompanied by a detailed solar access analysis for the Princeton Apartments and Century Tower.	
Visual and view impacts	Future development is to be consistent with the proposed maximum building envelope (as detailed in Appendix C) so as to ensure that the visual and view impacts are not worse than those assessed in this concept proposal.	
Privacy	Future detailed SSD application is to address the relevant provisions of the Apartment Design Guide to demonstrate that appropriate levels of visual privacy are achieved for existing and future residential dwellings.	
Heritage	Future detailed SSD Application is to address how the recommendations made in the Heritage Impact Statement (Appendix R) have been addressed to ensure the development achieves a positive heritage outcome for the site. Specifically, detailed building design should seek to mitigate impacts of the vertical street walls above the Edinburgh Castle Hotel local heritage item where the tower footprint wraps around the building. Materiality and façade articulation of the podium should respond to the heritage item to better integrate the two sites and to activate the facades.	

	Proposed OSD-specific measure	OSD Interface issue with CSSI Approval
Transport, traffic, parking and access	The future SSD Application is to adopt the recommendations of the Transport and Traffic Impact Assessment Report provided at Appendix T, including: ◦ Servicing planning principles and commitment to develop servicing plans to manage loading dock operations are to be adopted as part of the detailed planning application process. ◦ On site car parking is not to exceed the maximum allowable limits set out under SLEP 2012 for the various intended uses of the site. ◦ The inclusion of accessible parking spaces in accordance with SLEP 2012 and AS 2890 and situated within easy access of lifts. ◦ Pedestrian access points and corridors are to be designed to comply with AS1428.1 and 1428.2. ◦ Parking areas are to be designed to comply with the relevant Australian Standards including AS 2890.1, 2890.2, 1428.1 and 1428.2. ◦ Bike parking spaces are to be delivered in accordance with City of Sydney Council requirements, which are easily accessed and are supported by end of trip facilities. ◦ Provide for safe access, secure and conveniently located bike parking facilities for residents within the building. ◦ Adoption of the green travel plan and associated measures to help manage travel demand by supporting and promoting travel by non-car modes of travel. ◦ Pedestrian access points and corridors are to comply with AS1428.1 and 1428.2. ◦ Detailed SSD Application(s) are to develop a strategy and technology solutions that will help manage conflict between loading dock, parking area access and bike parking access. ◦ The adoption of Construction Traffic Management Principles, staging options and construction traffic management documentation with a focus on managing the subsequent impact on the CBD public domain and road environment as part of detailed planning of construction.	The detailed design of the OSD should be in conjunction with the Interchange Access Plan required to be prepared in accordance with Condition of Approval E92 of CSSI Approval No. 15_7400 for the Sydney Metro City & Southwest Chatswood to Sydenham project. The detailed design of the OSD and assessment of its impact is to be undertaken in consultation with the Traffic and Transport Liaison Group(s) established under Condition of Approval E77 of CSSI Approval No. 15_7400 for the Sydney Metro City & Southwest Chatswood to Sydenham project. Beyond completion of Pitt Street Station, the detailed design of the OSD and its traffic, parking, pedestrian and cycle accessibility impacts would require consultation with and the approval of the relevant roads authority in accordance with the terms of the relevant approval.
ESD	The detailed SSD Application is to include a detailed ESD Strategy which outlines the best practice sustainability initiatives which would be implemented during design and construction of the development. The Strategy is to be generally consistent with the proposed targets and indicative features in the Ecologically Sustainable Development Report (Appendix Q). The detailed ESD Strategy is to outline minimum standards of sustainability performance which would be achieved during the design and construction of the OSD. These would need to be complied with as relevant to the use sought at the detailed SSD Application.	
Prescribed airspace	The detailed SSD Application will need to comply with any requirements set by Sydney Airports Corporation Limited, set out prior to approval of the Concept SSD Application.	

