sydney METRO | city & southwest

PITT STREET NORTH
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
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*
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, within and 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_8875)		
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**
	254 Pitt Street	Lot 1 in DP596474
	256 Pitt Street	Lot 17 in DP1095869
	40 Park Street	Lot 2 in DP509677
	42 Park Street	Lot 2 in DP982663
	44 Park Street	Lot 1 in DP982663
	46 Park Street	Lot 3 in DP61187
	48 Park Street	Lot 1 in DP74367
	175-183 Castlereagh Street	Lot 3 in DP74952
		Lot 2 in DP900055
		Lot 1 in DP229365
Proposed development	Sydney Metro Pitt Street North over station development. A concept State Significant Development Application for over station development at the approved northern portal of Pitt Street Station, Sydney. The application seeks consent to the broad development concept for the future development including the maximum building envelope, maximum gross floor area, land uses, 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	Andrew Duggan Director, Planning Ethos Urban	
Qualifications	BA MURP LLB MPIA GAICD	
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	

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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 under 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 liveable 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 from Chatswood to Sydenham was approved as a Critical State Significant Infrastructure Project in 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 North 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.

Situated at the full southern extent of the CBD block bounded by Pitt Street, Park Street and Castlereagh Street, the new Pitt Street North over station development (OSD) will provide for additional mixed use capacity in the CBD which responds to the station at the site.

Specifically, the proposal comprises a mixed use residential, hotel and commercial office development. The proposed envelope of the OSD at Pitt Street North comprises a taller building form situated above a podium at the station's northern portal. The development would comprise a range of compatible uses, with residential and visitor accommodation supported by a commercial component. The proposed mix would assist with 'out of hours' activation, support the visitor economy, address the shortage of hotel accommodation across Central Sydney, and provide additional employment capacity in Central Sydney, all in a location which benefits from excellent public transport accessibility.

The proposal will contribute to the Sydney skyline, and will complement neighbouring heritage buildings, as well as surrounding development in the vicinity of the site.

To achieve the best quality outcomes, Sydney Metro is seeking to integrate its stations into active precincts. 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 underground, the opportunity exists for the procurement of the stations and OSDs as a single integrated station development package which would encourage delivery at the same time and provide the flexibility for the OSD to be delivered in line with market conditions.

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 southern Pitt Street Station portal.

Sydney Metro is progressing the concept State significant development (SSD) Application for the Pitt Street North OSD, which seeks approval for a building envelope (i.e. volumetric parameters), maximum gross floor area (GFA), 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 mixed use 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 its 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 1.2 of this 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 Environmental Impact Statement was exhibited between September and November 2017 and a Response to Submissions and Preferred Infrastructure Report was submitted to the NSW Department of Planning & Environment (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.

Planning relationship between Pitt Street Station and Pitt Street North OSD

While the Pitt Street North Station and OSD will form a single integrated station development, the planning pathways defined under the EP&A Act require separate assessment for each component of the development. In this regard, the approved station works 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 provisions 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 Environmental Impact Statement (EIS) has been prepared on behalf of Sydney Metro for submission to the DPE in support of a concept SSD Application for OSD comprising a mixed use building integrated with the northern 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 SSD. Under the criteria in clause 19(2) of Sch*edule 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.

In accordance with clause 8(2) of the SRD SEPP, *'if a single proposed development the subject of one development application comprises development that is only partly State significant development declared under subclause (1), the remainder of the development is also declared to be State significant development…'*, which has the effect of categorising elements of the development such as the visitor accommodation component as SSD.

This application is being made under Part 4 of the EP&A Act and comprises a 'concept application' under section 4.22 of the EP&A Act. It forms the first stage of the Pitt Street North OSD project and sets the planning framework (height, setbacks, floor space, car parking, access and land use) against which future detailed SSD Application(s) 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 impact 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 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 a mixed use building at the site which caters to various different uses and works to create a fully integrated station precinct at the heart of the Eastern City
- 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 Metro Station
- enable a building form which works to minimise, to the maximum extent possible, 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 development outcome

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 mixed use building directly above the station. The proposed OSD would respond to a number of key demanded uses in Sydney, including visitor accommodation, commercial floorspace and residential accommodation. This will, in turn, strengthen the mixed use nature of Central Sydney and have an array of benefits on the surrounding area.

The proposed framework under this concept SSD Application would also provide flexibility for the land use mix to reflect market conditions and detailed design work, which will take place once a contractor is appointed, prior to lodgement of detailed SSD Application(s) and the subsequent construction of the project.

The proposal specifically responds to a shortage of visitor accommodation in Central Sydney, by providing for substantial hotel capacity which would contribute to the overall visitor accommodation capacity in Sydney. The location of additional residential and visitor accommodation, as well as 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 commercial component would provide for a unique commercial floorspace area, in a highly sought-after location, which can be used for innovative business needs such as co-working spaces and would generate additional employment at the site. The quantum of residential floorspace proposed would also work to increase the permanent population at the site and more broadly in the Sydney city centre, which would have positive impacts on activation of the site both in and out of traditional business hours.

The proposed building envelope has been designed to minimise adverse environmental impacts, with specific regard to minimising the overshadowing of Hyde Park. In this respect, a tapered envelope lower than the maximum permitted under the *Sydney Local Environmental Plan 2012* (SLEP 2012) is being proposed, with the specific intention of ensuring that the future development has appropriate impacts on the site's surroundings. Additionally, substantial setbacks have been proposed to all street frontages, such that the development will preserve amenity to the surrounding 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 (northern 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 approximately Relative Level (RL) 189 which equates to approximately 43 storeys including a podium height of RL 68 (approximately 45 metres), which equates to approximately 12 storeys above ground
- maximum Gross Floor Area (GFA) of 49,120 square metres for the OSD component, which equates to a Floor Space Ratio (FSR) of 15.59:1, resulting in a total maximum GFA at the site (including station floorspace) of 50,310 square metres and a total maximum FSR of 15.97:1. This includes flexibility to enable a change in the composition of land uses within the maximum FSR sought.
- conceptual use of the building envelope for a range of land uses including commercial office space, visitor accommodation and residential accommodation (subject to further refinement during the detailed SSD Application stage).

  Note: For the purposes of the indicative design the land use mix comprises approximately 300 residential apartments, 200 hotel rooms and 1,500 square metres of commercial floor space, which equates to the maximum FSR sought above.
- 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 approximately 50 spaces located across five levels of the podium
- loading and vehicular access arrangements from Pitt Street
- pedestrian access from Pitt Street, Park Street and Castlereagh 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 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. A concept indicative design, showing a potential building form outcome at the site, has been provided as part of this concept SSD Application at Appendix D.

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 key requirements to address the SEARs issued for the project.

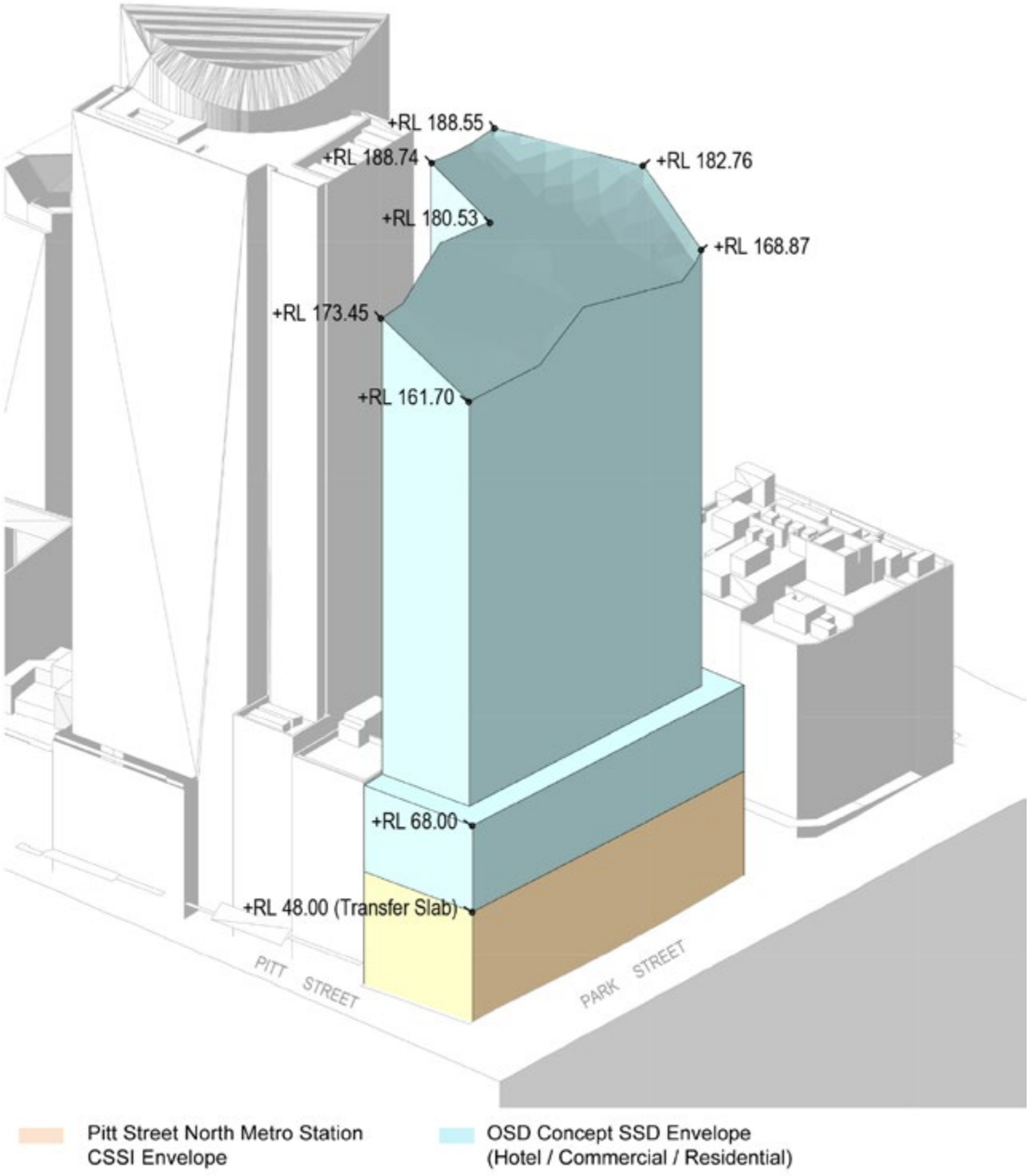

Figure 1 – Proposed Pitt Street North OSD building envelope (axonometric diagram from southwest)

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 proposed development has been designed to comply with clauses 6.17 and 6.18 of the SLEP 2012, with the specific intention of reducing the solar access impact to Hyde Park above and beyond that required under the SLEP 2012.

Although the proposal would overshadow Hyde Park at some times of the year, it is considered that the impact of this would be minor and would generally occur in the late afternoon at the two equinox periods.

Some surrounding residential apartments would also be subject to a degree of overshadowing as a result of the proposed development, however this overshadowing is considered acceptable due to the fact that the potential shadows from the building envelope largely fall within shadows cast by existing surrounding buildings, and that the remaining impacts are considered to be reasonable within the established CBD context.

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 development at the site. Key features of the building envelope include the provision of:

- a maximum height of RL 189 (approximately 43 storeys), designed in a tapered manner to minimise overshadowing impacts to the site's surrounds
- 8 metre weighted average setbacks to all street frontages, in accordance with the definition under the *Sydney Development Control Plan 2012* (SDCP 2012)
- a definitive podium element, which establishes and integrates with the station, and reinforces the established 45 metre street frontage height surrounding the site

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

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 assessment, 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 concluded that the visual impact of the development would generally be low to medium in nature, with the proposed envelope being well suited to the surrounding context. The Pitt Street North 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 residential apartments at 27 Park Street and 199 Castlereagh Street. For both 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 a low to moderate impact on surrounding views, given that the proposed envelope complies with the controls prescribed under the SLEP 2012 and maintains views towards Hyde Park. Some impacts would be experienced in relation to views of Sydney Tower and the mid range views across the city, 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.

Heritage

Heritage impacts have been assessed as part of this process, given the site context which comprises a number of heritage items interspersed between newer development as is common throughout the Sydney CBD. This includes specific analysis of the impacts of the proposal on The National Building and Masonic Club which are both adjacent to the development, as well as the Criterion Hotel on the opposite side of Park Street. A number of other heritage items have also been assessed, with the specific impacts of the proposal assessed and mitigation measures recommended where required.

The Statement of Heritage Impact provided as part of this concept SSD Application provides a series of key recommendations, which particularly relate to the treatment of the proposal against the adjacent National Building and Masonic Club, as well as the general heritage character of Castlereagh Street and Pitt Street. These have been incorporated into the mitigation measures outlined in Chapter 11 of the EIS.

Transport

In the context of the Sydney CBD transport network, the proposal's impacts have been carefully analysed against the existing and future operations. A detailed Transport Impact Assessment has been prepared as part of this application, which works to provide a full assessment of the impacts of the proposed development on the surrounding 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 Park Street bus corridor and the central CBD location of the site and resulting in well resolved traffic, loading and servicing arrangements for the proposed OSD.

In regard to traffic generation, by comparison to the development previously located at the site prior to station construction, the proposed development would have an overall reduction in traffic generation. The proposal also makes use of unique vehicular access arrangements, comprising a managed loading dock at the ground level as well as a car lift to the various car spaces above the ground level. This has been demonstrated to not result in any adverse queueing, if managed appropriately.

An assessment of pedestrian traffic impacts has been undertaken which determines that the pedestrian flows resulting from the OSD are considered to be minor in the context of the overall integrated station development.

An assessment has also been undertaken of taxi and coach demands in relation to the hotel component of the development. This assessment has confirmed that the proposed taxi and coach loading arrangements are appropriate in the context of the site, and would not result in any adverse impacts on the surrounding road network.

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 would work to establish the manner in which a future detailed design would need to address a number of different environmental targets and performance measures, to reflect best practice sustainable building principles including for energy and water efficiency and the use of renewable energy.

Construction management

A Preliminary Construction Management Statement has been prepared by Sydney Metro to address how the development of the project would manage impacts to pedestrians, bus services, Sydney 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 associated with the future OSD have been identified in this assessment, having regard to the Central Sydney context of the site, the proposed future land use and the potential for impacts from station operations.

In regards 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 attenuate structure-borne rail-induced noise and vibration in the OSD to acceptable levels.

Economic impacts

The OSD would provide a range of different economic benefits, reflective of the different uses proposed. The provision of approximately 200 hotel rooms would work to increase the visitor accommodation capacity in a prime location of the Sydney CBD, which would have flow on effects on the tourist economy in Sydney more broadly. The commercial floorspace would work to provide innovative co-working opportunities for business activities, catering to start-ups and other innovative companies in a unique location. The residential development would work to 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.

During construction it is expected that approximately 1,000 – 1,200 jobs would be generated, which would result in a 300 ongoing jobs created during the operation of the development.

Signage

Signage is proposed as part of this concept SSD Application, with one example of signage which could be provided at the site demonstrated at Appendix F. The signage would be integrated into the future building design and is typical of the surrounding Central Sydney context.

The signage has been assessed against the relevant controls (prescribed by *State Environmental Planning Policy No. 64 – Advertising and Signage*) and has been found to be acceptable. Specific signage details would be included in a future application.

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 the 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

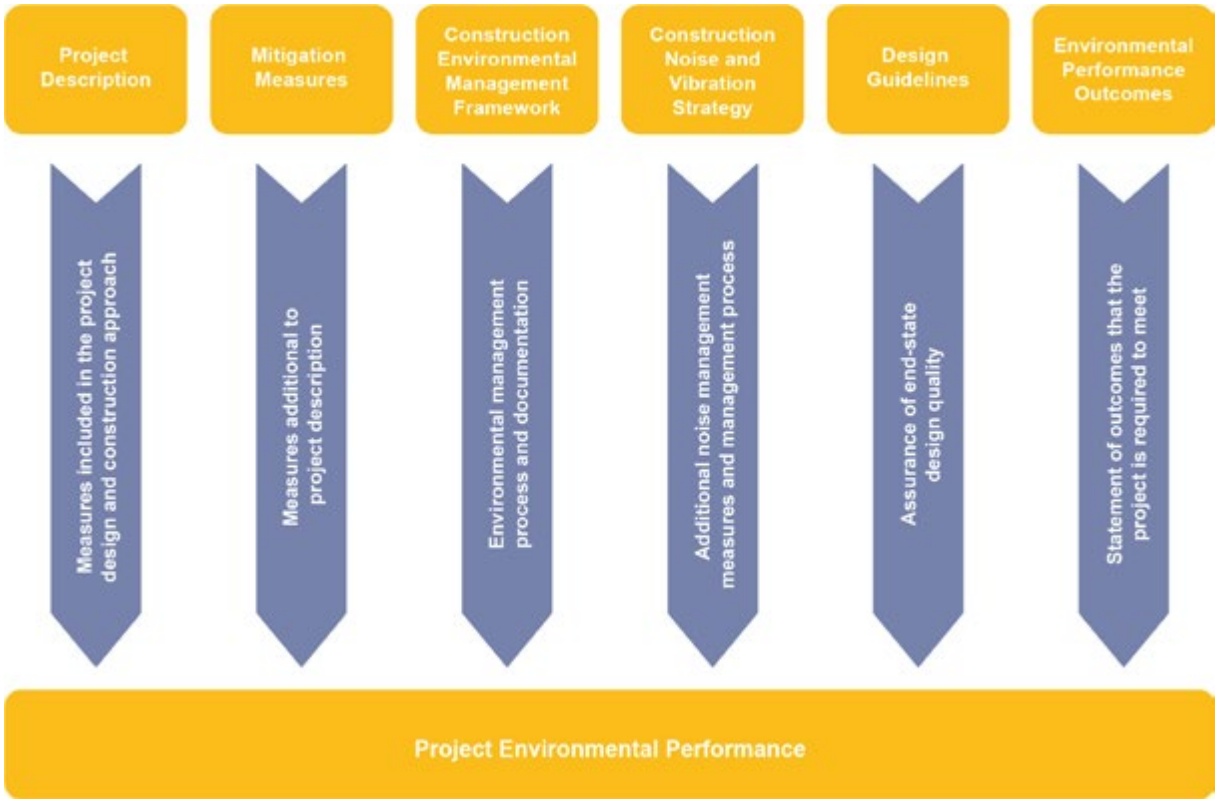

Figure 2 – Project approach to environmental mitigation and management

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 13 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:

- 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
- 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
- engagement with State and local government agencies and public authorities prior to submission to brief them on the project, including, but not limited to, the 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 been engaged with nearby residents, tenants and businesses near the Pitt Street North site throughout the preparation of this application

Feedback received from consultation has been incorporated into the design of the concept proposal 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 North OSD would provide for a new mixed use precinct integrated with the Sydney Metro station. It would respond to a number of highly demanded uses in Central Sydney, contributing to the creation of additional commercial office, visitor accommodation and residential accommodation capacity in a location which benefits from excellent accessibility. Through the combination of uses proposed, the development would enable the provision of a vibrant station precinct throughout the day and night.

The OSD would relate well to the surrounding development context, and complement the existing and future building forms in this portion of Sydney. The concept proposal has also been specifically designed to minimise impacts to Hyde Park, which is reflected in the proposed envelope.

The development would contribute to the diversification of uses in the Sydney CBD, enabling the delivery of the various benefits associated with the different uses at the site to the surrounding area. In order to do so, it has 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 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 mixed use building over the northern 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).

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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 a mixed use building integrated with the northern portal of the future 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 North OSD project. The second stage will be a detailed SSD Application for the design and construction of the OSD (detailed SSD Application).

Figure 3 – Pitt Street North OSD indicative design, as viewed from the corner of Pitt and Park Streets

The concept proposal seeks approval for a building envelope (i.e. volumetric parameters), maximum gross floor area (GFA), 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 for a future mixed use building to sit above and be fully integrated with the northern portal of Pitt Street Station, forming a single integrated station development. No physical works are proposed as part of this concept SSD Application.

An indicative design has been included, which demonstrates one potential design solution which would be consistent with the parameters of this concept SSD Application. Its integration (structural, architectural and functional) with 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, minimisation of overshadowing to Hyde Park has been a key factor 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. Additionally, clause 8(2) of the SRD SEPP states that *'if a single proposed development the subject of one Development Application comprises development that is only partly State significant development declared under subclause (1), the remainder of the development is also declared to be State significant development'.* On this basis, all elements of the development, including the visitor accommodation component 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, Waterloo, Waterloo and Sydenham and new underground platforms at Central."

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 both Pitt Street South (subject to SSD17_8876) and Pitt Street North, 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 (Appendix F).

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 respectively of the CSSI Approval.

Figure 5 – Pitt Street Station concept map

The Pitt Street (north) integrated station development would be a new mixed use hub in the Sydney CBD. Through the provision of different uses, the integrated station development 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, visitor accommodation and office spaces would contribute to the growth of employment potential at the site, boost the visitor accommodation capacity in Sydney and contribute to the residential growth of the city. The concept proposal will also provide for a building which contributes to the Sydney skyline.

Figure 5 illustrates 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 key educational, health and retail uses. Figure 6 illustrates the relationship between Pitt Street North and Pitt Street South OSDs, and Pitt Street Station beneath.

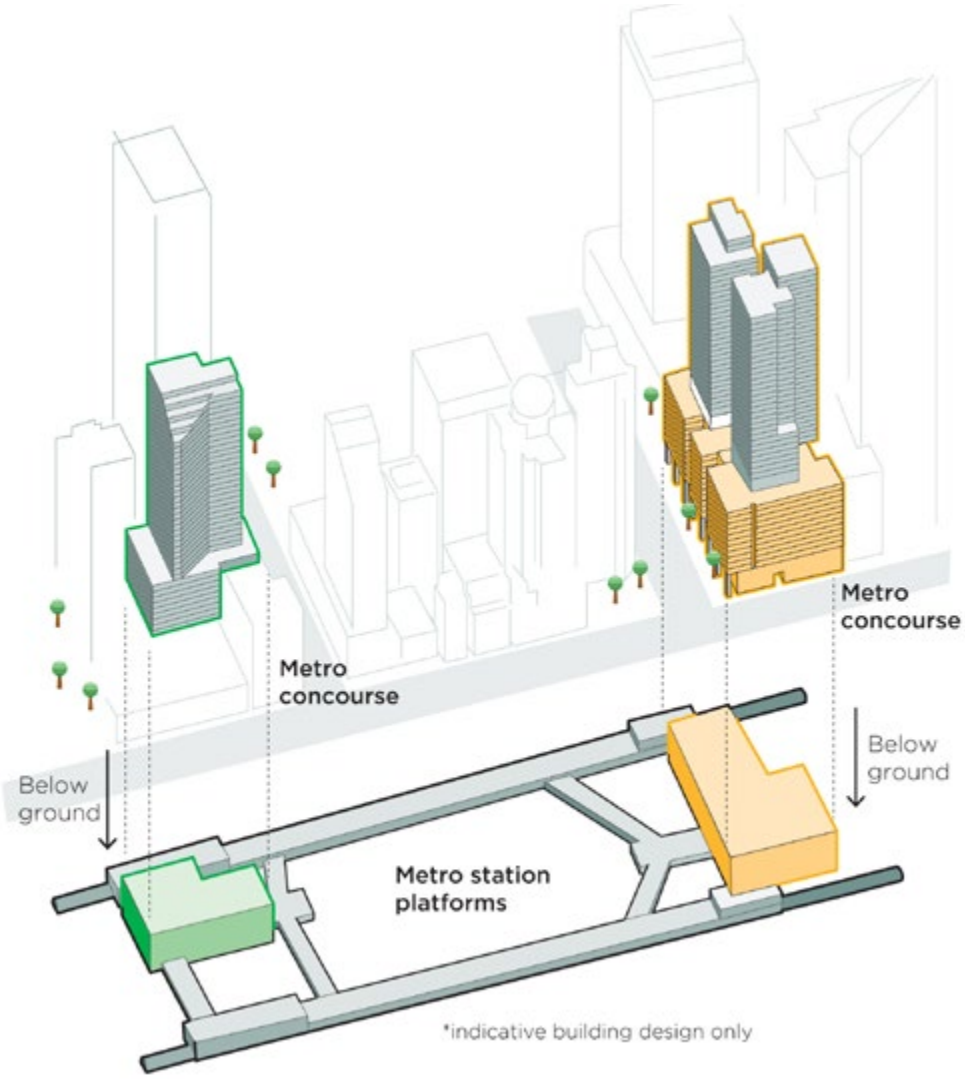

Figure 6 – Proposed Pitt Street North OSD (subject of this application) and its relationship to the proposed Pitt Street South OSD (subject of a separate application) and the underground metro station.