	Proposed OSD-specific measure	OSD Interface issue with CSSI Approval
Utilities, infrastructure and services	In accordance to the specific requirements of the individual utility service providers, the developer of the OSD is to undertake detailed enquiries and arrange for final connections and associated approvals based on the final design. A water servicing coordinator is to be engaged to make application for section 73 Notice of Requirements (NOR) and confirm specific connection requirements.	The provision of all utility services to the integrated station developed are to be assessed and undertaken (including all approvals and reconfiguration of trunk infrastructure) as part of the station works under Condition of Approval E2 of the CSSI Approval. Where practicable, and having regard to the timing for the delivery of the OSD, permanent utility connections are to be provided to the OSD and capped off within the site. Where this is not practicable, suitable provision of connection pits and conduits shall be provided to avoid the need for future disruption to roadways and pavements as a result of these works.
Stormwater and flooding	**Stormwater** ◦ Council and Sydney Water are be consulted as part of the future detailed development SSD application in order to finalise the OSD stormwater management plan strategy ◦ permissible site discharge rates are be confirmed with Sydney Water and Council as part of the future detailed SSD Application ◦ the future detailed SSD Application is to achieve Council's water quality targets **Flooding** The detailed design is to ensure that OSD entrances must be set to a minimum of 0.50 millimetres above the 1 in 100 year ARI flood-level.	All flood modelling, impact assessment and mitigation measures for the site are to be undertaken as part of the station works under the CSSI Approval. The detailed design of the OSD should be developed having regard to the flooding requirements in Conditions of Approval E8 and E9 of the CSSI Approval.
Noise and vibration	The detailed design of the OSD is to be undertaken in accordance with the Acoustic Report included as Appendix O. The future detailed SSD Application(s) is to address the manner in which the design/proposal has responded to the criteria established within this Concept SSD application including the Technical Assessment at Appendix O	The detailed design of the OSD is to consider cumulative impacts having regard to the noise and vibration requirements under Condition of Approval E41 and E42 of the CSSI Approval.
Wind impacts	Wind tunnel testing and computational analysis is to be undertaken as part of the detailed SSD Application in order to quantify expected wind speeds and inform a mitigation strategy. The recommendations of the Wind Impact Assessment (Appendix N) should be considered when developing the detailed OSD design.	
CPTED	The detailed SSD Application should address the CPTED principles relating to lighting, ownership of space, signage, movement predictors and sightlines, entrapment, landscaping, maintenance and management. The detailed SSD Application should have regard to the relevant recommendations contained at section 4.0 of the CPTED Report (Appendix BB).	

	Proposed OSD-specific measure	OSD Interface issue with CSSI Approval
Waste management	A Waste Management Plan (WMP) is to be prepared and submitted as part of the detailed SSD Application addressing the following: ∘ relevant legislative and Council requirements ∘ type of waste to be generated ∘ expected volume per week ∘ proposed on-site storage and treatment facilities ∘ destination of waste ∘ information about the ongoing management of waste on-site The WMP is to address the objectives, principles and strategies outlined in the Waste Management Plan (Appendix Y) to deliver effective waste management.	
Accessibility	The detailed SSD Application is take into consideration the Australian Standards, Building Code of Australia, Federal Disability Discrimination Act (DDA) and Disability (Access to Premises – Buildings) Standards 2010), as relevant, and comply with the recommendations of the Accessibility Design Review (Appendix S).	
Reflectivity	The detailed SSD Application should confirm façade treatment and the impact of this in terms of solar reflectivity glare to motorists and pedestrians. Details are to be provided in detailed SSD applications.	
Construction Measures		
General	Construction Environment Management Plans must be prepared in accordance with the Sydney Metro Construction Environmental Management Framework up until completion of Pitt Street Station. Beyond that time, Construction Environmental Management Plans must be prepared in accordance with best practice guidelines and conditions of approval.	
Heritage	Details to mitigate impacts to surrounding heritage items, with specific regard to the Edinburgh Castle Hotel and the Metropolitan Fire Brigade Building, must be submitted as part of the detailed SSD Application.	
Transport, traffic, parking and access	Construction traffic and transport related impacts of the OSD must be managed in accordance with the Construction Traffic Management Framework (CTMF) established under Condition of Approval E81 of the CSSI Approval, until such time as completion of Pitt Street Station has been reached. In accordance with the process established for Pitt Street Station, Construction Traffic Management Plans (CTMPs) must be prepared to address the potential traffic and transport related impacts associated with construction and how these impacts would be managed. In the event that construction activities for the OSD occur beyond the completion of Pitt Street Station, a detailed Construction Pedestrian and Traffic Management Plan must be developed by the proponent in consultation with the relevant roads authority and council during the detailed design stage and details are to be submitted with the detailed SSD Application. Preparation of Construction Traffic Management Plans or Construction Pedestrian and Traffic Management Plans must take into consideration the preliminary mitigation measures identified in the Preliminary Construction Management Statement prepared by Sydney Metro (Appendix Z)	The detailed design of the OSD and assessment of its impact is to be undertaken in consultation with the Traffic and Transport Liaison Group(s) established under Condition of Approval E77 of the CSSI Approval, until such time as completion of Pitt Street Station has been reached. Beyond completion of Pitt Street Station, detailed design of the OSD and its traffic, parking, pedestrian and cycle accessibility impacts would require consultation with and the approval of the relevant roads authority in accordance with the terms of the relevant approval.