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

While the Pitt Street Station and Pitt Street North OSD will form part of an integrated station development, the planning pathways defined under the EP&A Act require 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
- the pedestrian link between the northern and southern portals of Pitt Street Station
- 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 (RL 48), 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, visitors, residents, pedestrians and workers. In this regard, pedestrian access to the station would be from Park Street and the OSD lobbies would be accessed from Pitt Street, Park Street and Castlereagh Street. The location of multiple spaces within the building to be used as lobbies enables the provision of different uses within the OSD.

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.

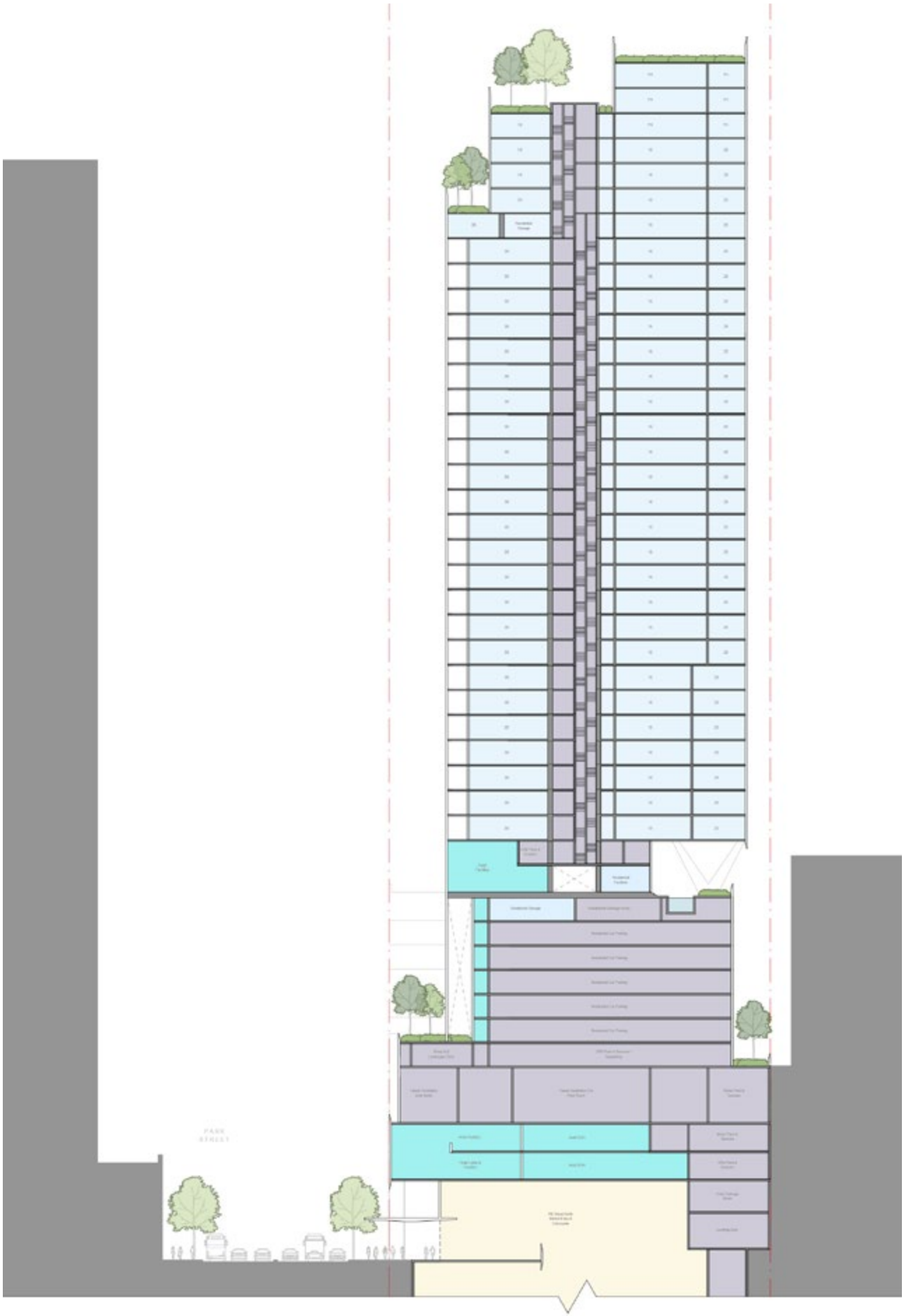

Figure 7 – Delineation between station and OSD

1.3 Overview of proposed Pitt Street North OSD

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

- a building envelope for the proposed OSD
- a maximum building height of Relative Level (RL) 189 which equates to approximately 43 storeys, including a podium height of RL68 (approximately 45 metres), which equates to approximately 12 storeys above ground
- a maximum GFA of 49,120 square metres for the OSD component, which equates to a Floor Space Ratio (FSR) of 15.59:1, resulting in a total maximum GFA at the site (including station floorspace) of 50,309 square metres and a total maximum FSR of 15.97:1. This includes flexibility to enable a change in the composition of land uses within the maximum FSR sought.
- conceptual use of the building envelope for a range of uses including commercial office space, visitor accommodation and residential accommodation (subject to further refinement during the detailed SSD Application stage). A number of facilities for the use of future occupants are also contemplated throughout the building envelope.

  Note: For the purposes of the indicative design the land use mix comprises approximately 300 residential apartments, 200 hotel rooms and 1,500 square metres of commercial floor space, which equates to the maximum FSR sought above.
- 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 approximately 50 spaces located across five 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, signage, 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.

Architectural drawings illustrating the proposed building envelope are provided at Appendix C. An indicative OSD design for a possible building solution is provided at Appendix D.

The eastern elevation of the proposed building envelope and a photomontage of the indicative OSD design are shown at Figure 8 and Figure 9, respectively.

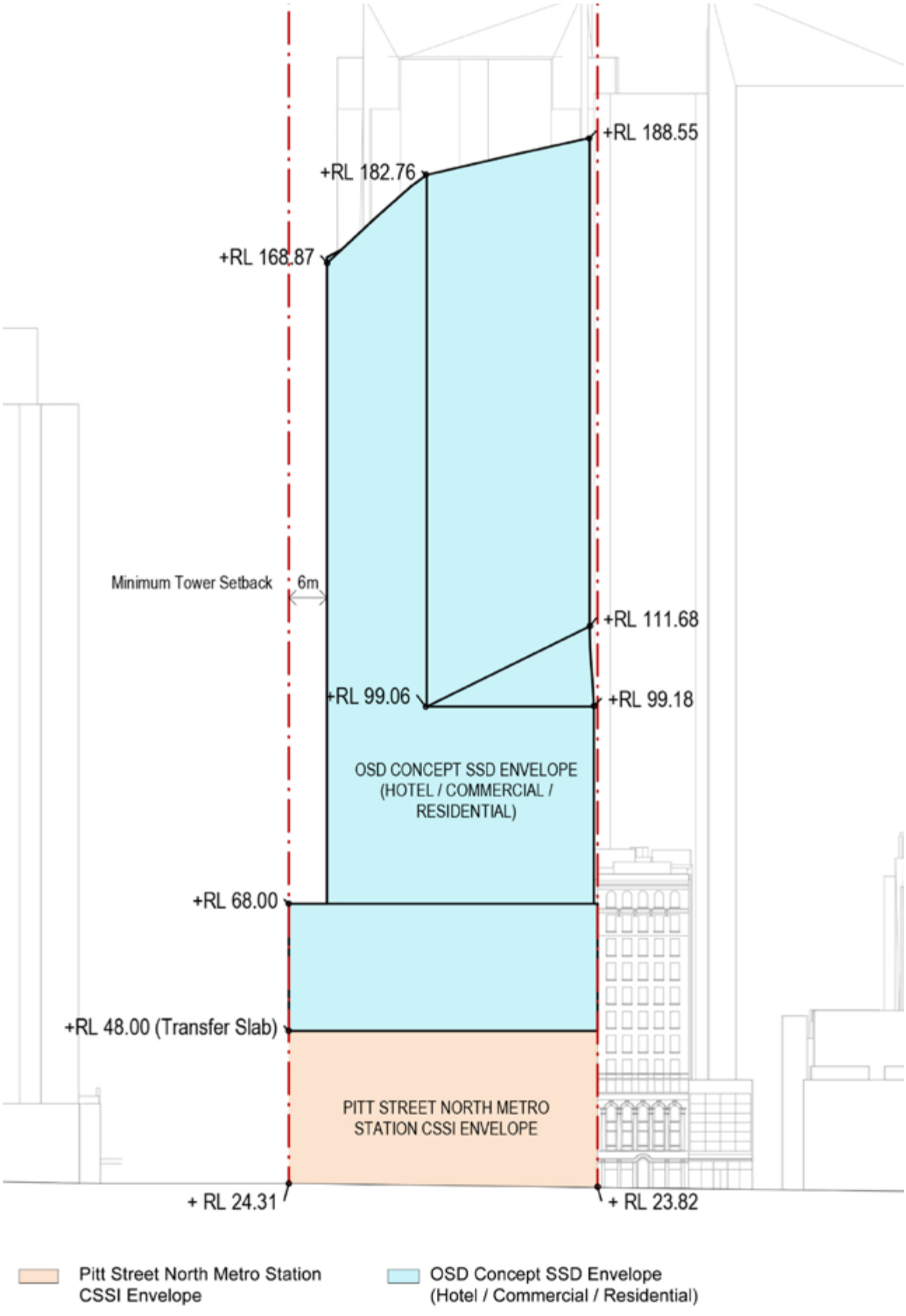

Figure 8 – Eastern elevation of the proposed building envelope

Figure 9 – Photomontage of the indicative scheme viewed from the east

The OSD project is expected to create approximately 1000 – 1,200 jobs during the construction phase and the development could accommodate an estimated 300 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 more than 66 kilometres of new rail. Once completed, Sydney Metro, along with other signalling and infrastructure upgrades across the existing networks, will increase the capacity of Sydney's train services from approximately 120 per hour today up to 200 services beyond 2024 – a 60 per cent increase resulting in an extra 100,000 train customers per hour in the peak. The project has been endorsed by the NSW Government as a key component of *Sydney's Rail Future: Modernising Sydney's Trains*.

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 SLR network. Pitt Street Station will also play a key role in alleviating congestion from other surrounding CBD 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 mixed use OSD which is integrated with the northern portal of Pitt Street Station. The various uses of the OSD, being visitor accommodation, residential accommodation and commercial premises, respond to a number of different in demand land uses in the Sydney CBD.

In particular, there is an undersupply of visitor accommodation in Sydney, as noted in the City of Sydney's Visitor Accommodation Action Plan (2015). An ongoing focus on tourism as being a key economic driver in Sydney needs to be underpinned by sustainable growth in the visitor accommodation capacity, if the sector is to continue to increase in size and importance. The proposed mixed use development responds directly to this by providing additional visitor accommodation capacity in this location.

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, responding directly to the principles of Transit Oriented Development
- 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 Metro Station
- enable a building form which works to minimise, to the maximum extent possible, overshadowing impacts on public open space 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 F) 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 northern 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 a genuine and exciting opportunity to create a new Pitt Street North integrated station precinct which is a new hub of activity and destination in 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 Chapter 8).

This option would also be inconsistent with NSW transport policy direction by missing a major opportunity 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).

1.6.2 Alternative option B – alternative land uses

Under this assessment, 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 potential land uses for the OSD component above the station portal.

These potential land uses comprise:

- residential
- commercial
- retail
- student accommodation
- hotel and visitor accommodation
- a mix of the above uses

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

- **appropriate locational context -** the suitability of the land use option within the CBD context of the Pitt Street North site
- **adequacy of street level and ground floor space -** the ability of street level ground floor space to accommodate the land use without interrupting the approved station operations or the surrounding street network
- **adequacy of car parking and vehicular service provision -** the ability for an adequate level of vehicular and service capacity to be provided on site to meet the requirements of the particular land use
- **adequacy of vertical lifting -** 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 and size -** the ability for a suitable building form and floorplate to be provided within the envelope which would be appropriate for the option land use
- **impact on adjoining properties -** 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.)
- the degree to which each land use option would be able to benefit from the opportunities afforded by the future Sydney Metro station portal at the site

The highest scoring option against these criteria was the mixed use option. This was due to the ability for the land use mix at the site to provide an outcome commensurate with its central CBD context and which can contribute to the generation of employment and housing. By providing a mix of uses, the proposal can to meet the demand for land visitor accommodation, commercial floorspace and residential accommodation in the heart of the Sydney CBD.

Additionally, the proposal would be able to function alongside the station operations in a manner which minimises potential impacts. A mixed use option has been assessed as having the most land use benefits in this location and would also be able to be accommodated within the building envelope. A full commercial or visitor accommodation scheme would have different environmental impacts and would need to be developed with a view to minimising such impacts in this busy 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 is mixed use, some flexibility is proposed as to the exact land use combination, which may be subject to further design development at the detailed SSD Application stage.

1.6.3 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. With the exception of Option 1, the options include an 8 metre weighted average setback with a minimum 6 metre setback to allow for greater façade articulation. The key features of each considered envelope option have been discussed in Table 1.

Table 1 – Key components of different envelope options

Envelope Option	Approximate Podium height	Podium Setback	Setbacks above podium	Maximum building height	Envelope above podium
Envelope Option 1	45 metres (Approximately 12 storeys)	Nil	4 metres	130 metres (RL 152 or approximately 35 storeys)	Designed in accordance with the applicable Sun Access Plane
Envelope Option 2	25 metres (Approximately 6 storeys)	Nil	8 metres weighted average setback	240 metres (RL 262 or approximately 65 storeys)	Designed to the full width of the envelope to the full height of the building in accordance with the SLEP 2012 controls, excluding the Sun Access Plane provisions.
Envelope Option 3	25 metres (Approximately 6 storeys)	Nil	8 metres weighted average setback	175 metres (RL 198, or approximately 50 storeys)	Designed to match the height of 201 Elizabeth Street
Envelope Option 4	45 metres (approximately 12 storeys)	Nil	8 metres weighted average setback	165 metres (RL188 or approximately 43 storeys)	Designed with consideration to the surroundings of the site

These options have been further discussed below, as well as in the Built Form and Urban Design Report provided at Appendix F.

Envelope Option 1

Assessment of building envelope

The first option considered comprises a building envelope designed to comply with the SLEP 2012 Hyde Park West Sun Access Plane, a prescriptive three-dimensional maximum height control mechanism which exists for the purposes of reducing overshadowing impacts to nominated areas of public open space such as Hyde Park.

This option includes the provision of a 45 metre podium height, which is the maximum podium height contemplated by the *Sydney Development Control Plan 2012* (SDCP). In all options, the podium design corresponds to the approved CSSI station design having nil setbacks to the property boundaries. Above this, the building has been set back 4 metres from each of the eastern, southern and western boundaries, with a nil setback provided at the northern boundary. Option 1 has been illustrated at Figure 10 and Figure 11.

Figure 10 – Plan of Envelope Option 1

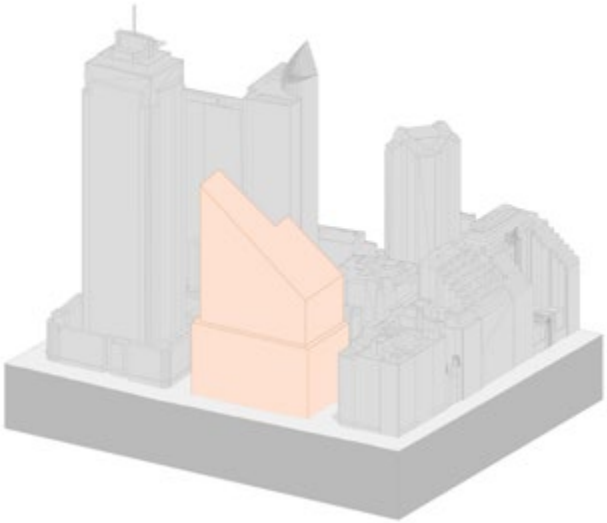

Figure 11 – Envelope of Option 1

Evaluation of building envelope

This option is compliant with the provisions of the SLEP 2012. Clause 6.18 of the SLEP 2012 enables the provision of a building envelope which protrudes above the Sun Access Plane, so long as it matches the height of the existing development at 201 Elizabeth Street (approximately RL 198 or 175 metres). On this basis, the maximum height of this option (approximately RL152 or 130 metres) is substantially less than this height.

This option is generally consistent with the provisions of the SDCP 2012 in regards to the podium height. However Option 1 proposes 4 metre setbacks above the podium to each of the street frontages which is inconsistent with the SDCP 2012 which requires 8 metre average setbacks to the relevant street frontages.

Of the four options considered, Option 1 would result in the least overshadowing of Hyde Park. However, it is noted that even with this design, the proposal would still result in some overshadowing to Hyde Park at certain times of year, as is common for development in the vicinity of Hyde Park.

This option would also enable the delivery of the largest floorplate of the four options, maximising the area of each floor by encroaching on the street setbacks. This would provide for additional floorspace at the lower levels of the development, in the envelope above the podium.

One potential issue in relation to this option is that the larger floor plate would result in reduced setbacks at the eastern, southern and western boundaries. This could reduce sky access to the street environments of Castlereagh and Pitt Street. This impact would also have an impact on the sky access enjoyed at Park Street, which is one of the key east-west arteries in the City of Sydney. This option

would comprise a substantially shorter building envelope than the other options and although the reduced building envelope could potentially result in a decrease in the level of overshadowing to Hyde Park in isolation, the benefits of this would be largely reduced due to the location of numerous existing tall buildings around the site, including 201 Elizabeth Street, the ANZ Tower at 161 Castlereagh Street and the Citigroup Centre at 2-18 Park Street. Given that the shadow of the envelope would partially fall within these existing shadows, the overshadowing reduction from this option would not be as substantial as it otherwise may have been.

With consideration to the above, Option 1 proposes the shortest building envelope, but maximises the building floorplate above the podium. As discussed above, the benefits from the Sun Access Plane aligned envelope are lessened by the existence of numerous tall buildings around the site.

The shorter building form reduces the development potential of the site, which directly reduces the potential benefits associated with the OSD including the provision of new housing, employment and tourist accommodation. Additionally, the potential impact of the development on public domain daylight levels, and public domain amenity because of the reduced street setbacks is not considered appropriate or justified.

In light of this assessment, Option 1 has not been pursued.

Envelope Option 2

Description of building envelope

The second option considered comprises a development proposal which has been designed to reach a building height of 240m above ground, which is approximately equivalent to the height of the Greenland Development at 115 Bathurst Street. It is noted that in accordance with the height of buildings controls at the site, this option exceeds the maximum allowable building height under the SLEP 2012.

This option also includes the provision of a 25 metre podium height. Above this, the building has been set back 8 metres from each of the eastern, southern and western boundaries, with a nil setback provided at the northern boundary.

Envelope Option 2 has been illustrated at Figure 12 and Figure 13.

Figure 12 – Plan of Envelope Option 2

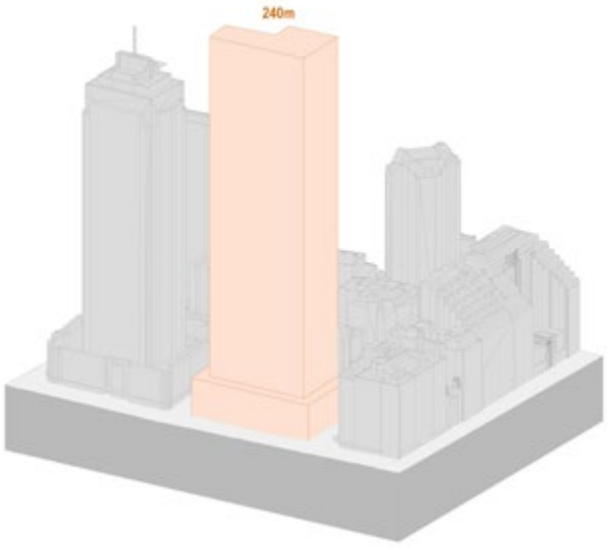

Figure 13 – Envelope of Option 2

Evaluation of building envelope

This option is not compliant with the provisions of the SLEP 2012, comprising a height substantially taller than that allowable under Clauses 6.17 and 6.18, which set the maximum allowable building height at the site. This would breach the Sun Access Plane, and go beyond the allowable exception to the Sun Access Plane, making it taller than all buildings in the immediate vicinity of the site. This option would result in a maximum height of approximately 240 metres or RL262.

This option is generally consistent with the provisions of the SDCP 2012 in regard to the podium height and the street setbacks, which have each been designed in accordance with the weighted average setback provisions of the SDCP 2012. Under these provisions, development would be allowed to have a minimum of 6 metre setback from each frontage, so long as each frontage has a weighted average setback of 8 metres.

Having the largest envelope of the four options considered, the key benefit of this option would be the provision of substantial floor space at the site for the use of the OSD.

However, this option would result in adverse impacts on Hyde Park in terms of overshadowing. An envelope of this nature would exceed the height of surrounding buildings, and result in overshadowing to the public open space throughout the year. This would contravene one of the key aims of Clause 6.17 of the SLEP 2012, in that it would result in a building which impacts sunlight access to one of the public spaces nominated under the clause (Hyde Park). Any benefit from the 25 metre podium heights and complying setbacks above the podium in regard to increased public domain daylight in the surrounding streets would not be sufficient to balance against the overshadowing impacts to Hyde Park.

Option 2 has not been pursued.

Envelope Option 3

Description of building envelope

The third option considered comprises an envelope which has been designed to comply with Clauses 6.17 and 6.18 of the SLEP 2012. Specifically, Clause 6.18 allows for the provision of a building which exceeds the Sun Access Plane on the basis that it does not exceed the maximum height of the existing building on a nominated site (in this case 201 Elizabeth Street).

This option also includes the provision of a 25 metre podium height. Above this, the building has been set back 8 metres from each of the eastern, southern and western boundaries, with a nil setback provided at the northern boundary.

Option 3 has been graphically demonstrated at Figure 14 and Figure 15.

Figure 14 – Plan of Envelope Option 3

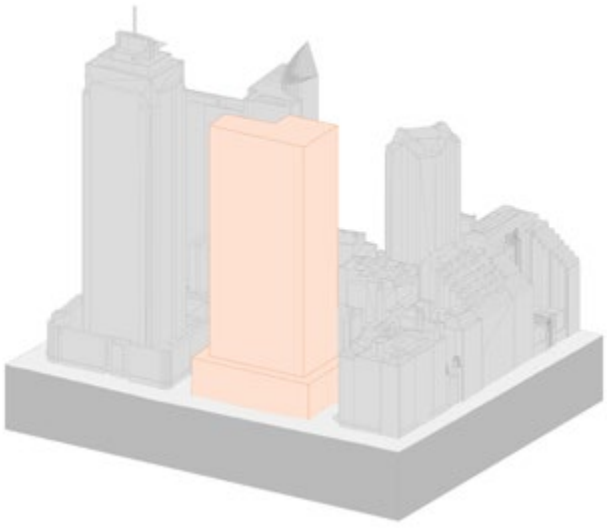

Figure 15 – Envelope of Option 3

Evaluation of building envelope

This option is generally compliant with the provisions of the SLEP 2012, given that the envelope has been designed to the maximum allowable height. However, some portions of the tower at the south-eastern and north-western corners of the site would protrude beyond the allowable envelope, making this option still inconsistent with the relevant LEP provisions.

This option would be generally consistent with the provisions of the SDCP 2012 in regard to the podium height. This option also includes the provision of 8 metre weighted average street setbacks from all street frontages, which would similarly comply with the SDCP 2012.

This option would result in a building form which would result in an acceptable impact on solar access to Hyde Park at some parts of the year, including the Winter Solstice on 21 June. However, at other times of year, in particular the equinox periods, this option would result in a building form which has an adverse impact on solar access to Hyde Park.

The lower podium component of this option may provide some additional sunlight at the street level, however the benefit of this would be marginal (as demonstrated at Chapter 8.5) and would be outweighed by the sun access impact outlined above.

Option 3 proposes the maximum allowable building height under the SLEP 2012. This option would however still be inconsistent with the SLEP 2012 by virtue of the extent of the envelope above the podium. The resultant impact of this envelope would also result in overshadowing of Hyde Park at certain times of year.

In light of this assessment, Option 3 has not been pursued.

Envelope Option 4

Description of building envelope

The fourth option considered comprises a design which has been designed to comply with the relevant height of building controls under the SLEP 2012. In addition to this, the envelope has been further refined to minimise potential overshadowing impacts to Hyde Park. Specifically, this has been achieved through:

- reduction of the envelope at the north-eastern corner of the site along the top half of the tower
- adoption of a tapered envelope design at the highest extents of the envelope, in order to align the vertical extent of the envelope to the potential overshadowing of other buildings, and to the angle of the shadows cast over Hyde Park in the afternoon period

Specifically, this tapered option comprises an angled maximum height which generally descends from higher points at the northern boundary (RL173.45, RL180.53, RL188.74 and RL188.50 from east to west) towards lower points at the southern boundary (RL161.70 and RL168.87 from east to west).

This option also includes the provision of a 45 metre podium height, which is the maximum podium height contemplated by the SDCP 2012. Above this, the building features a minimum 6 metre setback and weighted average 8 metre setback from each of the eastern, southern and western boundaries, with a nil setback provided at the northern boundary.

Option 4 has been graphically represented at Figure 16 and Figure 18. The tapered design of the envelope has been demonstrated at Figure 17.

Figure 16 – Plan of Envelope Option 4

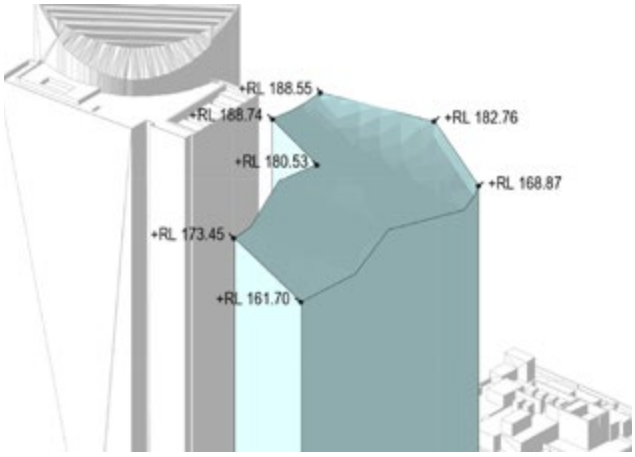

Figure 17 – Tapered envelope design at the highest extent of Option 4

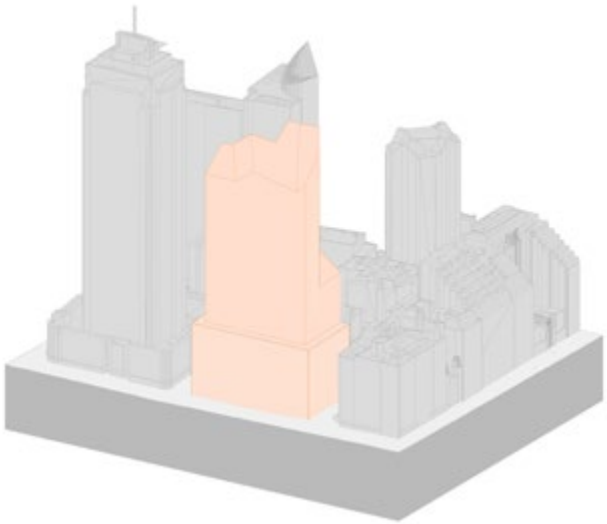

Figure 18 – Envelope of Option 4

Evaluation of building envelope

This option is compliant with the provisions of the SLEP 2012, being well below the maximum allowable height prescribed by Clauses 6.17 and 6.18. In this case, the envelope is a minimum of 10 metres less than the maximum allowable, with this amount increased towards the southern boundary of the site.

This option is generally consistent with the provisions of the SDCP 2012 in regards to the podium. Above this, the building has been set back a minimum of 6 metres, and weighted average amount of 8 metres from each of the eastern, southern and western boundaries, with a nil setback provided at the northern boundary.

This option has been specifically designed to minimise the overshadowing of the development to Hyde Park. A detailed assessment of this impact has been undertaken at Chapter 8.2, and it is confirmed that this approach results in an acceptable level of overshadowing. By enabling the envelope to fall within the shadow of other buildings for substantial parts of the year, the level of impact on the public open space is substantially mitigated. This option also enables the delivery of a useable area for the provision of a workable building form, and will maintain public amenity on the surrounding streets through the provision of street setbacks consistent with the SDCP 2012.

Option 4 proposes a building envelope which is reflective of the context of the site, and has been designed to minimise overshadowing to Hyde Park. In light of this assessment, Option 4 has been selected for the purposes of this concept SSD Application.

Further analysis of the proposed building envelope has been provided in the Built Form and Urban Design Report provided at Appendix F. This building envelope has also been further detailed at Chapter 4.3 of this EIS, and assessed against the relevant strategic policy at Chapter 6.

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.*

Additionally, clause 8(2) of the SRD SEPP states the following:

> *If a single proposed development the subject of one development application comprises development that is only partly State significant development declared under subclause (1), the remainder of the development is also declared to be State significant development, except for:*
>
> a) *so much of the remainder of the development as the Director-General determines is not sufficiently related to the State significant development, and*
>
> b) *coal seam gas development on or under land within a coal seam gas exclusion zone or land within a buffer zone (within the meaning of clause 9A of State Environmental Planning Policy (Mining, Petroleum Production and Extractive Industries) 2007), and*
>
> c) *development specified in Schedule 1 to State Environmental Planning Policy (Mining, Petroleum Production and Extractive Industries) 2007.*

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, maximum GFA, a range of 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 (northern 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 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 OSD design (Appendix D). The 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 below 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, 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 F

Requirement	Chapter of EIS	Technical report
∘ *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	
∘ 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	
∘ Guide to Traffic Generating Developments (RMS)	Chapter 6.14	
∘ NSW Planning Guidelines for Walking and Cycling	Chapter 6.14	
∘ NSW Bicycle Guidelines	Chapter 6.14	
∘ Sustainable Sydney 2030	Chapter 6.11	
∘ Sydney City Centre Access Strategy 2013	Chapter 6.14	
∘ City of Sydney Policy for Waste Minimisation in New Development	Chapter 6.14	
∘ City of Sydney Public Art Policy and Guidelines for Public Art in Private Development	Chapter 6.14	
∘ 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 F 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 F
∘ include a floor by floor breakdown of GFA	Chapter 4.5	Appendix F
∘ 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

Requirement	Chapter of EIS	Technical report
∘ 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	Appendix H
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 F
∘ 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	Appendix F
∘ provide an indicative building and landscape design showing a possible built form within the proposed building envelope	Chapter 4.8	Appendix D
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 E 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 F
∘ 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). The analysis is to include consideration of the implications of application SSD8105 currently under assessment	Chapter 8.2	Appendix F
∘ 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 8.3	Appendix V
∘ view impact analysis from adjoining developments	Chapter 8.3	Appendix U
∘ wind analysis outlining how the proposed development will minimise impacts to pedestrian comfort and safety	Chapter 8.14	Appendix M
∘ demonstrate the impacts of the proposal on the amenity of surrounding residential development including measures to minimise potential overshadowing, privacy and view impacts	Chapter 8.3 Chapter 8.7	Appendix F

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 8.17	Appendix O
∘ include an analysis of impacts of the proposal on daylight levels in the surrounding public domain	Chapter 8.5	Appendix F
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 Sydney School of Arts (SHR 00366); Pitt Street Uniting Church (SHR 00022); and The Great Synagogue (SHR01710) - the locally listed Criterion Hotel including interior (I1933); Pilgrim House including interior (I1935); National Building (I1931), Masonic Club including interior (I1699) and (former) Australian Consolidated Press façade (I1751).	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
∘ 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, pedestrian and bicycle networks, including any required upgrades	Chapter 8.10	Appendix T
∘ proposed hotel pick-ups and drop-offs via 'kiss and drop' point-to-point services, bus and coach without adverse traffic impacts	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
∘ assess the impact of the proposed driveways, with the consideration of a shared single driveway on Castlereagh Street	Chapter 8.10	Appendix T

Requirement	Chapter of EIS	Technical report
∘ sustainable transport options with a minimum of car parking spaces provided	Chapter 8.10	Appendix T
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 8.12	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 8.11	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 7.4	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 8.18	
∘ any additional contributions proposed or material public benefits associated with any proposed floor space above existing planning controls	Chapter 8.18	
∘ any proposed Voluntary Planning Agreement or other legally binding instrument agreed between relevant public authorities	Chapter 8.18	
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 156.00AHD)	Chapter 8.13	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 8.15	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 North station and the timing of public domain works	Chapter 4.12	
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.		Appendix C
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 F
∘ schedule of proposed gross floor area per land use		Appendix F
∘ 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 F
∘ architectural drawings (to a useable scale at A3), including landscape concept plan/s		Appendix C
∘ 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 F
∘ solar access analysis report and diagrams: - oincluding 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 F
∘ wind impact assessment (including a wind tunnel study)		Appendix M 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 W Appendix U Appendix V
∘ physical and 3D digital model (generally in accordance with the City of Sydney Council requirements)		Submitted separately
∘ noise and ventilation report		Appendix O
∘ services and utilities infrastructure report		Appendix AA
∘ signage details (if proposed)		Appendix F
∘ flight path report		Appendix X
∘ 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 F

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: (iii) In respect of which the development application is to be made, or (iv) 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 8 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

Requirement for Content of EIS	Chapter of EIS
(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
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.

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THE SITE

CHAPTER THREE

3. The site

3.1 Location

The site is located across the full southern extent of the Sydney CBD block bounded by Pitt Street, Park Street and Castlereagh Street, directly above the future Pitt Street Station northern portal (Figure 19). Park Street is one of the main east-west thoroughfares through this part of the Sydney CBD, while Pitt and Castlereagh Streets are two of the key north-south thoroughfares.

The site has a total area of 3,151 square metres and has frontages of approximately 28 metres to Pitt Street, 81 metres to Park Street and 48 metres to Castlereagh Street.

Figure 19 – 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 northern portal of Pitt Street Station, with the southern portal (subject to separate application) located approximately 160 metres to the south, near the intersection of Pitt Street and Bathurst Street (Figure 20). 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.

An aerial photograph demonstrating the context of the site is provided at Figure 20 below.

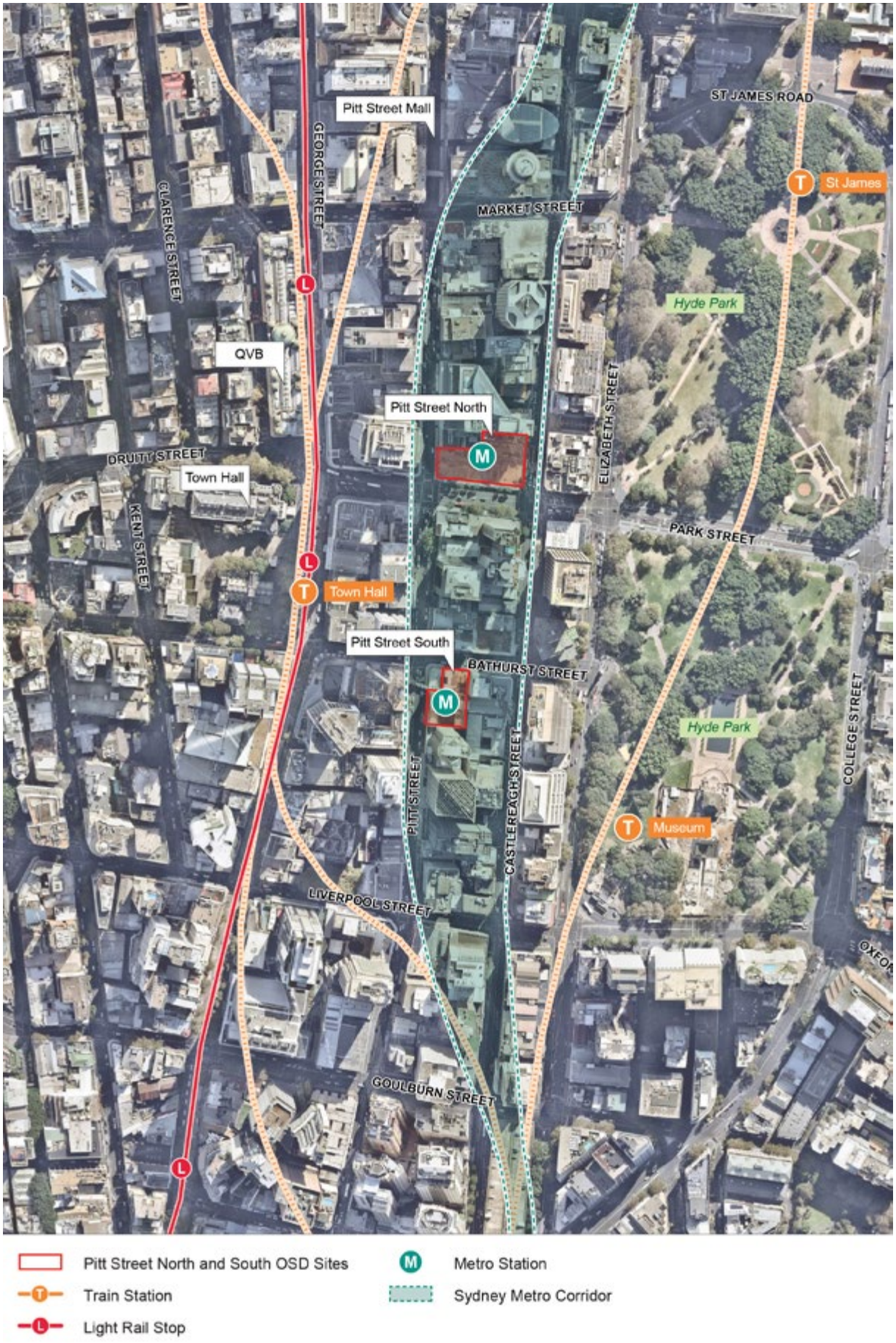

Figure 20 – Context map

3.2 Legal Description

The site comprises ten lots as detailed at Table 4 and Figure 21.

Table 4 – Legal description of site

Address	Lot and DP
254 Pitt Street	Lot 1 in DP596474
256 Pitt Street	Lot 17 in DP1095869
40 Park Street	Lot 2 in DP509677
42 Park Street	Lot 2 in DP982663
44 Park Street	Lot 1 in DP982663
46 Park Street	Lot 3 in DP61187
48 Park Street	Lot 1 in DP74367
175-183 Castlereagh Street	Lot 3 in DP74952
	Lot 2 in DP900055
	Lot 1 in DP229365

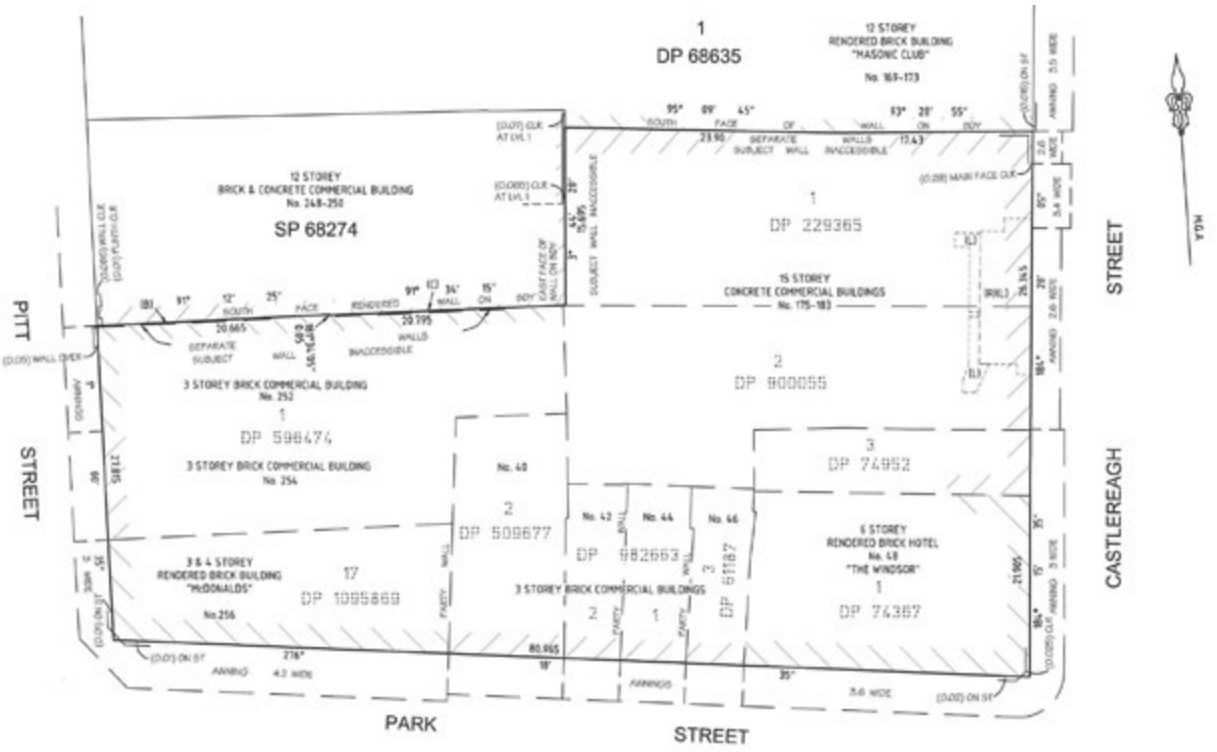

Figure 21 – Site survey

It is noted that the lots comprising the site will be consolidated and subdivided under the terms of the CSSI Approval and this is proposed to occur on or prior to the station completion 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 Section 4.19 of this EIS.

3.3 Development on the site pre-demolition

All building and structures on the site have been demolished under the terms of the CSSI Approval. This comprised a mix of low-medium rise buildings, ranging from three to 14 storeys, as described further below.

175-183 Castlereagh Street

The development formerly located at 175-183 Castlereagh Street comprised a 14 storey mixed use commercial building, featuring business premises at the ground floor and office levels above. It was located immediately adjacent to the Masonic Club featuring minimal or nil setbacks to the side and rear boundaries, and was the tallest building on the site prior to demolition. The previous development at 175-183 Castlereagh Street featured between 160-170 on-site parking and service bays, which were generally utilised for employee parking along with mail delivery vehicles associated with the Australia Post office previously located at the site. This car parking was accessed from Castlereagh Street, approximately 20 metres north of the intersection between Park Street and Castlereagh Street.

40-46 Park Street

The development located at 40 – 46 Park Street comprised a series of uniform height three storey buildings located adjacent to one another, of a similar architectural design and style. Most buildings comprised ground floor retail uses, with two further storeys located above used for additional retail space. All buildings were built to the front boundary, affording no setback to Park Street.

48 Park Street

The former building at 48 Park Street comprised The Windsor Hotel. This building was six storeys in height, with a slight setback at the topmost floor. The building was used as a hotel, and was principally oriented towards the south and east. The Windsor Hotel was not a Heritage Item under the SLEP 2012 prior to demolition.

252-254 Pitt Street

This development comprised two adjacent three storey developments on Pitt Street, both containing retail premises at the ground level. A club was formerly located above the development at 252 Pitt Street.

256 Pitt Street

256 Pitt Street comprised the corner allotment on Pitt Street and Park Street. The site was used as a fast food premises and was constructed to a height of four storeys. The building was constructed to the street alignment and abutted the National Building to the north.

Photographs demonstrating the appearance of the site prior to demolition have been provided at Figure 22 to Figure 23.

Figure 22 – Former development at the site, as viewed from the intersection of Park Street and Pitt Street

Figure 23 – Former development at the site, as viewed from the intersection of Park Street and Castlereagh Street

As a result of the approved demolition, the site is now vacant and will be surrounded by construction hoarding for the duration of the Sydney Metro works. Once the station is completed, the site will contain the future northern portal of Pitt Street Station, providing a key access point for metro users to and from the street network surrounding the site. The current conditions of the site are illustrated in Figure 24 and Figure 25 below.

Figure 24 – Existing development of the site, as viewed from Pitt and Park Street (to the north)

Figure 25 – Existing development of the site, as viewed from Castlereagh Street (to the west)

3.4 Surrounding development

Given the Central Sydney context, the site is generally surrounded by development of various densities. The context of the site is characterised by a broad mix of land uses, building ages and forms. These are further described in the following sections.

3.4.1 To the north

The northern boundary of the site is the only boundary which is immediately adjacent to other buildings. The 12 storey Masonic Club building is located at the eastern end of the site's northern boundary, and the National Building is located at the western end of the northern boundary. Both buildings comprise mixed use visitor accommodation and commercial land uses and are heritage listed in the SLEP 2012 (further discussed at Chapter 8.9).

The Masonic Club has south facing windows at all levels, which are oriented towards the site. Part of the Masonic Club building features a nil setback to the site, with the exception of a central portion of the building approximately 21 metres long, which is set back approximately 11 metres from the site boundary.

The National Building has no setback to the site and does not contain south facing windows, however an indentation within the building forms a light well with east and west facing windows oriented inwards to the site. At the south-eastern corner of the site, some additional west facing windows from the National Building are located. Some additional south facing windows are located at the core of the building, and are set back approximately 12 metres from the common property boundary.

Further to the north of the site is Liberty Place and ANZ Tower at 161 Castlereagh Street. ANZ Tower has a maximum height of 195 metres and comprises a mix of blank facades and some glazed areas at the southern elevation. Buildings at 161 Castlereagh Street occupy the full block width, featuring a primary street address to Pitt Street, with secondary access as well as a heritage and commercial precinct accessed from Castlereagh Street. Beyond this is the remainder of the city block, Market Street and the Pitt Street retail area.

A photograph of development to the north of the site is provided at Figure 26.

Figure 26 – Existing development to the north of the site, as viewed from Castlereagh Street (to the west)

3.4.2 To the east

To the east of the site is Castlereagh Street, which is a key north-south vehicular spine through Central Sydney. Castlereagh Street is 19 metres wide and supports southbound traffic.

Further to the east are a range of fine grain buildings of approximately 12 storeys, which are predominately used for commercial purposes. The Great Synagogue (further discussed at Chapter 8.9) is a heritage listed building in SLEP 2012 located to the north-east of the site opposite the Masonic Club. The Great Synagogue is largely oriented towards Elizabeth Street to the east, however it also has a frontage to Castlereagh Street opposite the site.