	Proposed OSD-specific measure	OSD Interface issue with CSSI Approval
Noise and vibration	The Construction Noise and Vibration Strategy (CNVS) must be implemented up until the time of completion of the Pitt Street Station with the aim of achieving the noise management levels/ criteria established within this concept SSD Application including the Noise and Vibration Assessment Report at Appendix O. In accordance with the CNVS, Construction Noise Impact Statements must be prepared to address the potential noise impacts associated with construction and how these impacts would be managed. In the event that construction activities for the OSD occur beyond the completion of Pitt Street Station, a Construction Noise and Vibration Management Plan (CNVMP) must be developed by the proponent in consultation with the stakeholders and an acoustic engineer during the detailed design stage and details are to be submitted with the detailed SSD Application. In this instance, the CNVMP must be developed in accordance with ICNG or applicable guidelines in force at the time.	Construction Noise and Vibration Impact Statements prepared for the OSD must consider cumulative impacts having regard to the Construction Noise and Vibration Impact Statements prepared under Condition of Approval E33 of the CSSI Approval.
Waste	A Waste Management Plan must be prepared as part of the Construction Environment Management Plan, having regard to the provisions included in the Sydney Metro Construction Environmental Management Framework up until completion of the Pitt Street Station. Beyond that time, a Construction Waste Management Plan must be prepared in accordance with best practice guidelines and conditions of approval. Details regarding impacts to be managed during construction are to be submitted as part of the detailed SSD Application and should include: ◦ the waste management and recycling mitigation measures as detailed in the Waste Management Report (Appendix Y) ◦ the responsibility of key project personnel with regard to implementation of the plan ◦ waste management and recycling monitoring requirements ◦ procedures for the assessment, classification, management and disposal of waste in accordance with the NSW EPA Waste Classification Guidelines (EPA, 2014) ◦ compliance record generation and management	

This page has intentionally been left blank

ENVIRONMENTAL RISK ASSESSMENT

CHAPTER THIRTEEN

13. Environmental risk assessment

The Environmental Risk Assessment (ERA) establishes a residual risk by reviewing the significance of environmental impacts and the ability to manage those impacts. The ERA has been adapted from Australian Standard AS4369.1999 Risk Management and Environmental Risk Tools. In accordance with the SEARs, the ERA addresses the following significant risk issues:

- the adequacy of baseline data
- the potential cumulative impacts arising from other developments in the vicinity of the site
- measures to avoid, minimise, offset the predicted impacts, where necessary involving the preparation of detailed contingency plans for managing any significant risk to the environment

The adequacy of the baseline data is demonstrated through the range of detailed reports and supporting information appended to this EIS. Overall, Chapter 5 of the EIS and the appended technical reports and supporting documents provide a comprehensive and detailed assessment of the potential cumulative impacts arising from the proposal and other developments in the vicinity of the site.

This assessment has determined that there are no adverse environmental, social or economic impacts which cannot be managed or mitigated.

Figure 80 indicates the significance of environmental impacts and assigns a value based on:

- the receiving environment
- the level of understanding of the type and extent of impacts
- the likely community response to the environmental consequence of the project

The manageability of environmental impacts is assigned a value of between one and five based on:

- the complexity of mitigation measures
- the known level of performance of the safeguards proposed
- the opportunity for adaptive management

The sum of the values assigned provides an indicative ranking of potential residual impacts after the mitigation measures are implemented.

Significance of impact	**Manageability if impact**				
	5 Complex	**4 Substantial**	**3 Elementary**	**2 Standard**	**1 Simple**
1 - Low	6 Medium	5 Low / Medium	4 Low / Medium	3 Low	2 Low
2 - Minor	7 High / Medium	6 Medium	5 Low / Medium	4 Low / Medium	3 Low
3 - Moderate	8 High / Medium	7 High / Medium	6 Medium	5 Low / Medium	4 Low / Medium
4 - High	9 High	8 High / Medium	7 High / Medium	6 Medium	5 Low / Medium
5 - Extreme	10 High	9 High	8 High / Medium	7 High / Medium	6 Medium

Figure 80 – Matrix to determine significance of environmental impacts

Table 45 – Environmental risk assessment

Item	Phase	Potential Environmental Impact	Significance of impact	Manageability of impact	Residual impact
Visual and views	**Operation**	Visual / view impacts from surrounding streetscape and key public vantage points View impacts on neighbouring residential building	1	2	3 Low
Public domain overshadowing	**Operation**	Increase in shadowing to surrounding public domain, including Hyde Park	2	2	4 Low / Medium
Private domain overshadowing	**Operation**	Increase in shadowing to the Princeton Apartments and Century Tower	3	3	6 Medium
Traffic and transport	**Construction**	Increased traffic on surrounding roads Conflict with pedestrians	2	2	4 Low / Medium
	Operation	Increased traffic on local roads Potential queueing of traffic onto Pitt Street Conflict with pedestrians	2	2	4 Low / Medium
Non-Indigenous heritage	**Construction**	Structural impact on adjacent heritage items	3	2	5 Low / Medium
	Operation	Impact on heritage items in the vicinity	3	2	5 Low / Medium
Noise and vibration	**Construction**	Increase in noise and vibration associated with construction including from vehicles and machinery	3	2	5 Low / Medium
	Operation	Increase in noise and vibration associated with emissions from building plant and services Increase in noise associated with vehicle movements	3	2	5 Low / Medium
Infrastructure and utilities	**Operation**	Adequate connection to infrastructure and utilities Adequate capacity to service building	2	2	4 Low / Medium
Flooding	**Operation**	Potential flooding of development Adequate stormwater management for development	1	2	3 Low
Reflectivity	**Operation**	Adverse solar reflectivity glare to motorists and pedestrians	2	2	4 Low / Medium
Contamination	**Construction**	Exposure of contamination of hazardous materials during construction	1	2	3 Low / Medium
Wind impact	**Operation**	Adverse wind environment along surrounding streets and station entries Adverse wind environment to outdoor areas in the OSD, including to private balconies and communal areas	3	2	5 Low / Medium
Crime and public safety	**Operation**	Antisocial and criminal behavior	2	2	4 Low / Medium
Environmental and construction management	**Construction**	Noise, dust, air quality, waste management and traffic impacts	3	2	5 Low / Medium