Beyond these buildings is Elizabeth Street, which is a key arterial north-south transport corridor (further discussed in Chapter 3.5) beyond which is Hyde Park. Hyde Park is located on the eastern side of Elizabeth Street, and is a principal area of open space within the context of the Sydney CBD.

Figure 27 – Existing development to the east of the site, and Castlereagh Street

To the south-east of the site is 201 Elizabeth Street, an existing 38 storey commercial office tower, featuring retail levels at the ground and lower ground floors and office space above. This site is the subject of a concept SSD consent (refer Chapter 3.4.5).

Figure 28 – Existing development at 201 Elizabeth Street

3.4.3 To the south

Immediately to the south of the site is Park Street, which is a key east-west transport corridor through the Sydney CBD. Park Street also provides a key role as a pedestrian avenue across the city between Hyde Park and the Town Hall Civic Precinct, providing a visual link between the two key components of the city.

Further to the south of Park Street is the Park Regis Building, which is located to the south-east of the site. The Park Regis building comprises residential apartments and a hotel with ground floor retail set behind a colonnade and above-ground car parking in the podium levels.

Adjacent to the west of the Park Regis Building is the Criterion Hotel, which is a heritage-listed three storey hotel building. The Criterion Hotel is principally used as a food and drink premises, with visitor accommodation located at the upper levels (Figure 30).

To the south-west is the location of the future Town Hall Square (a future city transformation project by the City of Sydney), which will occupy the northern part of the block bounded by George, Park and Pitt Streets. This block is currently occupied by a number of buildings, including the current Woolworths building on the corner of Park and George Streets. The City of Sydney Council envisages the creation of a new area of public open space on this site. A photograph of the current building layout of the site is provided at Figure 29.

Further to the south-west, beyond the future Town Hall Square site, is George Street and the Sydney Square precinct. Development to the south of the site is shown in Figure 30 and Figure 31 below.

Figure 29 – Existing buildings at the site of the future Town Hall Square, to the south-west of the site (as viewed from George Street)

Figure 30 – Criterion Hotel and development to the south of the site

Figure 31 – Development to the south and south-east of the site

3.4.4 To the west

Immediately to the west of the site is Pitt Street, which is 19 metres wide at the site and supports northbound traffic only. Across Pitt Street to the west is 2 Park Street, also known as the Citigroup Centre, which is a retail and commercial tower with a maximum height of 243 metres. To the north of the Citigroup Centre are a number of other properties, including the Arthouse Hotel and the Hilton Hotel. A photograph of development to the west of the site is provided at Figure 32.

Further to the west of the site is George Street, including the new light rail line which forms part of the future Sydney Light Rail network. Sydney Town Hall and the Queen Victoria Building are both heritage listed buildings located beyond on the western side of George Street.

3.4.5 New and forthcoming development near the site

The site is located in an area of ongoing change, with a number of approved and under construction buildings in the vicinity of the Pitt Street North site. Of these, the following projects are considered to be of direct relevance to the context of the proposed OSD development and are described further below:

1. **201 Elizabeth Street** – Concept SSD Application, approved 15 February 2018, for a mixed-use retail, residential and hotel building envelope, featuring a 45 metre podium and a 37 storey tower above (maximum height RL198.22 metres) (DA Reference: SSD16_8105 and D/2017/349).
2. **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).
3. **115 Bathurst Street** – Development under construction for the 'Greenland Centre', a 67 storey mixed use building comprising residential apartments, a creative hub, retail and a hotel (DA References: D/2008/703, D/2011/452, D/20136/1822).

Figure 32 – The site, with the Citigroup Centre beyond

In relation to the 201 Elizabeth Street concept SSD Application (SSD 16_8105), the development consent approved concept proposals for the site as follows:

- *Concept approval for the construction of a new 50 storey development including:*
  - *350 room 5-star hotel and function centre;*
  - *Residential apartment tower;*
  - *Ground, lower ground and mezzanine retail;*
  - *Four levels of basement parking including loading and services provision;*
- *Establishment of a building envelope capable of facilitating a total gross floor area of 59,545m², comprising:*
  - *Hotel: 26,655m²;*
  - *Residential: 27,990m²; and*
  - *Retail: 4,900m²; and*
- *Pedestrian connection to Museum Station and potential connection to the future Pitt Street North Sydney Metro Station*

The approved concept SSD Application included a building envelope to a maximum height of RL198.2 metres, located above a raised podium area and oriented to the north-west and south-east. Detailed design and development of this site will be the subject of a future detailed SSD Application.

3.5 Transport and accessibility

Rail Access

The site currently benefits from proximal access to the Sydney Trains network, being 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.

St James Station is approximately 280 metres to the north-east of the site. St James Station is served by the T2 Inner West and Leppington Line, the T3 Bankstown Line and the T8 Airport and South Line.

On completion of the Sydney Metro City and Southwest project the site will also be directly connected to stations from Tallawong in the north-west to Bankstown in the south-west, ultimately offering one of the most rail-accessible locations within the Sydney Metropolitan area. The proposed building envelope is located directly above the Pitt Street Station northern 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 demonstrating the public transport context of the site has been provided at Figure 33 below.

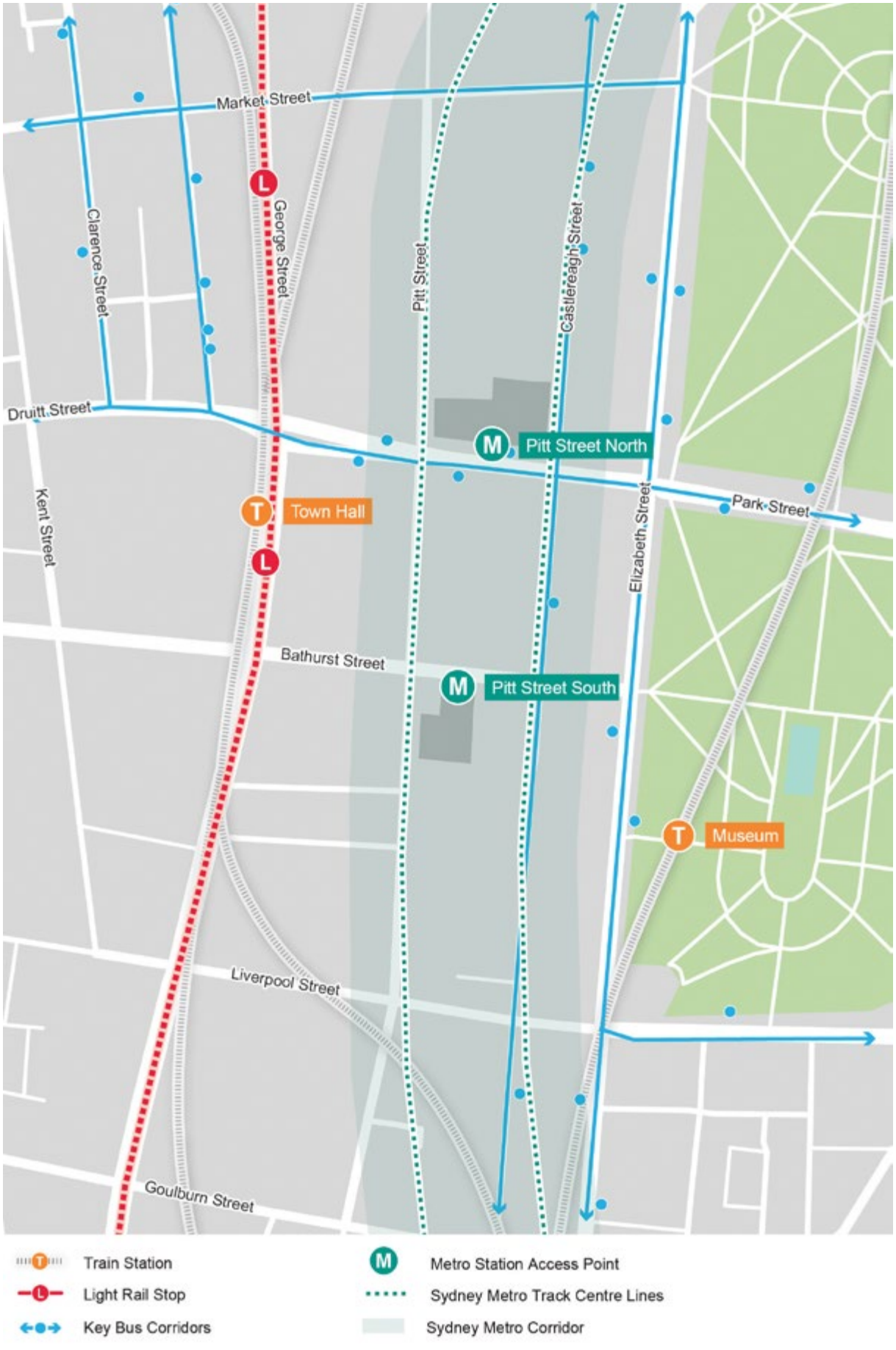

Figure 33 – Public transport network context of the site

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 34.

Figure 34 – Artist 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

Conditions on the streets bordering the site are as follows:

- **Pitt Street:** A one-way northbound road comprising two general traffic lanes, with paid on-street parking and loading zones on either side.
- **Castlereagh Street:** A one-way southbound road comprising two general traffic lanes and a bus lane, with a further lane for parking, loading and turning at intersections.
- **Park Street:** A two-way arterial road comprising a general traffic lane, a bus lane and a parking / loading / servicing lane eastbound, as well as two general traffic lanes and a bus lane westbound.

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

Pedestrian Access

Pedestrians can access the site via dedicated footpaths on all street frontages. The SLR works along George Street will contribute to create a high quality, pedestrianised boulevard along the 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 in recognition of the site's CBD location and proximity to a number of public transport nodes, as described above.

Figure 35 – 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 is shown at Figure 36, and 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 and Park Street cycleways are of particular relevance to the development, given that the Castlereagh Street cycleway will extend along the eastern boundary of the site, and the Park Street cycleway will be located immediately to the south-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 attached to existing furniture, such as street poles.

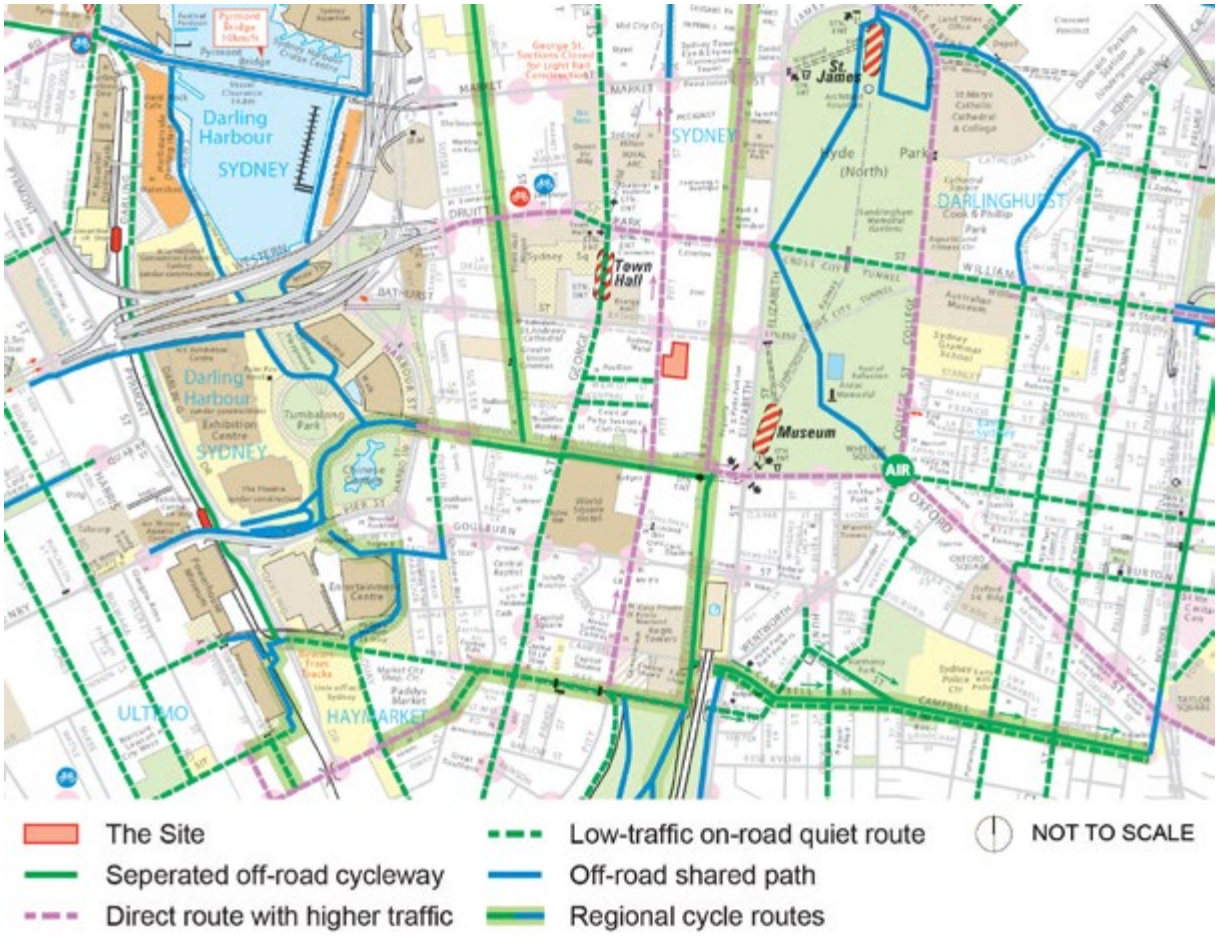

Figure 36 – Existing cycling network surrounding the site

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 is Hyde Park, which is located approximately 90 metres to the east. Hyde Park comprises one of the key areas of public open space in the Sydney CBD, and features a network of pathways, open grass areas, mature trees and decorative features. At the south-western corner of Hyde Park is Museum Station. The Anzac Memorial is located at the centre of the southern portion of the park.

The Domain

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

Tumbalong Park / Cockle Bay

Tumbalong Park is located approximately 650 metres east of the site, and located 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.

Future Planned Open Space

Sydney Square and Pitt Street Mall are two areas of substantial civic open space located in proximity to the site, providing passive recreational opportunities and complementing the natural open space areas outlined above. An additional area of substantial civic open space is also proposed at the future Town Hall SLR stop at George Street, approximately 200 metres to the south-west of the site. This comprises the existing Sydney Square, as well as a quantum of future pedestrian space to be delivered on George Street as part of the SLR project. Finally, the northern end of the block bounded by George Street, Park Street and Pitt Street is envisaged to be repurposed for an area of civic space in the future by Council, known as Town Hall Square.

Areas of civic and open space in proximity to the site are depicted at Figure 37.

Figure 37 – Open space 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. However, the site is located within proximity of a number of local and State listed heritage items as illustrated at Figure 38.

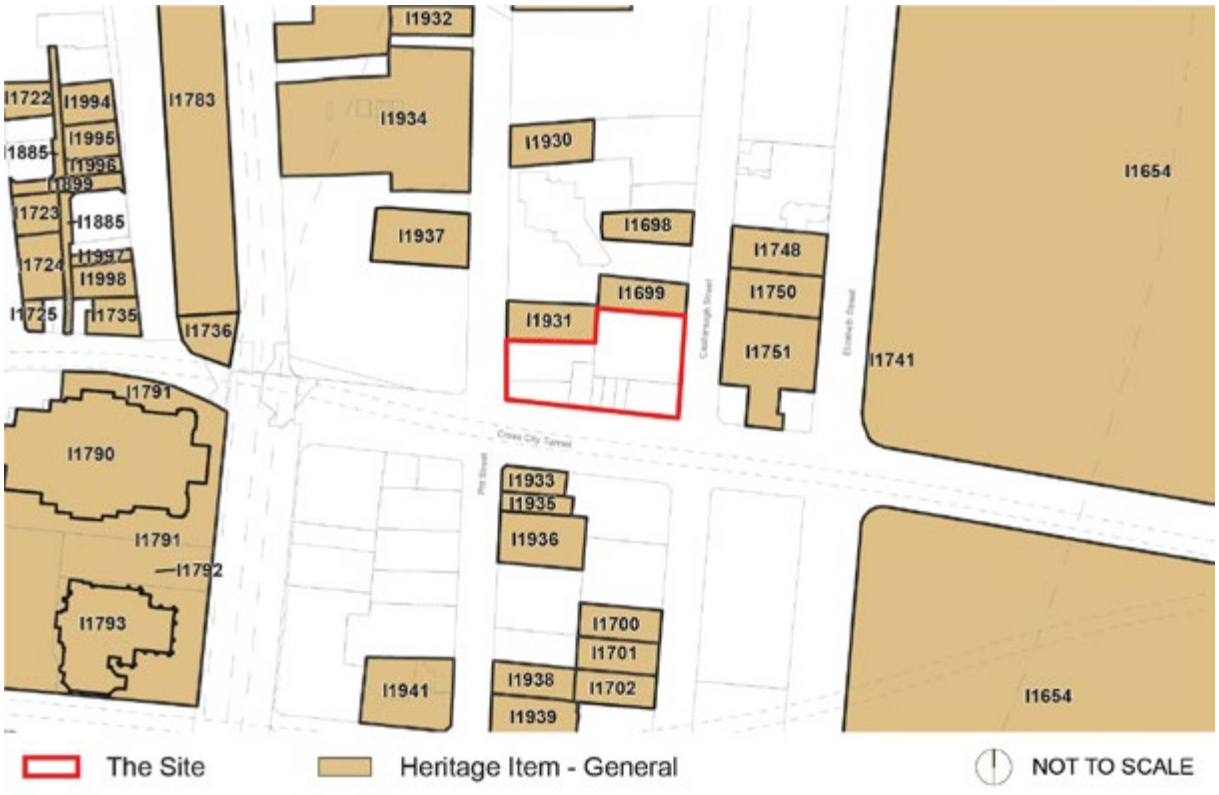

Figure 38 – Heritage items in proximity to the site

Heritage items located within the vicinity of the site are summarised in 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
I1699	Community building 'Masonic Club' including interior (167-173 Castlereagh Street)	Local	A fine example of the Interwar Commercial Palazzo style. It is a twelve storey sandstone building, symmetrical in its massing with three distinct sections that are fundamentally classical in composition.
I1931	'National Building' including interior (250 Pitt Street)	Local	A twelve-storey reinforced concrete commercial building constructed in the Interwar Commercial Palazzo style and having a prominent position due to its height relative to the streetscape.
I1750	The Great Synagogue including interior (187A Elizabeth Street)	State	The earliest surviving synagogue in NSW still in use, which has represented the centre of Jewish worship and culture in Central Sydney since the 1870s.
I1751	Former 'Australian Consolidated Press' façade (189-195 Elizabeth Street)	Local	A building which has been continuously associated with newspaper publishing since its construction in 1925, representative of an important period of redevelopment in the city.
I1654	Hyde Park (110 / 120 Elizabeth Street)	Local	A principal area of public open space between Elizabeth Street and College Street.

Item	Item name and address	Significance	Description
I1933	Criterion Hotel including interior (258-260 Pitt Street)	Local	Hotel constructed in the Inter-War Art Deco style, situated in a prominent location on the corner of Pitt and Park Streets.
I1935	'Pilgrim House' including interior (262-264 Pitt Street)	Local	A seven-storey commercial building in the Commercial Palazzo style, which forms part of a varied streetscape within Pitt Street.
I1936	Pitt Street Uniting Church including interior (262-264 Pitt Street)	Local	A church which has had a significant role in the development of the social and religious life of Australia.
I1937	Former School of Arts including interiors (275 Pitt Street)	State	An important educative and social centre for Sydney's intelligentsia in the 19th Century, the character and spaces of which still demonstrate aspects of an earlier way of life.

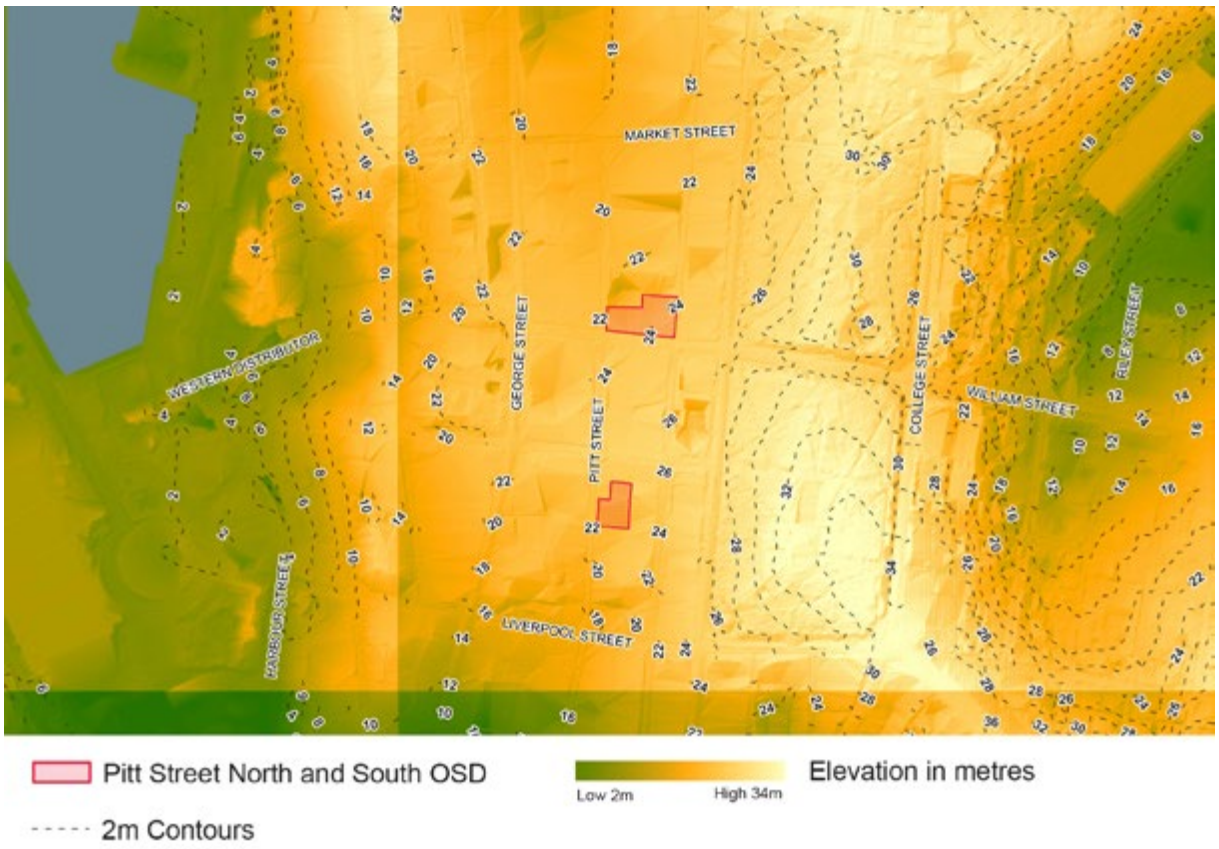

Figure 39 – Topographical map of the site

3.8 Topography / finished levels

The site is within a part of the Sydney CBD which slopes slightly from south to north, with the ground level gradually falling towards Circular Quay. The site also slopes slightly from east to west. The result of this is a high point at the south-eastern corner of the site of RL24.31, sloping across the site to the north-west towards a low point of RL22.02. This means that there is approximately a two metre fall across the site, from south-east to north-west.

It is noted that as the 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 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, Park Street and Castlereagh Street and will be resolved in consultation with the City of Sydney Council.

The processes described in the Design Excellence Strategy and Design Guidelines (Appendix H and Appendix I, respectively) would ensure that the design of the station, the public domain and the OSD are fully integrated so that a high quality outcome is achieved at the site.

3.9 Flooding and stormwater

The Sydney City Area Catchment Flood Study (2014) and the Sydney City Area Catchment Flood Risk Management Study (2016) show that Pitt Street acts as an overland flowpath for the majority of the City Area Catchment. Specifically, it is noted that the top of the Pitt Street catchment is bounded by Hyde Park to the east, Liverpool Street to the south and York Street to the west, with flows from the catchment draining downstream along Pitt Street to Circular Quay.

The Sydney City Area Catchment Flood Study (2014) and the Basis of Design document (2017) identify that flooding only occurs along Pitt Street during the 100 year ARI event.

In a Probably Maximum Flood (PMF) event, flooding extends along Pitt Street, Castlereagh Street and up Park Street. The site is located outside, but adjacent to the PMF extent, meaning that although Pitt Street will be affected in the order of 0.10-0.25 metres in such an event, the site itself is not subject to such a constraint. A map demonstrating the PMF relative to the site is provided at Figure 40 below.

Figure 40 – Probable Maximum Flood (PMF) map illustrating 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. There was no substantial vegetation within the site at this time, and the items formerly at the site have since been demolished.

Demolition of buildings is now complete and excavation works are underway. There is currently no vegetation present on the site.

A number of street trees are located on the various streets surrounding the site, with street trees located on the Pitt Street and Park Street frontages.

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 North integrated station development. For further detail, refer to Chapter 8.15 and the Services and Utilities Infrastructure Report provided at Appendix AA.

3.12 Easements and covenants

The site is affected by the following notable easements and covenants:

- Easements for overhang 0.13 metre wide on the boundary between Lot 1 in DP596474 and SP68274 (250 Pitt Street).
- Lease of substation premises (now demolished) at Lot 1 in DP229365 and Lot 2 in DP9000055 (175-183 Castlereagh Street).
- Right of way at Lot 1 in DP229365 and Lot 2 in DP9000055 (175-183 Castlereagh Street).

These easements and other encumbrances relate to the development that existed on the site prior to demolition under the terms of the CSSI Approval. These encumbrances would be extinguished and appropriate easements and covenants created to respond to the final Pitt Street North integrated station development.

Further details of all encumbrances are provided on the site survey at Appendix B.

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 northern portal.

This chapter is informed by the Envelope Drawings at Appendix C and the Built Form and Urban Design Report at Appendix F, as well as other supporting information appended to this EIS.

4.1 Description of the proposal

This concept SSD Application seeks approval for the following:

- a maximum building envelope, including street wall and setbacks, as indicated in the architectural drawings at Appendix C
- a maximum building height of approximately Relative Level (RL) 189 which equates to approximately 43 storeys including a podium height of RL68 (approximately 45 metres), which equates to approximately 12 storeys above ground
- a maximum GFA of 49,120 square metres for the OSD component, which equates to a FSR of 15.59:1, resulting in a total maximum GFA at the site (including station floorspace) of 50,310 square metres and a total maximum FSR of 15.97:1. This includes flexibility to enable a change in the composition of land uses within the maximum FSR sought.
- conceptual use of the building envelope for a range of land uses including commercial office space, visitor accommodation and residential accommodation (subject to further refinement during the detailed SSD Application stage). A number of facilities for the use of future occupants are also contemplated throughout the building envelope.

  Note: For the purposes of the indicative design, the land use mix comprises approximately 300 residential apartments, 200 hotel rooms and 1,500 square metres of commercial floor space, which equates to the maximum FSR sought above. Refer to Chapter 4.4 for further detail.
- 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 approximately 50 spaces located across five levels of the podium
- loading and vehicular access arrangements from Pitt Street
- pedestrian access from Pitt Street, Park Street and Castlereagh 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 of the proposal are summarised in Table 6:

Table 6 – Key development information

Reference	Item Name
Site area	3,151 square metres
GFA	∘ 49,120 square metres (proposed OSD component) ∘ 50,310 square metres (entire integrated station development including station operations space of approximately 1,190 square metres)
FSR	∘ 15.59:1 (proposed OSD component only) ∘ 15.97:1 (entire integrated station development)
Height	∘ Maximum tapered tower height of between RL163 and RL189, with the latter being equivalent to approximately 166 metres above ground level or approximately 43 storeys ∘ Podium height of RL68, being equivalent to approximately 46 metres above ground level or approximately 12 storeys above ground level (note that approval for the station portal up to the transfer slab level of RL48 is approved under the CSSI Approval and does not form part of this application) *Note: for the purpose of this concept SSD Application, the maximum height of the building envelope does not make provision for the following items, which will 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	**Podium:** ∘ 0 metre setback to all boundaries at the podium **Tower:** ∘ minimum 6 metre, weighted average 8 metre setback to the Castlereagh Street boundary (eastern boundary) ∘ minimum 6 metre, weighted average 8 metre setback to the Park Street boundary (southern boundary) ∘ minimum 6 metre, weighted average 8 metre setback to the Pitt Street boundary (western boundary) ∘ 0 metre setback to the northern boundary These setbacks apply only to the proposed OSD building envelope, which begins at RL48. Weighted average setbacks are to be calculated in accordance with the meaning provided under the SDCP 2012
Car spaces	∘ OSD: Maximum of 50 spaces ∘ Integrated station development: Maximum of 51 spaces comprising 50 spaces for OSD and 1 space for station operations
Loading docks	**OSD:** ∘ Use of 2 x small-rigid vehicle spaces and 2 x medium-rigid vehicle spaces – these spaces are shared between the OSD and station operations ∘ Maximum 4 x maintenance van parking spaces provided within the podium parking area accessed via the car lift **Integrated station development:** ∘ 2 x small-rigid vehicle spaces (for all integrated station development uses) ∘ 2 x medium-rigid vehicle spaces (for all integrated station development uses) This application specifically seeks approval for the use of spaces allocated to the OSD.

4.3 Building envelope

The proposed building envelope defines the three-dimensional volume within which future OSD can occur. Figure 41 and Figure 42 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 Sun Access Plane provisions contained at Clauses 6.17 and 6.18 of the SLEP 2012. The building envelope has also been designed to enable full integration of the OSD with Pitt Street Station. Figure 43 below shows the proposed OSD envelope (blue) within the surrounding built form context, providing a contextual view of the development in the context of the surrounding development.

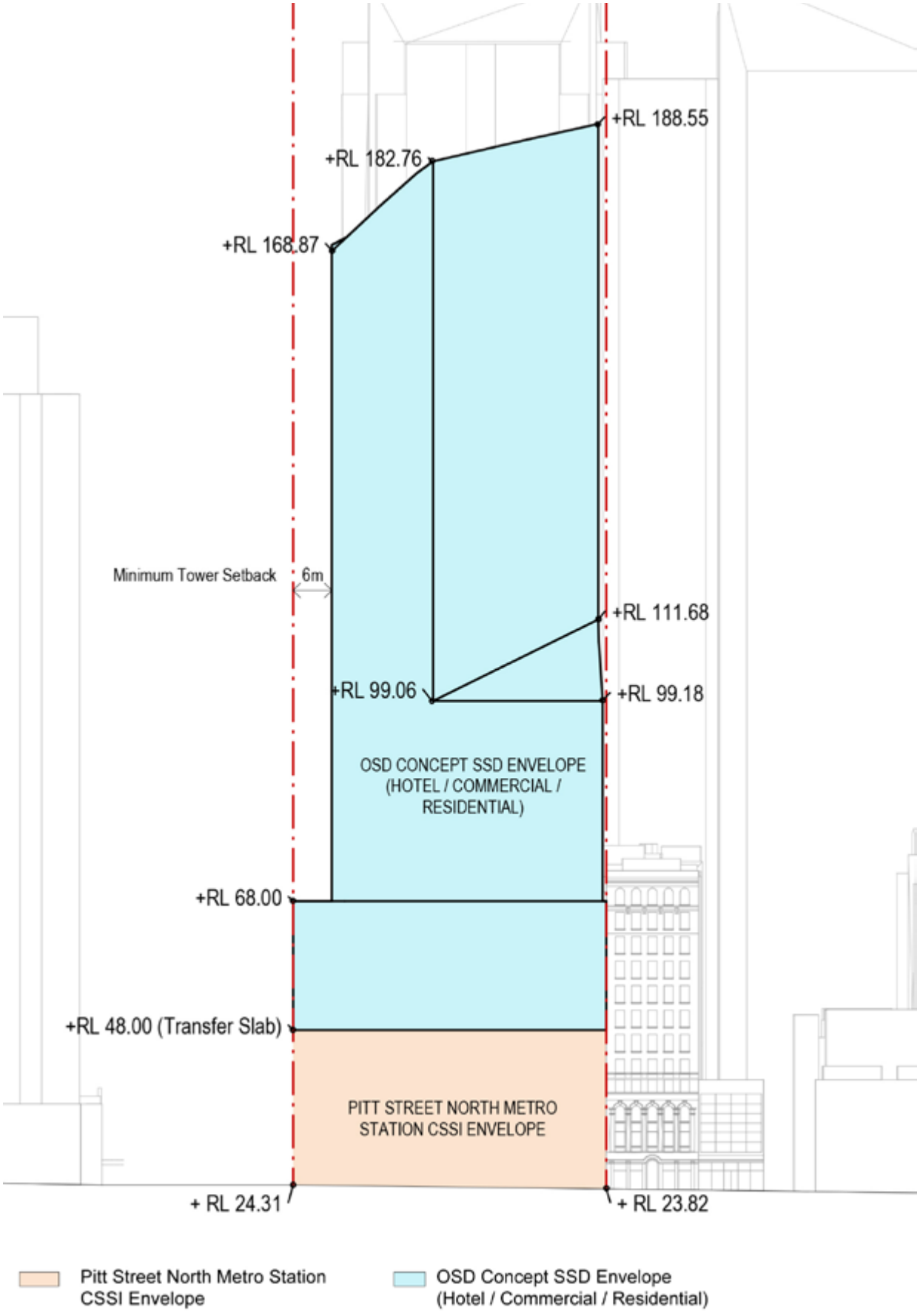

Figure 41 – Eastern envelope perspective, demonstrating Station Envelope (Orange) and OSD (Blue)

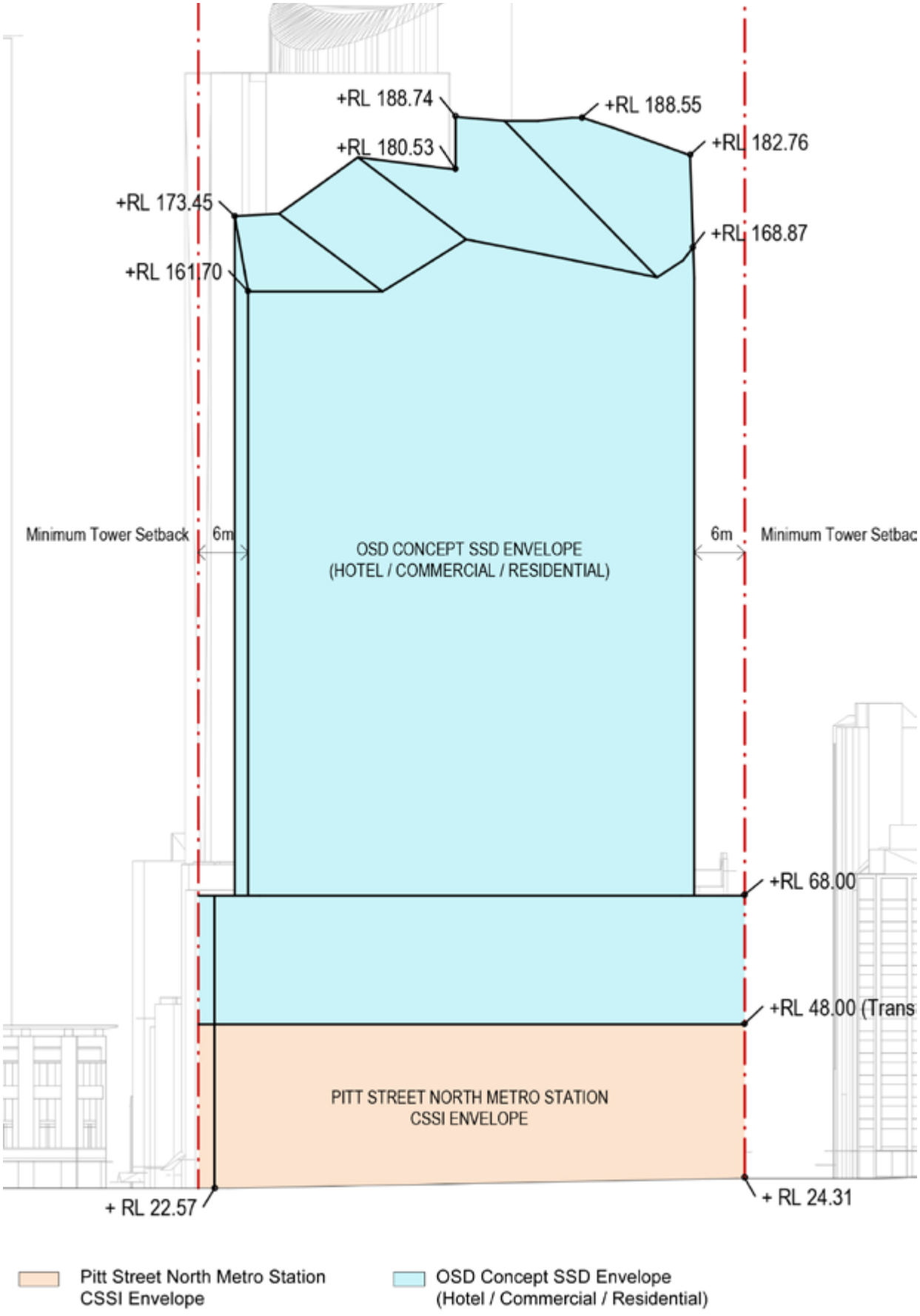

Figure 42 – Southern elevation of proposed building envelope, demonstrating Station Envelope (Orange) and OSD (Blue)

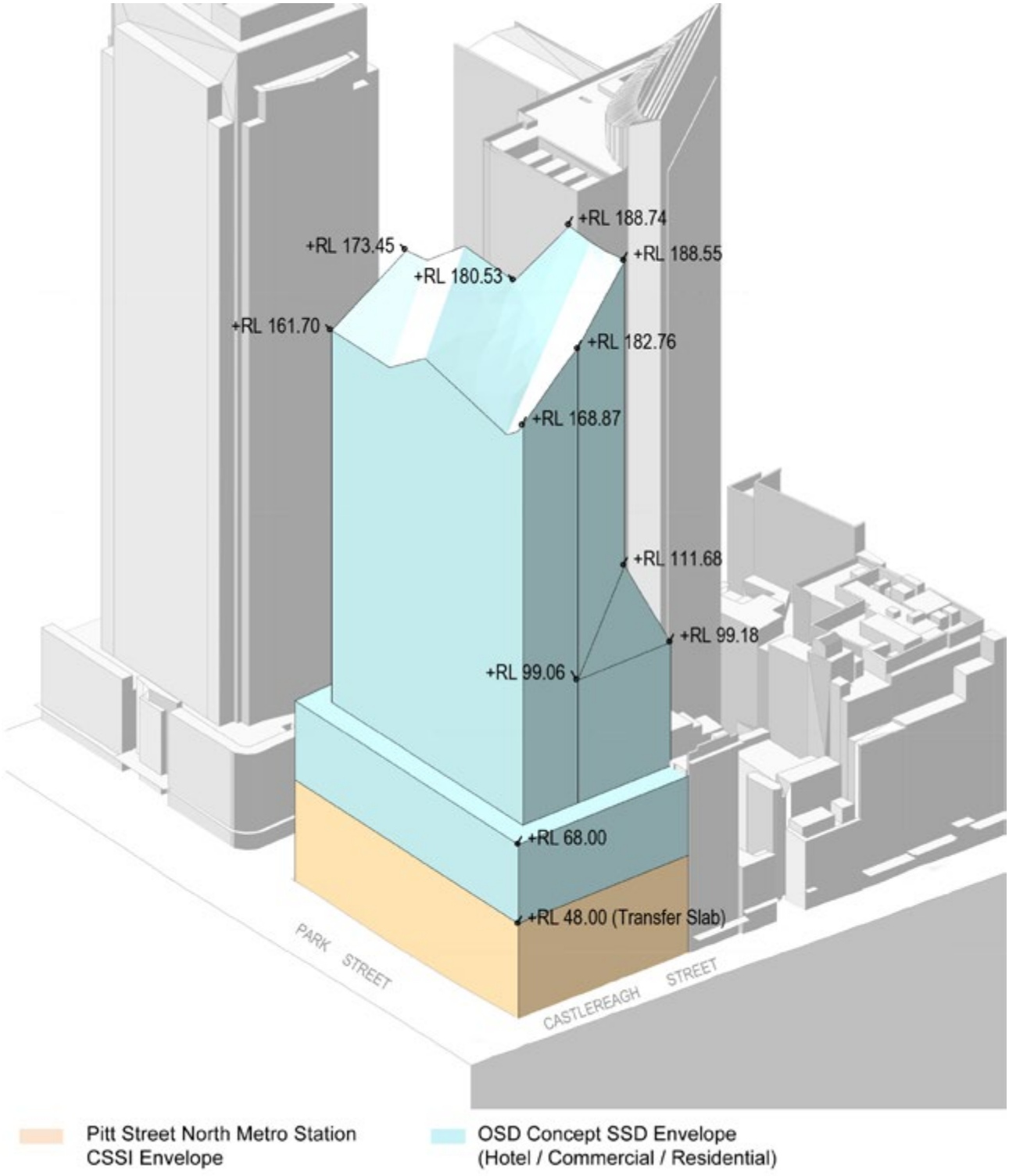

Figure 43 – Axonometric diagram of proposed building envelope from south east

4.4 Land use

This application seeks approval for three land uses within the building envelope, which comprise:

- residential accommodation
- tourist and visitor accommodation
- commercial office premises

These land uses have been proposed to respond to three different uses which are demanded in the context of the site, and are also able to be accommodated at the site.

For the purposes of the indicative design (refer Chapter 4.8), an indicative land use mix has been prepared comprising approximately 300 residential apartments, 200 hotel rooms and 1,500 square metres of commercial floor space. This indicative mix forms the basis for the assessment of the expected impacts of future development and is concept only. The final land use composition will be the subject of further detailed environmental assessment as part of the future detailed SSD Application.

Further discussion regarding the associated GFA with each land use has been discussed below.

4.5 Gross Floor Area

This application proposes a maximum GFA of 49,120 square metres for the OSD component, which in addition to the station GFA (approximately 1,190 square metres) results in a maximum overall integrated station development GFA of 50,310 square metres. A breakdown of the different elements which contribute to this GFA has been provided at Table 7, while a detailed schedule of GFA based on the indicative design has been provided at Appendix F.

Importantly, the only GFA proposed under this application is the OSD component. The CSSI Approval components in the table below are provided for information purposes only.

Additionally, it is noted that the maximum OSD GFA proposed is determined based upon the indicative land use mix described in Section 4.4 having regard to the provisions of the SLEP 2012. The final GFA that will be the subject of a future detailed SSD Application may be subject to change if the land use mix changes given the FSR implications that different uses carry in accordance with the SLEP 2012. A change in the land use composition between this concept SSD Application and a future detailed SSD Application would accordingly have a corresponding impact on the maximum GFA permitted at the site.

Table 7 – Gross floor area summary

Component of integrated station development	Development Component	Indicative OSD design GFA (square metres)
OSD (concept SSD Application)	OSD residential use	33,416
	OSD storage for residential dwellings	769
	OSD hotel use	13,453
	OSD commercial use	1,482
	Total	49,120
Metro (station uses) (CSSI Approval)	Level 01	110
	Ground Level	486
	Basement 01	305
	Basement 04	288
	Total	1,189
Entire integrated station development		**50,310**

The indicative design provided at Appendix D has been designed to demonstrate that a future development form can occur within the proposed building envelope.

4.6 Pedestrian access and connectivity

Given the development is part of the integrated Pitt Street Station precinct, it is of vital importance that pedestrian access and connectivity is preserved and enhanced by the Pitt Street North OSD. Generally, this has been achieved in the ground floor planning through the clear orientation of station uses towards Park Street and with the various OSD lobbies accessed through the secondary Pitt Street and Castlereagh Street frontages.

Whilst the station entry was previously shown as being located on Pitt Street in the request for SEARs, this position has since been changed to Park Street following extensive design development and stakeholder consultation in relation to the station portal subject to the CSSI Approval.

The proposed development has been designed to coordinate with both the surrounding pedestrian environment and the precinct outcomes delivered through Sydney Metro approved works. Park Street has been designed as the primary entrance point to the station, freeing up space along the Pitt Street and Castlereagh Street frontages for use by the OSD. This access arrangement enables the provision of a clear identity for each of the proposed uses, which would minimise pedestrian confusion between the station and the OSD element above. This arrangement also enables the provision of four different service cores in a manner consistent with a mixed-use development, whilst separating pedestrian functions in a busy pedestrian environment. This results in the provision of a residential lobby and a hotel lobby from Pitt Street and another residential lobby and separate commercial lobby from Castlereagh Street. This arrangement is shown at Figure 44 which illustrates how the different uses could be accommodated and successfully integrated with the station access.

Figure 44 – Indicative ground floor plan, with metro pedestrian access (yellow), OSD pedestrian access (blue) and shared loading access (grey)

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 transfer level 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.

Car parking provision

Under the OSD application, 50 vehicle spaces have been proposed which would share the loading vehicular access point. 45 of these spaces would be allocated to residential use and the remaining 5 spaces allocated to maintenance / shared vehicles.

Shared vehicular access for the station and OSD components would be from Castlereagh Street. A concept layout for this has been provided at Figure 45 below, which illustrates 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 level of the car parking area within the podium. An example floor plate at the upper levels of car parking has been demonstrated at Figure 46.