Item	Phase	Potential Environmental Impact	Significance of impact	Manageability of impact	Residual impact
Biodiversity	**Construction**	Impacts on nearby Endangered Ecological Communities	1	1	2 Low
Waste	**Construction**	Waste production associated with construction activities	2	2	4 Low / Medium
	Operation	Waste production associated with operation of OSD	2	2	4 Low / Medium
ESD	**Operation**	Carbon emissions Energy consumption Thermal comfort of building occupants	2	2	4 Low / Medium
Accessibility	**Operation**	Adequate access for people with a disability	1	2	3 Low
Social Impact	**Construction**	General disruption to community associated with large scale construction	2	2	4 Low / Medium

This page has intentionally been left blank

CONCLUSION

CHAPTER FOURTEEN

14. Conclusion

This EIS provides a comprehensive assessment of the environmental, social and economic impacts of the concept SSD Application for the proposed OSD above the southern portal of the future Pitt Street Station. This EIS has addressed the requirements to be addressed by the SEARs (Appendix A), as well as the relevant requirements contained at Schedule 2 of the *Environmental Planning and Assessment Regulation 2000.*

The concept proposal provides for residential or commercial floor space in a location that will benefit from the highest level of direct public transport access anywhere in Australia. The land uses proposed to be included in the OSD are considered to be appropriate in this location to capitalise on this significant public transport investment, ensuring that residents, visitors and employees are able to enjoy the substantial benefits offered by the Sydney Metro project.

The proposal has also been designed to align closely with the work undertaken regarding the Pitt Street Station southern portal design as part of the CSSI Approval, delivering an integrated station development that delivers housing or employment uses that contribute to an active and vibrant transport precinct. This will ensure that the OSD complements the station operations at the ground plane, and that future OSD development will not result in any adverse impacts on station operations.

The concept proposal would also enable future OSD development to contribute to the overall legacy of the Sydney Metro project, adding to the creation of the future Pitt Street Station precinct. Specifically, the OSD component would work to create an overall station precinct which is integrated, high quality, enjoyable and safe for future public transport customers.

Having regard to the above, the Concept proposal at the site is considered to warrant approval for the following key reasons:

- a full assessment has been undertaken of the environmental impacts of the proposal which demonstrates that potential impacts have been avoided, adequately justified or appropriately mitigated. On this basis, the proposed envelope, which represents a maximum potential building form, has been demonstrated to be appropriate within the CBD context and the specific circumstances of the site
- the consolidated land area upon which the OSD has been developed enables a degree of flexibility in the future detailed building design to allow a range of potential design outcomes that will facilitate a high quality development
- the concept proposal provides flexibility in regards to the residential or commercial land use of the future building form, by demonstrating that both uses are appropriate for the site. At the future detailed SSD Application stage, a residential or commercial option would be pursued, which each contain merits
- a residential outcome at the site would directly responds to the demand for additional housing in locations which are close to jobs and services, which would work to reduce the commutes of future residents whilst simultaneously increasing access to services and open space
- a residential scheme at the site would also work to activate the site, both in and out of traditional business hours, and lead to an increased level of patronage of local shops and services
- a commercial scheme at the site would provide additional office capacity within the Sydney CBD to support economic growth and deliver direct employment benefits by accommodating approximately 1,500 jobs during the operational phase of the development
- potential impacts of any future building on surrounding public domain areas have been a central consideration of the development of the concept SSD Application, including the minimisation of overshadowing to Hyde Park, ensuring that potential impacts are appropriately mitigated
- an extensive program of consultation has contributed to the formation of this application, which has led to the provision of a development form which reflects the comments of relevant stakeholders
- the proposal includes a robust framework for the attainment of design excellence
- the concept proposal would not result in any adverse social or economic impacts, and would result

in a number of significant benefits including the provision of approximately 350 full time-equivalent construction jobs and 1,500 full time-equivalent ongoing jobs at the site for the commercial office land use

- the site is suitable for the proposed development

Overall, it is considered that the Pitt Street South OSD would result in a positive development outcome that would contribute to the legacy of the Sydney Metro project. Where potential environmental impacts have been identified, these have been considered and evaluated as being appropriate in the context of the site, with mitigation measures outlined where necessary. On this basis, it is considered that the concept proposal is able to be approved.

This page has intentionally been left blank