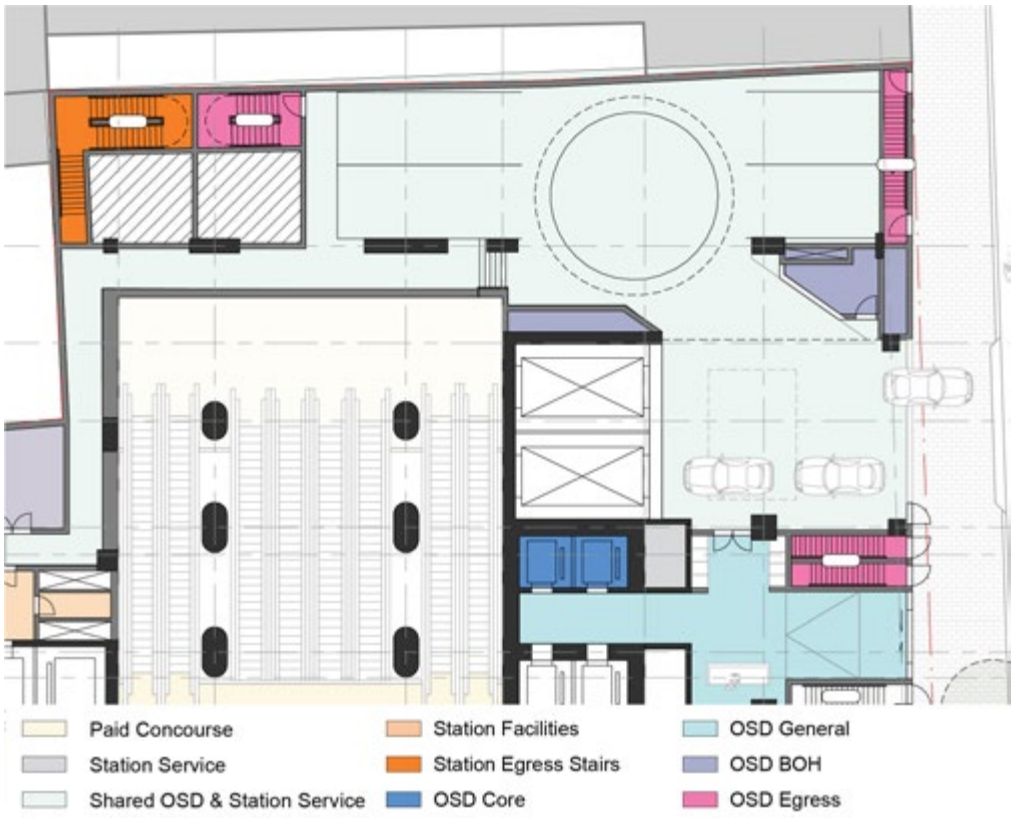

Figure 45 – Ground floor vehicular access and servicing

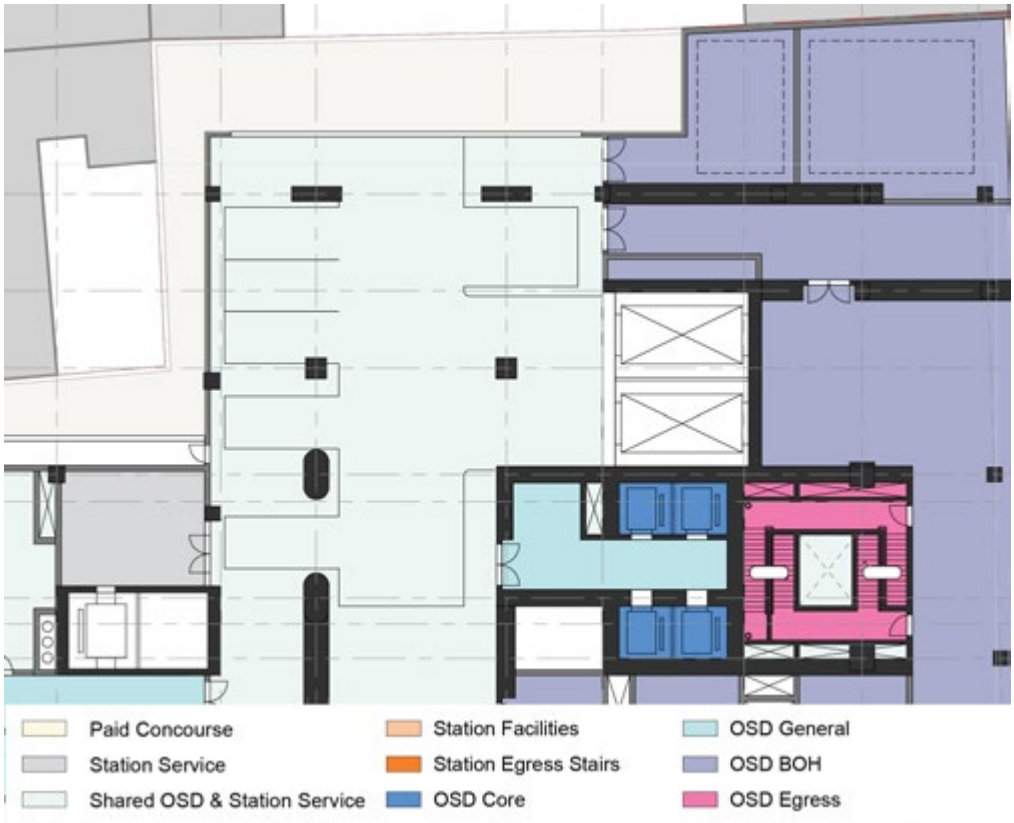

Figure 46 – Example podium car parking level plan

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. However, use of the loading spaces for the purposes of the OSD falls under the scope of the concept SSD Application.

It is noted that the loading dock, access and car parking design and operational plans have been developed in close consultation with the Sydney Coordination Office. 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.

Specifically, this comprises a system of various components, which have been demonstrated to enable efficient operations of the loading bay, including:

- prioritisation of inbound vehicle movements over outbound movements through programming of vehicle lifts
- provision of an entrance bay which would allow for vehicles to pass one another, whilst also providing space for 2-3 vehicles to be stored waiting for the lifts
- provision of a car lifting system capable of handling the anticipated traffic volume at the site
- provision of a turntable for the loading dock, ensuring that loading dock vehicles only have to move in a forward direction
- a series of dock control measures which work to provide the ability to hold service vehicles temporarily to enable movement of vehicles exiting the car lift to Castlereagh Street

This proposed arrangement has been further discussed at Chapter 8.10, and has been fully assessed at Appendix T.

4.8 Indicative building design

To assist in understanding the possible final built form proposed at Pitt Street North and its integration with the station, an indicative OSD design scheme has been provided at Appendix D. This building fits within the proposed building envelope and has been used to estimate the maximum GFA for which consent is sought in this SSD Application.

The indicative OSD design scheme proposes a mixed-use building comprising a commercial / hotel podium, with two residential towers above. The building has been designed to sit comfortably within the envelope, such that flexibility is retained during the detailed design phase of the development. Key elevations and a photomontage of the indicative design are shown in Figure 47 to Figure 50.

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 47 – Castlereagh Street elevation of indicative OSD design scheme

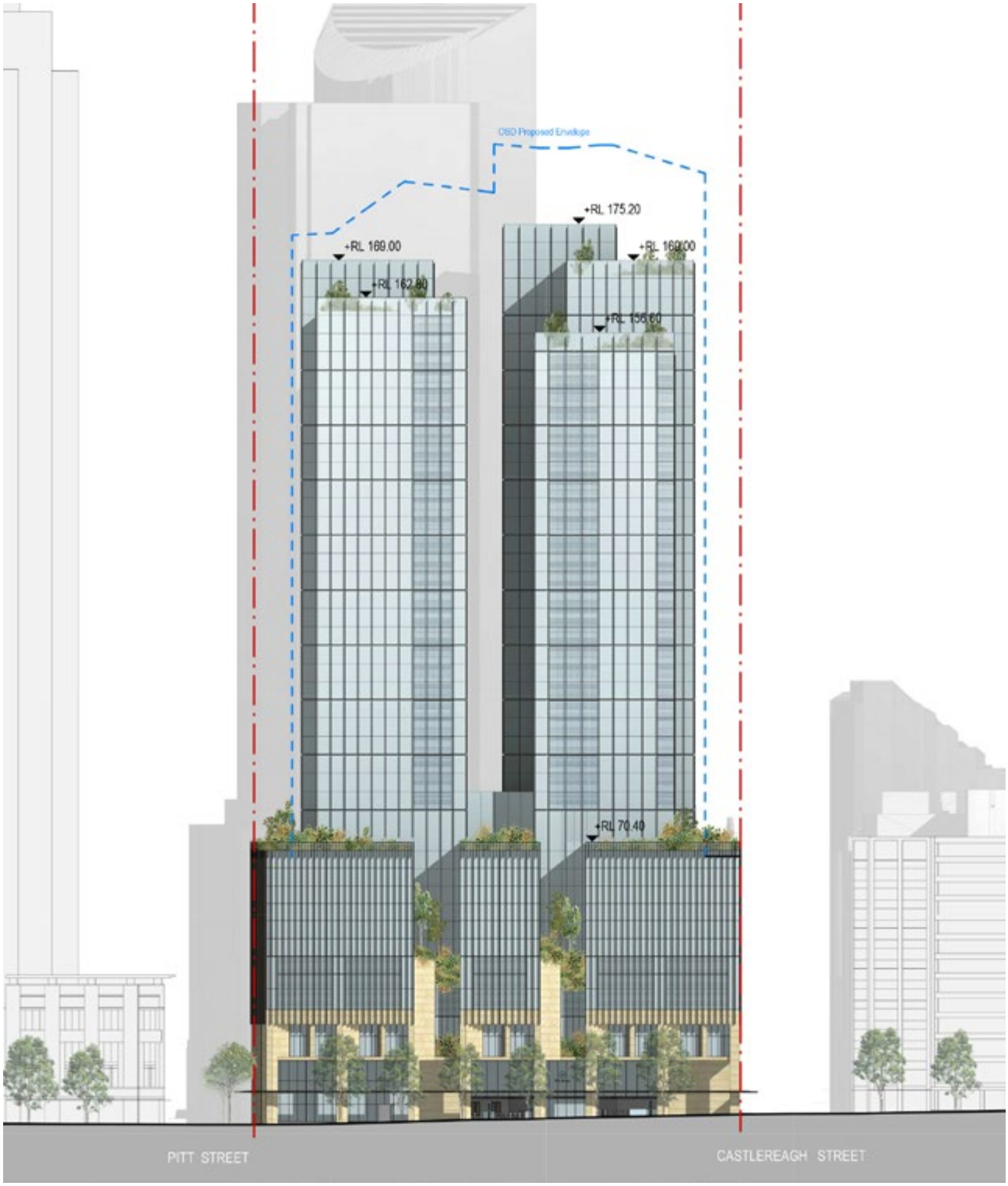

Figure 48 – Park Street elevation of indicative OSD design scheme

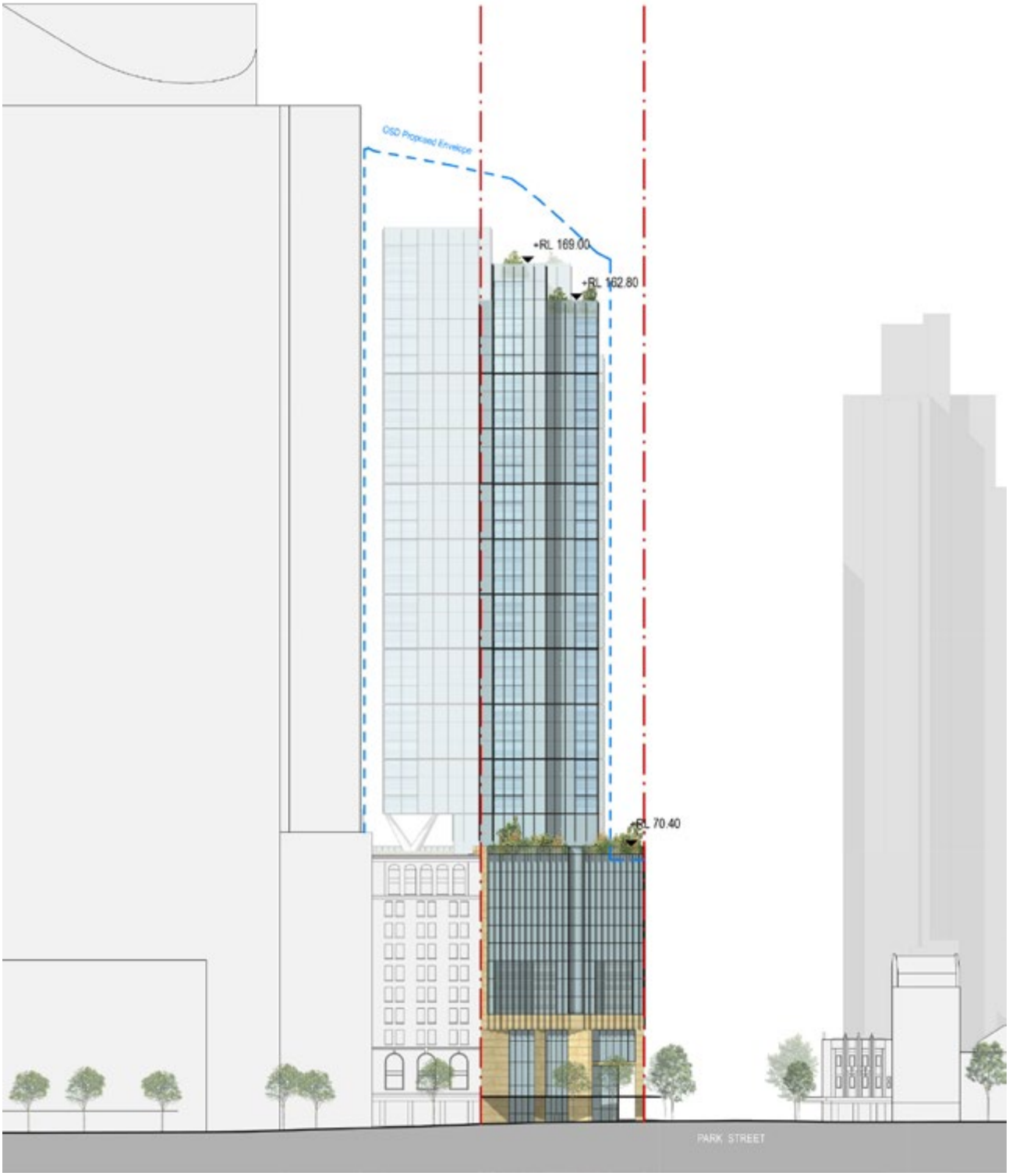

Figure 49 – Pitt Street elevation of indicative OSD design scheme

Figure 50 – Photomontage of indicative OSD design scheme

4.9 Design guidelines and design excellence strategy

Sydney Metro has prepared guidelines and a Design Excellence Strategy to guide the design of the future OSD. These documents will ensure a high quality design is achieved 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 in the future beyond the practical completion of the station.

Details of the design guidelines and strategy are further discussed below.

4.9.1 Design guidelines

Design Guidelines (Appendix I) 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 F) 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 H) has been prepared to establish a consistent framework for how Sydney Metro will deliver design excellence to all its integrated station developments. 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* 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 would perform the role of the Jury in the competitive selection process including to provide objective and independent advice and review of design submissions. Their role will also include:

- 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 (DRP) 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 that *'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 North 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 and is now complete.

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 the various proposed uses (residential accommodation, visitor accommodation and commercial office).

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 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 application.

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

Table 8 summarises the planning pathway relationship between the works proposed under this concept SSD Application and those works covered under the CSSI Approval. The illustrative drawings of the indicative building (Appendix D) demarcate between the parts of the Pitt Street North integrated station development proposed under the concept SSD Application and those covered under the existing CSSI Approval.

Table 8 – 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 RL48. All station areas, services and infrastructure are located below this level. Details of the envelope are provided in Chapter 4.3.

4.11.2 Interface levels

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

This indicative interface has been refined by a further detailed, yet still indicative scheme (Appendix D), which reflects the potential built form outcome at the site. Section drawings demonstrating the connection between the station and the OSD to this respect are provided at Figure 51 and 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.

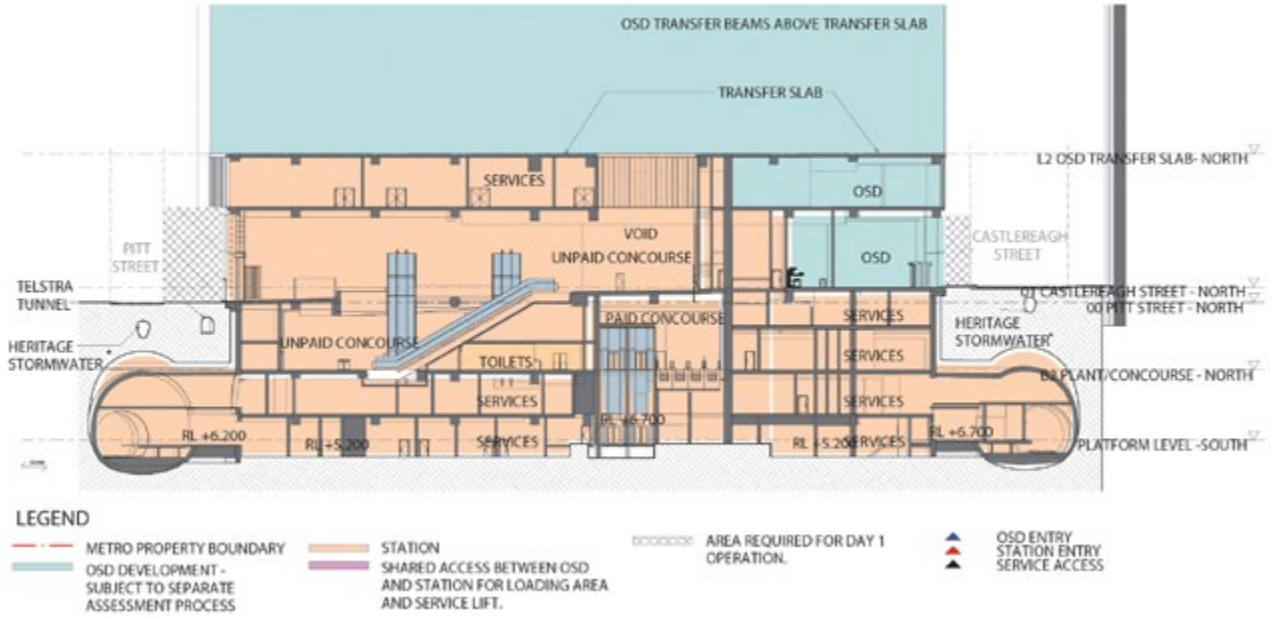

Figure 51 – Indicative interface set out under the CSSI PIR for Pitt Street North (East-West Section)

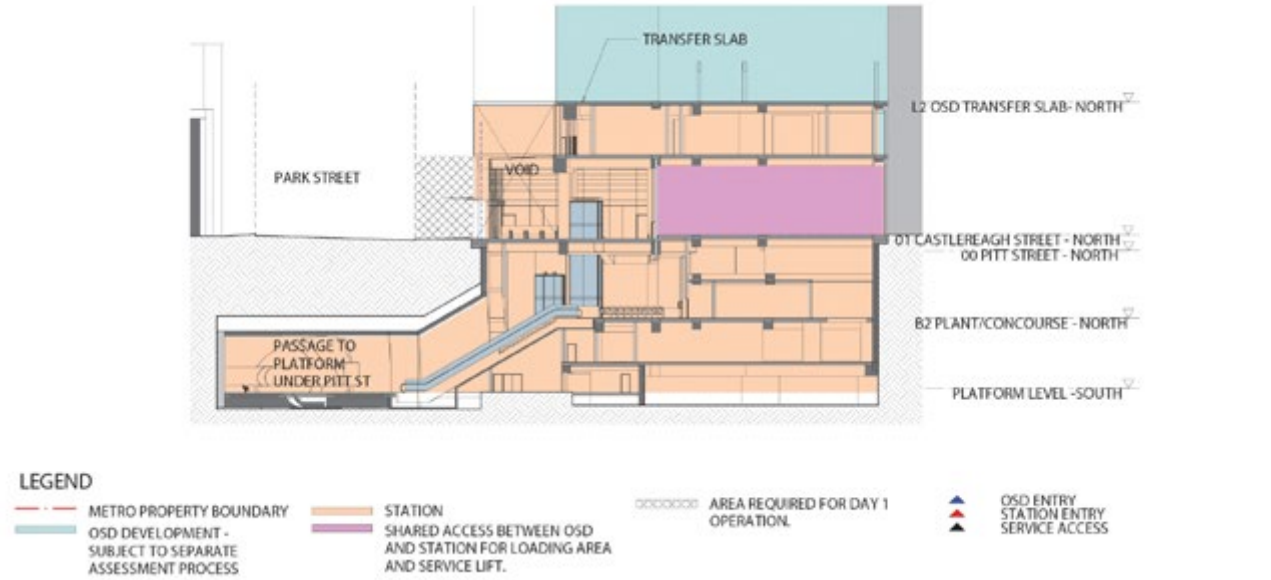

Figure 52 – Indicative interface set out under the CSSI PIR for Pitt Street North (North-South Section)

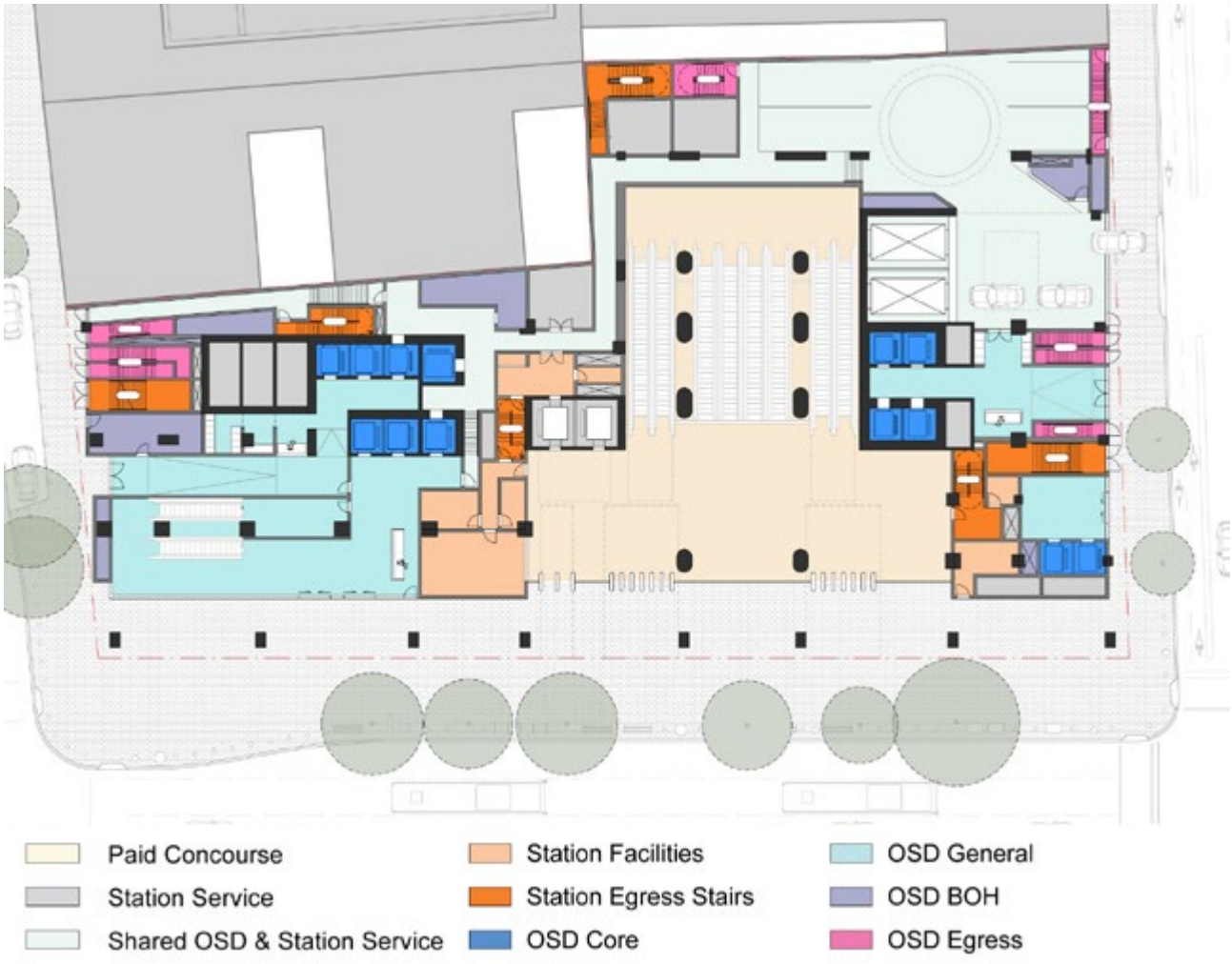

Figure 53 – Pitt Street North Ground Floor Use Delineation

4.12 Staging

Through Sydney Metro, the State proposes to procure the delivery of the Pitt Street North 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 9.

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 North to distinguish the land and air space 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 9 – Preferred staging and indicative timing

Works stream	Planning process	Indicative timing
Pitt Street North 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 North 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 North 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

The 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 and the maximum GFA proposed).

The service reticulation throughout the OSD will be the responsibility of the OSD developer and use of this additional service capacity will form part of the future detailed SSD Application. This is discussed in further detail at Chapter 8.15 of the EIS. Also refer to the Services and Utilities Infrastructure Report at Appendix AA.

4.14 Ecologically sustainable development strategy

An ESD Strategy (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 10, 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 component to achieve compliance with the requirements of State *Environmental Planning Policy* (Building Sustainability Index: BASIX) 2004 (SEPP (BASIX)).

Table 10 – Outline of sustainability targets

ESD Category	Commercial Office	Hotel	Apartment
Energy/Greenhouse	NABERS 5.0 Star	Green Star 5 Star	BASIX
Water	NABERS 3.0 Star	Green Star 5 Star	BASIX
Management	Green Star 5 Star	Green Star 5 Star	Green Star 5 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 Assessment 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 a mixed use scheme would be best suited given the site's characteristics, with residential, commercial and visitor accommodation uses all being suitable in the context of the site.

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 F, 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 following specific locations have been envisaged under the Built Form and Urban Built Form and Urban Design Report (Appendix F):

- Along the colonnade station entrance to Park Street (referred to as Option A)
- At the south-western corner of the building at the intersection of Park Street and Pitt Street (referred to as Option B)
- To the south-west of the site, at the corner of Park Street and Pitt Street (referred to as Option C)

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 North to align with the broader approach to public art outlined in the Public Art Masterplan and the relevant City of Sydney 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 F).

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 F) details concept proposals for indicative signage locations for the hotel on the Park Street elevation of the OSD, sited above the station podium so as to avoid confusion and assist with wayfinding. 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 Design Guidelines (Appendix I) to inform the future design, location and aesthetic treatment of all mechanical services.

The indicative OSD design includes plant zones for the OSD at Levels 12, 39, 41 and 42, demonstrating one example of how plant could form part of a future design at the site. The Architectural drawings of the indicative design (Appendix D) provide further detail of potential plant areas.

4.19 Subdivision

The CSSI Approval included 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.

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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 at 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 North OSD has been amended to respond to those issues. If the Pitt Street North 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 11 outlines community contact and information points in use for the project.

Table 11 – 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 had 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.

Outcomes from consultation

Sydney Metro (formerly TfNSW) 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 12 to Table 15.

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.

5.5.1 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 12.

Table 12 – 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. Refer to further discussion in Chapters 8.1 and 8.3 and Appendices U, V and W 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 T of this EIS.

Comment	Response
Building Design	
Underground connection should be incorporated to the QVB from Pitt Street Station	This issue is not relevant to the OSD.
Lack of connectivity between Town Hall and Pitt Street Station	This issue is not relevant to the OSD.
Request for details of comparative predicated patronage levels against existing Town Hall and Wynyard stations	This issue is not relevant to the OSD.

5.5.2 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 co-ordinate 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 13.

Table 13 – 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 seeks approval for a building envelope and a range of land uses including commercial office space, visitor accommodation and residential accommodation. The land use mix proposed is considered the optimum land use outcome for this site to enable the provision of a vibrant station precinct. Refer to further discussion in Chapters 10 and Appendix K.
Compliance with the Apartment Design Guide should be achieved. Primary windows at side boundaries need to comply	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 8.5.3 and within the Built Form and Urban Design Report at Appendix F.
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, which is detailed at Appendix H.
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 Chapter 8.3 and 8.7 and Appendix F.
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. The latest design is well resolved.	Noted.

5.5.3 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 14.

Table 14 – 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, Traffic, Parking and Pedestrian 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, Traffic, Parking and Pedestrian Assessment Report at Appendix T.
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 for impacts on public transport operations and kerbside uses. The results of this are outlined in the Traffic, Transport, Parkig and Pedestrian Assessment Report at Appendix T and in Chapter 8.10 of this EIS.

5.5.4 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 place making, 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 North 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 15. 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 15 – Stakeholder feedback summary – Design Review Panel

Comment	Response
TfNSW Design Review Panel (DRP)	
Wind testing should be undertaken on the design	A Wind Impact Assessment (Chapter 8.14 and Appendix M) 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. There should be no additional overshadowing to Hyde Park	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. Refer to further discussion in Chapter 8.1 and the shadow analysis at Appendix G.
The proposal should comply with the allowable FSR- reducing the FSR will assist in reducing the mass.	The OSD has been designed to minimise the extent of the FSR non-compliance. Refer to further discussion in Chapters 4.4 and 8.4 of the EIS.
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 wit the relevant provisions of SEPP 65, and the NSW Apartment Design Guidelines (ADG). Refer to further discussion in Chapter 8.5.3 and within the Built Form and Urban Design Report at Appendix F.
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 toHyde Park. Refer to detailed discussion in Chapter 8.2 of this EIS and the shadow diagrams at Appendix G.
A comprehensive shadow analysis is to be undertaken to demonstrate that the proposed design approach delivers the best outcome for preservation of solar access to the future Town Hall Square.	Solar access to the future Town Hall Square would be maintained during key periods to avoid any adverse impacts. The development does not overshadow the Town Hall steps during any of the periods nominated under the SLEP 2012, being between 10:30 and 16:00 from 14 April to 31 August. Refer to shadow diagrams at Appendix G.
The DRP acknowledges and understands the rationale for the proposed land uses.	Noted. Refer to the Strategic Land Use Study at Appendix K.
The indicative podium height is supported.	The proposed podium height provides an approriate design response to the streetscape context including to specifically respond to the podium heights of the heritage buildings directly to the north of the site. Design Guidelines have been prepared to guide the future detailed design of the (Appendix I).

5.5.5 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 Airspace Assessment Report at Appendix X of this EIS.

5.5.6 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.

5.5.7 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.

5.5.8 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 H) 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

5.6 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.

5.7 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 16 – 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	●	●	

5.8 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 North Station and the OSD. The community will continue to be provided with opportunities to make enquiries and provide feedback.

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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 Pitt Street North OSD would substantially contribute to this priority through the delivery of approximately 300 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 North 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 North 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 North 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 Priories 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 North 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 1,000 to 1,200 direct jobs over the construction phase of the development.

Additionally, the various employment generating components of the Pitt Street North OSD would provide capacity for an estimated 300 jobs on an ongoing basis. This employment would be for the ongoing operation of the development, comprising 150 positions for the office co-working component, an estimated 150 jobs for the hotel component.

Finally, the Pitt Street North OSD would 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 North 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 8.8.

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 6.4 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.

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 North OSD with key relevant directions and objectives is outlined in Table 17.

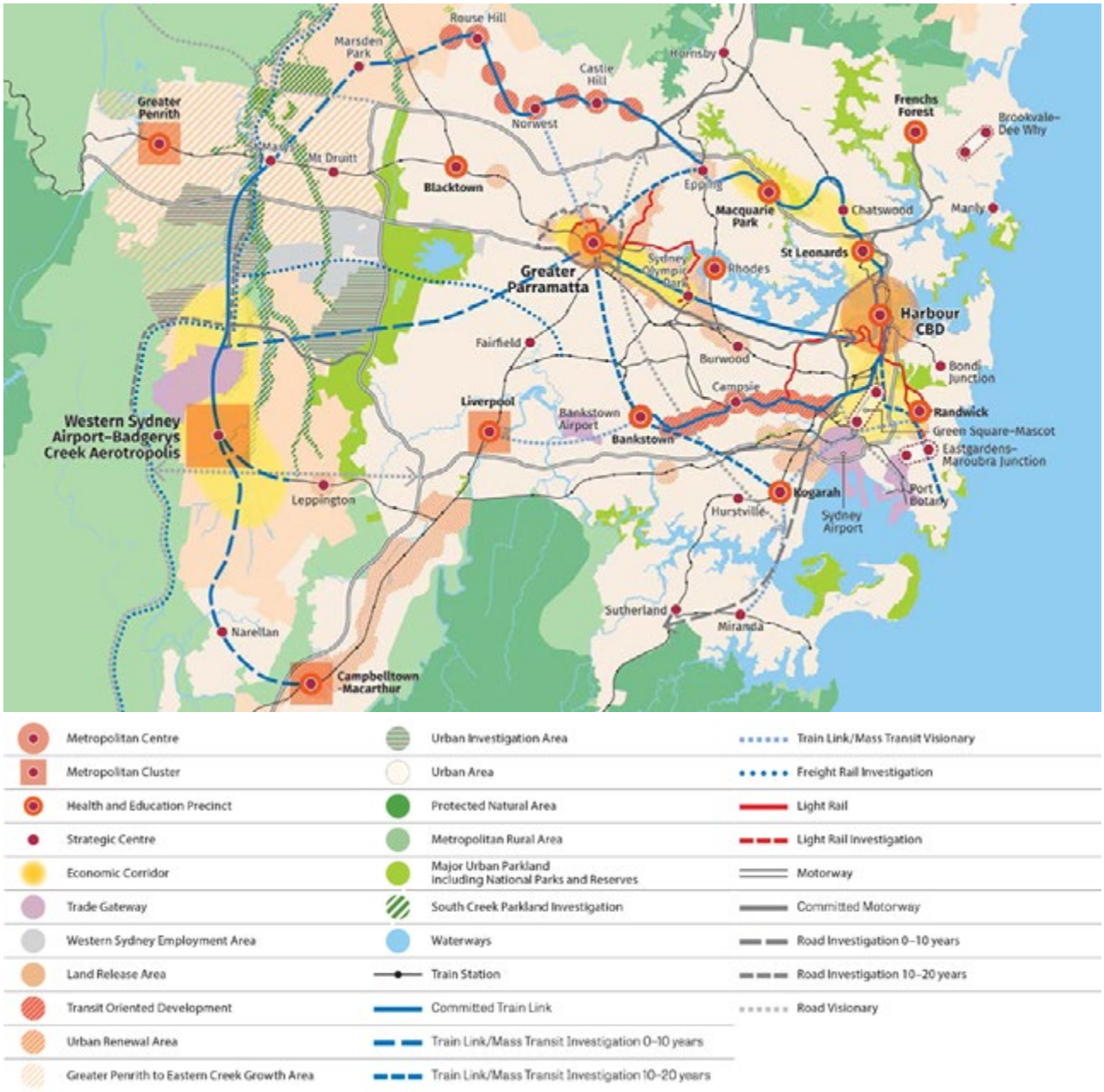

Figure 54 – Greater Sydney Structure 2056 map

Table 17 – Consistency with the Greater Sydney Region Plan.

Direction	Objective	Consistency
A city supported by infrastructure	1. Infrastructure supports the three cities	The Pitt Street North 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 Pitt Street North OSD would provide for dwellings and visitor accommodation in a location where use of the future Metro line can be optimised, 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 North 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).

Direction	Objective	Consistency
A city for people	7. Communities are healthy, resilient and socially connected	The Pitt Street North OSD enables the provision of a residential hub within close proximity to the Pitt Street North station which will populate the area both inside and out of traditional business hours. It is also noted that the proposal has been designed such that the vast majority of residents will not have access to a private vehicle, strongly encouraging the use of public transport, walking and cycling when making journeys.
Housing the city	10. Greater housing supply	The Pitt Street North OSD proposes a substantial boost to housing supply in Central Sydney, delivering approximately 300 dwellings at the site.
	11. Housing is more affordable and diverse	The Pitt Street North OSD would contribute to the provision of an array of different dwelling typologies, making provision for 1, 2 and 3 bedroom apartments. It would also deliver an increased housing supply in a highly accessible 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 will contribute to the creation of a great future place in the Sydney CBD.
	13. Environmental heritage is identified, conserved and enhanced	The Pitt Street North 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 would contribute 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	The Pitt Street North OSD would comprise both hotel and commercial space, which will both work to improve the competitiveness of the Harbour CBD through the growth of the Sydney CBD economy, including the targeted tourism sector.
	22. Investment and business activity in centres	The Pitt Street North OSD will facilitate business investment in the Harbour CBD through the provision of commercial and visitor accommodation in a highly accessible and sought after location.
	24. Economic sectors are targeted for success	The proposal would contribute to the provision of additional visitor accommodation capacity in the Harbour CBD, which would assist in the continued development and expansion of the target tourism sector within Sydney.

Overall, the Pitt Street North OSD comprises the provision of a mixed use development, which would contribute positively to the Harbour CBD, providing additional residential, visitor accommodation and commercial capacity in a very 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 North OSD is consistent with specific provisions of the *Eastern City District Plan*, which have been detailed at Table 18 below.

Table 18 – Consistency with the Eastern City District Plan

Direction	Objective	Consistency
A city supported by infrastructure	E1. Planning for a city supported by infrastructure	The OSD would align economic growth and infrastructure investment by placing significant housing, tourist accommodation and employment floor space directly above Sydney Metro infrastructure.
Housing the city	E5. Providing housing supply, choice and affordability with access to jobs, services and public transport	The OSD would contribute to the provision of additional housing supply in Central Sydney, contributing to an improvement in housing choice 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	The OSD facilitates the creation of a vibrant and active integrated station development that delivers housing, tourist accommodation and office space in a highly accessible location. The OSD respects the locality's built form and the building envelope has been formulated with regard to minimise any potential heritage impacts.
A well connected city	E10. Delivering integrated land use and transport planning and a 30-minute city	The concept proposal would provide additional housing in a location which is within 30 minutes travel of not only the CBD, but also employment districts to the north and south, providing an excellent level of employment possibility for residents. Integration with the Pitt Street Station northern portal would allow future residents to have direct access to high quality public transport. Additionally, the proposal comprises the provision of additional employment potential at the site, through the provision of commercial floor space and visitor accommodation in a location which is highly accessible.
Jobs and skills for the city	E11. Growing investment, business opportunities and jobs in strategic centres	The concept proposal would work to directly grow the provision of jobs in the Harbour CBD, through both the construction and operation phases of the development
	E13. Supporting growth of targeted industry sectors	The concept proposal would contribute to the growth of the tourism sector in Sydney by providing additional visitor accommodation in a suitable location which is highly accessible to nearby tourist and commercial precincts
An efficient city	E19. Reducing carbon emissions and managing energy, water and waste efficiently	The concept proposal would provide an environmentally high quality development precinct, as further discussed at Chapter 8.11

The District Plan also identifies a growth plan of 157,500 new dwellings by 2036, which the Pitt Street North OSD would contribute to. 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.

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 proposed development reflects each of the relevant key outcomes as discussed below:

- the proposed OSD would not interrupt the delivery of the Sydney Metro City and Southwest network, ensuring that the benefits of Metro rail are delivered to customers as soon as possible following completion of the railway works
- the proposed OSD would contribute to the creation of a sense of place at the Pitt Street North site, and would contribute to the overall legacy of the Sydney Metro project by creating interesting, iconic and functional spaces around and above the future CBD stations. The layout and function of the public space around the northern portal of Pitt Street North 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, public domain landscaping and the like would work to ensure that the Integrated Statin Development improves the sense of space at the site, and leaves a lasting, high quality legacy of the Sydney Metro project for future users
- the Pitt Street North OSD would work to contribute to the Sydney and NSW economies, as has been further discussed at Chapter 9.2
- the Pitt Street North OSD would not affect the operations of the future Sydney Metro project, whilst delivering a strong integrated development outcome at the site. The proposal would not affect safety at the site
- the Pitt Street North OSD has been designed to be capable of being accessible, as further discussed at Chapter 8.25
- the Pitt Street North OSD meets best practice sustainability objectives, as further discussed at Chapter 8.11

Overall, the project aligns strongly with the above key transportation outcomes, given that it will directly comprise the delivery of a memorable station experience at the Pitt Street North site, and will contribute to the overall legacy of the Sydney Metro project.

6.9 Building Momentum: State Infrastructure Strategy 2018-2038

Building Momentum 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 North 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 Pitt Street North OSD is consistent with the Eastern Harbour City Geographical Objectives, with the OSD at Pitt Street North 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 Pitt Street North OSD is located in an area which benefits from a range of walking and cycling options, with the surrounding future environment being is optimal for such options. Through the provision of bicycle storage facilities and the provision of minimal car parking, the proposal will 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 was released in September 2017, as a strategic document to guide the future of urban environment planning such that it works towards the creation of better designed places throughout NSW. Better Placed comprises seven key objectives, which are considered at Table 19 below.

Table 19 – 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 North 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 proposed concept has been designed to ensure that the ultimate building form at the site responds well to its context, as discussed further in Chapter 8.4.
Objective 2 – Better Performance **Sustainable, adaptable and durable**	Environmental Sustainability has been a key component to the development of this proposal, and is further discussed at depth in Chapter 8.11.
Objective 3 – Better for community **Inclusive, connected and diverse**	Noting that the development comprises an OSD envelope for a mixed use building, which has limited opportunities for providing additional community benefit through design, the Pitt Street North OSD works to provide an interesting and welcoming ground floor environment and interface. The proposal would also provide substantial additional residential, visitor accommodation and commercial capacity in a CBD context, contributing to the supply of different types of housing, visitor accommodation and commercial spaces within the context of the Eastern City.
Objective 4 – Better for people **Safe, comfortable and liveable**	The Pitt Street North 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. The proposed envelope provides for a future mixed use building which would achieve a high level of liveability.
Objective 5 – Better working **Functional, efficient and fit for purpose**	The proposal has been designed in a coordinated manner alongside the station development, to provide a building format which works seamlessly for the mixed uses. The building also has been demonstrated through the EIS to be capable of functioning very well for a mixed use purpose.

Objective	Comment
Objective 6 – Better value Creating and adding value	The development would, overall, create excellent value and quality of life for future residents, visitors and office workers at the site.
Objective 7 – Better look and feel Engaging, inviting and attractive	When considered alongside the works to create the Pitt Street North station portal under the CSSI Approval, the proposal would enable the provision of a very high quality development. The Design Excellence Strategy at Appendix H would ensure that design quality remains a key factor throughout the design process, and the Public Art Strategy at Appendix F would enable the provision of interesting public art at the ground floor. Overall, the 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 North 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 20.

Table 20 – Relevant targets and strategic directions contained within 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

Where relevant, each of these areas of consideration has been further discussed below.

Emissions and utilities

The proposal will work to achieve the relevant sustainability criteria at the site, as specified at Chapter 8.11. This includes satisfaction of the relevant requirements under SEPP (BASIX), as well as achieving the relevant targets set under the ESD Strategy provided at Appendix Q.

Housing supply and affordability

The Pitt Street North OSD would contribute significantly to the future supply of housing in the City of Sydney LGA, including the provision of additional supply in the Sydney CBD. The proposal would enable the future provision of a range of unit compositions, with 1, 2 and 3 bedroom units contemplated in the future development (subject to future assessment in the detailed SSD Application). This would enable the provision of dwellings to suit a range of household compositions including families.

Employment accessibility

The Pitt Street North OSD would work to improve the availability of employment at the site through the visitor accommodation and commercial office components of the development. This additional employment capacity would be located in a highly accessible location, which would benefit from excellent access to the surrounding public transport, walking and cycling networks.

Public transport accessibility

The Pitt Street North OSD comprises the supply of additional residential dwellings, visitor accommodation and commercial office space above the future northern portal of Pitt Street Station. As such, the proposal focusses high density mixed use 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 users to key employment destinations through the CBD, and Sydney's north and south-west. Future residents, visitors and employees would utilise Sydney Metro for transport needs. In addition, the site is located within walking distance of an array of existing and future transport options, as discussed previously at Chapter 3.5.

Finally, the proposal limits provision of parking to 50 spaces. The majority of employees, visitors and residents would need to use the public transport network as their primary mode of transportation, with other modes such as taxis, car share vehicles, cycling and walking also informing the overall transportation profile of future residents. This is further discussed at Chapter 8.10.

Active transport accessibility

The Pitt Street North OSD would also promote the use of active transport methods such as walking and cycling within the Sydney CBD. Given the Central Sydney context, it is likely that many residents, employees and visitors would walk or cycle for many short trips for employment, services and leisure.

Although the site is unable to include the provision of any through site links (due primarily to the station requirements at ground plane), 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 proposal would contribute to the activation of the surrounding streets through the location of residents at the site. This is particularly relevant during the out of hours periods, when activation in a CBD context is typically lower.

As has been previously discussed at Chapter 3.5, the site benefits from proximity to the existing Sydney CBD Cycleway network, being adjacent to the future northern extension of the Castlereagh Street cycleway, which would provide access to the northern end of the Sydney CBD, as well as providing separated access to the regional cycleway network in all directions.

Access to Services, Open Space and Culture

The Pitt Street North OSD 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, with future residents located within a walking distance of the vast majority of services likely to be needed. Where services are not immediately available in a CBD context, residents, visitors and employees would have access to services through the public transport network.
- **Open Space:** The site is located within close walking distance of Hyde Park (and the Domain and Botanic Gardens beyond) which provides a substantial network of active and passive open spaces for the use of future residents, visitors and employees to the north-east of the site. Likewise, to the west of the site lies Tumbalong Park and Darling Harbour, providing additional recreation space. Tumbalong Park and Cockle Bay also comprise one of the key tourist precincts in NSW, and the proposed visitor accommodation benefits from proximity to these.
- **Culture:** The Sydney CBD provides access to some of the nation's main cultural institutions, with museums, art galleries, food and drink premises, and places of interest all within walking distance of the site. Public art is to also be provided as part of the proposal, which would support art communities and contribute to the enhancement of the cultural experience in the Sydney CBD.

Social Interaction and Community Cohesion

The Pitt Street North OSD would work to increase the number of permanent residents at the site, contributing to the provision of a regular population in a Sydney CBD context. This would contribute positively to the overall social cohesion of the Sydney CBD, including providing a boost to the size and diversity of the night time economy.

Overall, the 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. A full assessment of the proposal's sustainability has been provided at Chapter 8.11.

6.12 Sydney City Centre Access Strategy

The Sydney City Centre Access Strategy is an overarching multi model strategy which aims to work to rationalise and prioritise the various modes of transport which require space within the context of the Sydney CBD. This strategy identifies the various needs for transportation within Central Sydney, and provides a mode-neutral assessment of where specific modes should be located. 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 block bounded by Pitt Street, Park Street and Castlereagh Street. At the site frontage, Pitt Street and Park Street are both nominated as 'pedestrian areas, links and zones'. Likewise, Park Street and Castlereagh Street are both nominated as 'key bus corridors'. Castlereagh Street is nominated as being part of the future strategic cycleway network.

It is noted that the 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 proposal will 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 such 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 the growth 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 21.

Table 21 – Consistency with other strategies, policies and guidelines

Strategy / Policy / Guideline	Consistency
Sydney Development Control Plan 2012 (SDCP 2012)	SDCP 2012 is not applicable to SSD (in accordance with Clause 11 of the SRDSEPP), 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 North OSD comprises Traffic Generating Development, the RMS 'Guide to Traffic Generating Developments' is a relevant consideration to the proposal. This has been further discussed at Appendix O.
NSW Planning Guidelines for Walking and Cycling	The concept proposal allows for the provision of an area to store up to 355 bicycles. Details regarding the provision of bicycle infrastructure would be further developed through subsequent detailed SSD Application(s).
NSW Bicycle Guidelines	The 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 up to 355 bicycles.
City of Sydney Competitive Design Policy	Due to the unique nature of the Sydney Metro OSD, the future detailed design will be developed in accordance with the Design Excellence Strategy for Sydney Metro OSD rather than the City of Sydney Competitive Design Policy. In accordance with the Sydney Metro policy framework, a Design Excellence Strategy has been included as part of this application at Appendix H.
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 8.24 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 North site and has been further discussed at Chapter 4.16.
City of Sydney Visitor Accommodation Action Plan 2013	The City of Sydney Visitor Accommodation Action Plan aims to ensure that adequate tourist and visitor accommodation is provided in the City of Sydney over the coming years. This application includes a substantial hotel component, which would directly respond to the demand for tourist and visitor accommodation in Central Sydney, providing additional capacity to address the present shortage of visitor accommodation in the City of Sydney. Additionally, the approved Sydney Metro project would have the indirect benefit of providing a more tourist-friendly CBD environment through improved accessibility to high quality public transportation in the form of the future Sydney Metro rail line.

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 This policy largely relates to high level work between organisations to ensure the continued growth of the tourism industry. This concept SSD Application however aligns directly with the objectives of this plan by way of the following: • the direct provision of additional visitor accommodation capacity in a Sydney CBD context, which would work to expand the overall tourist and visitor accommodation capacity within Sydney • the location of visitor accommodation in a context which benefits from excellent existing and future access to both commercial facilities for business travellers, as well as tourist precincts for visitors • the provision of visitor location in a context which provides an unmatched level of service within the context of the surrounding public transport network
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 proposal comprises the provision of OSD above the future Pitt Street Metro Station. The future detailed SSD Application would ensure that a detailed design scheme at the site meet any relevant requirements of Sydney's Cycling Future.
Sydney's Bus Future	The proposal comprises the provision of OSD above the future Pitt Street Metro Station. The future detailed Development Application would ensure that a detailed design scheme at the site meet any relevant requirements of Sydney's Bus Future.
Sydney's Walking Future	As discussed at Chapter 4.3, public domain improvements are not included within this DA, with such works covered by the CSSI. Any future detailed Development Application will ensure that a detailed design scheme at the site will 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

7.1.1 Objects (section 1.3)

The proposal is consistent with the objects of the EP&A Act, as demonstrated at Table 22 below.

Table 22 – 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 concept proposal comprises a building form which would promote the social and economic welfare of the community and a better environment, through the provision of a vibrant mixed-use building which has been designed to be compatible with the surrounding environment. As is further discussed in 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 proposal has been designed in accordance with the principles of ESD, and has addressed the relevant economic, environmental and social considerations. This is further discussed in depth at Chapter 8.12 and the ESD Report at Appendix Q.
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 proposed mixed use development. 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,	The concept proposal would provide for the delivery of housing opportunities and a variety of residential apartment typologies in a highly accessible location.
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. Refer to Chapter 7.4
f. to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage),	Appropriate management of the heritage interface between the site and its surroundings, including with the Masonic Club Building (I1699) and the National Building (I1931) to the north as well as with the Criterion Hotel (I1933) to the south, has been considered as part of this assessment. Refer to the Heritage Impact Statement at Appendix R
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. Design Guidelines (Appendix I) and a Design Excellence Strategy (Appendix H) 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.

7.1.2 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 23.

Table 23 – 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
(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

7.1.3 State significant development (Division 4.7)

The Pitt Street North 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 8.13 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 24. Overall, it is considered that the development is consistent with the provisions contained within the relevant SEPPs (and draft SEPPs).

Table 24 – 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* Further to the above, clause 8(2) of the SRD SEPP states that: *If a single proposed development the subject of one development application comprises development that is only partly State significant development declared under subclause (1), the remainder of the development is also declared to be State significant development, except for:* a. *so much of the remainder of the development as the Director-General determines is not sufficiently related to the State significant development,* 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.

SEPP	Consistency
	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.
State Environmental Planning Policy (Infrastructure) 2007 (ISEPP)	The relevant matters for consideration within the 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)**

SEPP	Consistency
	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 and Southwest Corridor (refer Figure 56) and therefore will need to be referred to Sydney Metro for comment. The proposal comprises development that would 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 Chapter 6.14, with the Acoustic Statement provided 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. Clause 88 applies to the Pitt Street North OSD, 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 North OSD would not have any adverse impacts on the viability of the proposed metro system, 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 (Park Street). Vehicular access to or from Park Street is not proposed. A detailed assessment regarding the impact of the Pitt Street North OSD on the function of Park Street has been undertaken at Chapter 8.10. Additionally, a review of noise impacts has been undertaken at Chapter 8.17. Clause 102 is also relevant to the Pitt Street North OSD, given its location adjacent to a nominated road corridor. 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 O has contemplated the above as part of the assessment undertaken. This has been further discussed at Chapter 8.17. 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 would generate over 75 dwellings and would 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 proposal is located immediately above the future Pitt Street Station northern 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 will be further detailed during the future design and assessment stages.

SEPP	Consistency
	Guide to Traffic Generating Development The proposal 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 is addressed in the Traffic Assessment provided at Appendix T. Further discussion regarding traffic impacts has been provided at Chapter 8.10.
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 North OSD. The proposal comprises the OSD portion of the Pitt Street North site, and accordingly contamination and remediation were 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 8.22.
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 and 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 8.19 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 demonstrate that a future residential flat building would be capable of complying with the relevant provisions of SEPP 65, and the ADG. This is further discussed at Chapter 8.6 and within the Built Form and Urban Design Report at Appendix F.
State Environmental Planning Policy (Building Sustainability Index) BASIX 2005	BASIX certification would be submitted as applicable for the development, as part of the detailed SSD Application. An ESD Report has been prepared as part of this application, which has been included at Appendix Q. This report demonstrates that the proposed residential flat building 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', wherein the majority of provisions apply, and therefore the key relevant consideration relates to visibility of the site from Sydney Harbour. In this respect, a Visual Impact Assessment (VIA) has been provided at Appendix W, which demonstrates that the proposal would not have adverse view impacts from Sydney Harbour. The VIA provided as part of this assessment (Appendix W) also 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, demonstrates that the site would continue to be defined within the Sydney Harbour Catchment and continues to not be located in any of the specific zones contemplated by the REP. On this basis, the previous assessment of the general principles of the Sydney Harbour REP continues to be relevant to the Pitt Street North OSD.

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 new 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 Pitt Street North OSD 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 North station portal meaning that the site will be suitable for the OSD land uses. This has been further discussed at Chapter 8.22.

7.6 Sydney Local Environmental Plan 2012

The proposal's consistency with the SLEP 2012 is discussed at Table 25. Overall, it is considered that the proposal is generally consistent with the provisions of the SLEP 2012, with the exception of the maximum FSR at the site. This has been the subject of further discussion below, and a Clause 4.6 Variation Request has been provided at Appendix J which addresses the matter further.

Table 25 – 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 a high quality residential, visitor accommodation and commercial mixed use development at the Pitt Street Station northern portal, which is commensurate with the role of the City of Sydney as the primary centre for metropolitan Sydney • facilitates additional tourism accommodation and employment generation within Central Sydney • provides for employment growth at the site during both the construction and operations of the development • promotes ecologically sustainable development by establishing an ESD Framework as detailed at Chapter 8.11 • provides for additional residential capacity and growth in Central Sydney, providing for an increase in the out of hours population and locating homes closer to jobs • provides a high density mixed use development that is suitable in scale, proportion and use with the surrounding Central Sydney context • enables future detailed development to provide a range of residential apartment typologies which appeal to a diverse range of households, including studios, 1, 2 and 3+ bedroom dwellings • 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 achieving high levels of residential amenity for future dwellings on the site • enhances the amenity and quality of life for future local communities by providing for a high quality building that provides accommodation, visitor accommodation and employment in a highly accessible and vibrant integrated transport precinct • provides future residents, visitors and employees with unmatched accessibility to the future Sydney transport network • includes an appropriate framework to deliver design excellence • respects the surrounding environment heritage at the site, with a detailed review of the heritage impact of the proposal undertaken at Chapter 8.9
1.6 Consent authority	In accordance with Chapter 1.1 above, the Minister of Planning and Environment 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 North 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 northern gateway to the future Pitt Street Station, providing a memorable station experience for passengers and positively contributing to the Sydney skyline ∘ makes provision for additional commercial and visitor accommodation floor space in the context of the Sydney CBD, whilst also providing for additional residential accommodation in an appropriate location ∘ 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, benefiting from excellent access to transit, goods, 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 uses 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 northern 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	Under the SLEP 2012, the site is located entirely within 'Area 3' on the Height of Buildings Map. On this basis, the maximum height at the site is determined in accordance with the relevant sun access plane provided for in clause 6.17 of the SLEP 2012, and the relevant exceptions provided for at clause 6.18. Please see Chapter 8.2 for further discussion.
4.4 Floor space ratio	The site has a mapped FSR of 8:1. The Pitt Street North 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 a mixed use development including residential accommodation, commercial premises and visitor accommodation components, and accordingly is eligible for the additional floor space contemplated by this clause. If design excellence is achieved by undertaking a competitive design process, then a further 1.4:1 of FSR is achievable, resulting in a total maximum achievable FSR of 15.4:1 at the site. The proposed OSD comprises the provision of 49,120 square metres of GFA, which equates to a proposed FSR of 15.59:1. Once the station floorspace is included in the calculations, a total GFA of 50,310 square metres results which equates to an FSR of 15.97:1. This approximately would comprise of the following elements: ∘ 33,416 square metres of residential floor space ∘ 769 square metres of residential storage space ∘ 13,453 square metres of visitor accommodation floor space ∘ 1,482 square metres of commercial floor space ∘ 1,189 square metres of station floor space Given the nature of station floor space calculations not being counted as part of the additional floor space , this results in a maximum overall FSR of 13.81:1. On the basis of the above, the proposed FSR of 15.97:1 exceeds the maximum FSR of 13.81:1 under the SLEP 2012 development standard by 2.16:1 (15.6%). The proposed variation broadly accommodates the following: ∘ the base allowable FSR of 13.81:1, plus

Clause	Consistency
	◦ an amount equivalent to the design excellence bonus of 1.38:1, plus ◦ an offset to the station floorspace, including impacts of that floorspace on the FSR accommodation bonus calculations of 0.53:1, plus ◦ an offset to the residential storage space of 0.24:1. A Clause 4.6 Variation Request has been included at Appendix J which further justifies the contravention of the development standard.
4.5A Balconies on certain residential flat buildings	The SLEP 2012 includes a provision to enable balconies on certain residential flat buildings to feature winter gardens which are exempt from the calculation of FSR. In this case, given that the balcony areas exceed 15% of the apartment areas, this bonus cannot be applied and the winter garden areas have instead been included in the floor space calculations. This has been further discussed at Appendix J.
4.6 Exceptions to development standards	A Clause 4.6 Variation Request is submitted with this concept SSD Application. This request seeks a variation to the maximum FSR development standard for the concept proposal, and has been provided at Appendix J.
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 Masonic Club Building (I1699), which is located at the western portion of the site's northern boundary. Additionally, the National Building (I1931) is located at the eastern portion of the site's northern boundary, 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 Pitt Street North OSD would not result in 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 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 to residents in existing buildings near the site ◦ the proposed building envelope does not result in any adverse amenity impacts on surrounding public spaces, including Hyde Park, Sydney Square, and the future Town Hall Square ◦ 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 proposal provides the potential for good solar access to be provided to future residents ◦ the proposal would ensure that air is able to move freely around buildings, being substantially separated from other building masses in the upper reaches of the development from all sides ◦ the proposal complements the active frontages of the Pitt Street Station northern portal
6.17 Sun access planes	The site is affected by the Hyde Park West Sun Access Plane, which in most cases would reduce the height limit at the site to approximately 156 metres AHD. However, in this case the site is subject to the provisions of clause 6.18 'Exceptions to sun access planes' such that the proposed development may exceed the sun access plane provided by this clause in certain circumstances. This has been discussed further below.
6.18 Exceptions to sun access planes	Clause 6.18(1) of the SLEP 2012 states the following: *"(1) Development consent may be granted to development that will result in a building on land projecting higher than a sun access plane that is taken by this Part to extend over the land if any one or more of the following apply:* *...* *b. the parts of the building that project higher than the sun access plane are on category B land that adjoins category A land and will not exceed the height of an existing building on the category A land.*

Clause	Consistency
	As demonstrated at Figure 57 below, most of the site is located within category B land on the Sun Access Protection Map, meaning that clause 6.18(1)(b) is applicable to the development and an exception to the relevant sun access plane applies to the proposed development.  **Figure 57 – The site, in the context of the Sun Access Protection Map set by clause 6.18 of the SLEP 2012** On this basis, the development falls largely within the category B land, located to the north-west of 201 Elizabeth Street, and must be no higher than the height of the existing building on the site. The proposed envelope has a maximum height of RL189, which is shorter than 201 Elizabeth Street. On this basis, the proposal complies with the relevant provisions. Site areas outside of the Category B land are compliant with the Hyde Park West Sun Access Plane.
6.19 Overshadowing of certain public places	The proposal does not overshadow any of 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 will be undertaken following the approval of the Concept SSD Application, which has been detailed at Appendix H. 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 total of 50 car parking spaces have been proposed in the development for OSD uses, 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.
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. Nevertheless, it is noted that as part of the CSSI Approval, a detailed assessment of the full acid sulfate soil risk of the Sydney Metro City and Southwest 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.

Clause	Consistency
	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 8.16. A Flood Study 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 mixed use purpose.
7.16 Airspace operations	The applicable OLS to the Sydney CBD is 156 metres AHD, which the proposed envelope will penetrate. On this basis, the concept proposal would require airspace height approval in accordance with the Airports Act from the Commonwealth Department of Infrastructure and Regional Development, which has been further assessed at Chapter 8.13. An Airspace 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 Section 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 26 sets out the location within the EIS that each of these matters is addressed.

Table 26 – 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 8.4	Yes
b. (b) requirements to minimise the detrimental impact of proposed development on view corridors	Chapter 8.3	Yes
c. (i) the suitability of the development	Chapter 10.1	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
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 8.4	Yes
c. (v) the bulk, massing and modulation of buildings	Chapter 8.4	Yes
c. (vi) street frontage heights	Chapter 8.4	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 8.12	Yes

Requirement	Chapter of the EIS	Addressed
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 8	Yes
c. (xi) the impact on any special character area	Chapter 8	Yes
c. (xii) achieving appropriate interface at ground level between the building and the public domain	Chapter 8.5	Yes
c. (xiii) the excellence and integration of landscape design	Chapter 8.5	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 27 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 27 – 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 further discussed at Chapter 4.16, and a Public Art Strategy has been provided to this effect as part of Appendix F.	Yes
3.1.6 Sites Greater than 5,000 square metres	The site is less than 5,000 square metres in area.	N/A
3.2 Defining the Public Domain	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
3.2.1 Improving the Public Domain	Noting that the development comprises only additional envelope above the approved station podium, the proposal has undertaken an extensive visual / view impact analysis, which has been further discussed at Chapter 8.3.	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 8.3.	Yes
3.2.2 Addressing the Street and Public Domain	The proposal, where possible, has been designed to ensure that the OSD appropriately addresses the surrounding street frontages. Noting that the predominant land use at the ground level is the future Pitt Street Station, the proposed OSD includes the provision of ground floor entries from Pitt Street, Park Street and Castlereagh Street, in a manner which complements the station portal frontage to Park Street. 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 proposal comprises the provision of pedestrian portals for the various OSD uses from all frontages. There is no potential for retail tenancies to be provided at the ground floor due to the spatial requirements and limitations of Pitt Street Station and the OSD entries and lobbies.	Yes

Provision	Comment	Consistency
	However, the metro station entries 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.	
3.2.6 Wind Effects	The wind impacts of the development have been further discussed at Chapter 8.14. 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 8.21.	Yes
3.3 Design Excellence and Competitive Design process	Design excellence has been further discussed at Chapter 4.9.	See Chapter 4.9
3.6 Ecologically Sustainable Development	ESD has been discussed as it relates to the concept proposal at Chapter 8.12. 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 8.16.	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 immediate proximity to two heritage items, and proximity to a number of other items, there is a potential for the proposal 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 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 a level which is required for a concept SSD Application. The accessibility levels achieved by the development have been further discussed at Chapter 8.25.	Yes
3.13.1 Crime Prevention Through Environmental Design	The principles of Crime Prevention Through Environmental Design (CPTED) have been further discussed at Chapter 8.23, and a CPTED Report has been provided as part of this concept SSD Application 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.	Yes
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 8.24.	Yes
3.17 Contamination	Contamination has been further discussed at Chapter 8.22.	Yes
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 demonstrated through 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
4.2.2 Setbacks	A detailed analysis of the proposed setbacks has been undertaken at Chapter 8.4 below, to the degree that it is relevant to a concept SSD Application.	See Chapter 8.4
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

Provision	Comment	Consistency
4.2.3.12 Flexible Housing and Dwelling Mix	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.	Yes
4.2.3.13 Wind Affected Balconies	The detailed design of wind affected balconies would be the subject of separate future applications.	Subject to future detailed SSD Application
4.2.4 Fine Grain, Architectural Diversity and Articulation	The proposal comprises two relatively slender building forms above a podium. By nature of the podium being designed above the approved CSSI station portal, the proposal technically does not comply with the 65 metres maximum building length provision. However, all reasonable measures have been taken in order to ensure that the building presents in an articulated manner, and relates well to the surrounding streetscape. This has been further discussed at Chapter 8.4.	See Chapter 8.4
4.2.6 Waste Minimisation	Waste management has been further discussed at Chapter 8.24. It is noted that the City of Sydney's Policy for Waste Minimisation in New Developments 2005 has been previously discussed at Chapter 6.14.	Yes
4.4.8 Visitor Accommodation	This concept SSD Application would allow for detailed design to be consistent with the SDCP 2012 provisions for visitor accommodation, which would be demonstrated as part of a future detailed SSD Application. Importantly, the visitor accommodation component of the development is physically separated from the residential component, reducing the potential for conflict between the land uses.	Yes
5.1.1 / 5.1.2 Street Frontage Heights and Setbacks	The proposal provides a 45.98 metre street frontage height, which has been considered appropriate in the context of the surrounding buildings, as well as the predominant nature of the site in a Central Sydney context. This has been further discussed at Chapter 8.4 below. The proposal also includes the provision of two building forms above podium which comply with all street setbacks prescribed under the SDCP.	See Chapter 8.4
5.1.2.4 Separation of buildings on the same site	The SDCP prescribes a preferred separation of 24 metres for buildings on the same site. In the case of the proposal, a separation of 11.5 metres has been provided between the buildings, which is considered an appropriate outcome at the site. This has been further discussed at Chapter 8.4 below.	See Chapter 8.4
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 proposal has been demonstrated as capable of complying with the controls contained at Provision 5.1.5, including the provision of indicative OSD design floor plates which do not exceed 1,000 square metres. The maximum horizontal dimension of each building is also less than 40 metres. The specific consistency of a future detailed design would be the subject of a separate future application.	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 detailed SSD Application. The Design Guidelines provide additional guidance regarding the exterior treatment of the OSD at Appendix I.	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	See Chapter 7.6 for further discussion regarding the proposal's compliance with the Sun Access Planes (and exceptions to the Sun Access Planes) contained under the SLEP 2012.	Yes

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ASSESSMENT OF ENVIRONMENTAL IMPACTS

CHAPTER EIGHT

8. Assessment of environmental impacts

This Chapter discusses the key environmental impacts of the proposal and how these impacts are justified and/or mitigated. Technical reports underpinning the assessment and providing further detail are included in the Appendices.

As required by the SEARs, the assessment of each issue informs the environmental risk assessment (where relevant to that issue) at Chapter 10 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 in Chapter 2.2 sets out the individual matters listed in the SEARs and identifies where each of the relevant requirements have been assessed throughout this EIS and / or in the appended technical studies.

8.2 Built form and urban design

DCPs do not apply to SSD pursuant to clause 11 of the SRD SEPP, and accordingly are not applicable to this concept SSD Application. The SDCP 2012 has, however, been considered as a guidance document which has informed the proposed built form and other aspects of the proposed OSD.

It is noted that the proposed envelope has also been separately assessed in regard to the various potential impacts which may arise from the built form, including:

- Visual Impact – Further discussed at Chapter 8.3.1
- View Impact – Further discussed at Chapter 8.3.2
- Outlook and solar access impact– Further discussed at Chapter 8.7
- Public daylight access – Further discussed at Chapter 8.5.2

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

8.2.1 Podium element

At the building podium, up to a height of 45 metres, the SDCP 2012 enables the provision of nil front, side and rear setbacks. The proposed envelope results in the provision of nil setbacks to all boundaries up to a height of RL 68.00 metres AHD. This represents a maximum street wall height of 45.98 metres above the lowest point at the site, which translates to a compliant street wall height for all but the eastern extent of the site, which proposes a height marginally taller than that specified under the SDCP 2012.

Given the development of the station portal up to a height of RL 48.00 metres AHD beneath, this effectively serves as a continuation of the approved station envelope up to the maximum street podium height to ensure an integrated design approach to the streetscape between the station portal and the OSD. This has been illustrated at Figure 58 and Figure 59 below.

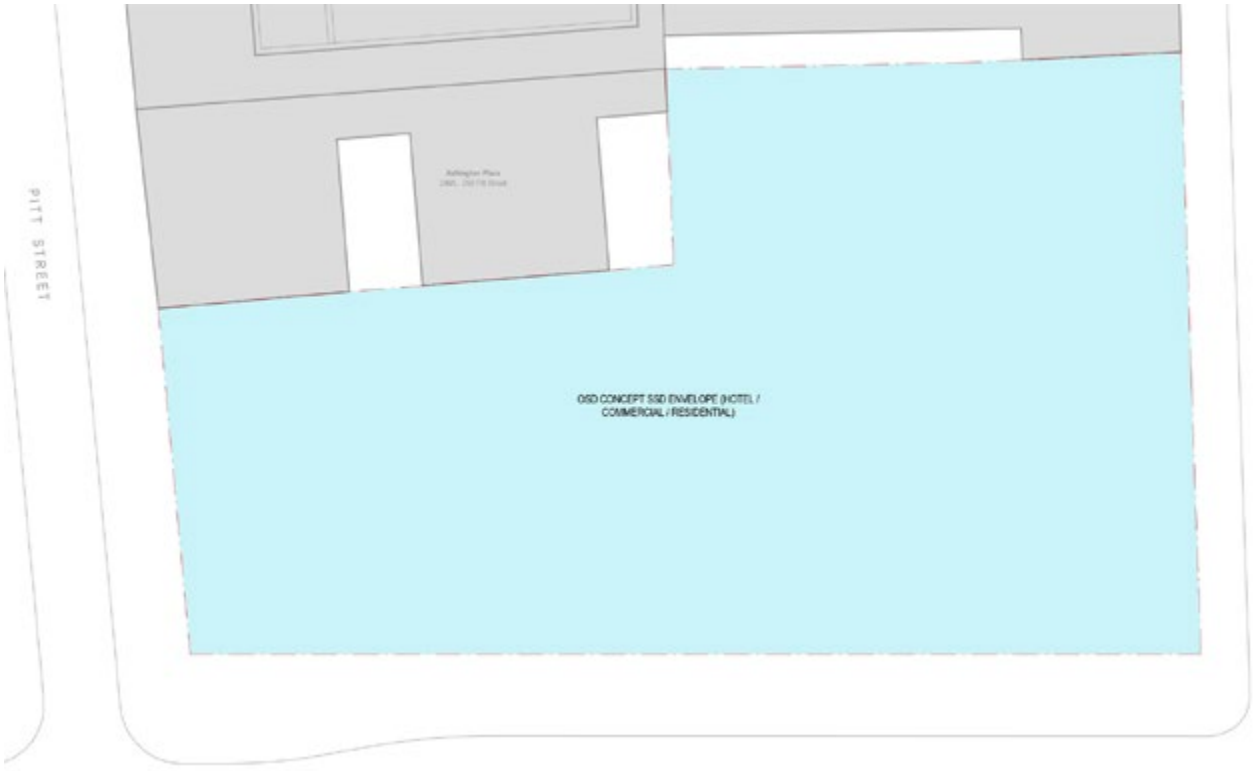


Figure 58 – The proposed podium envelope

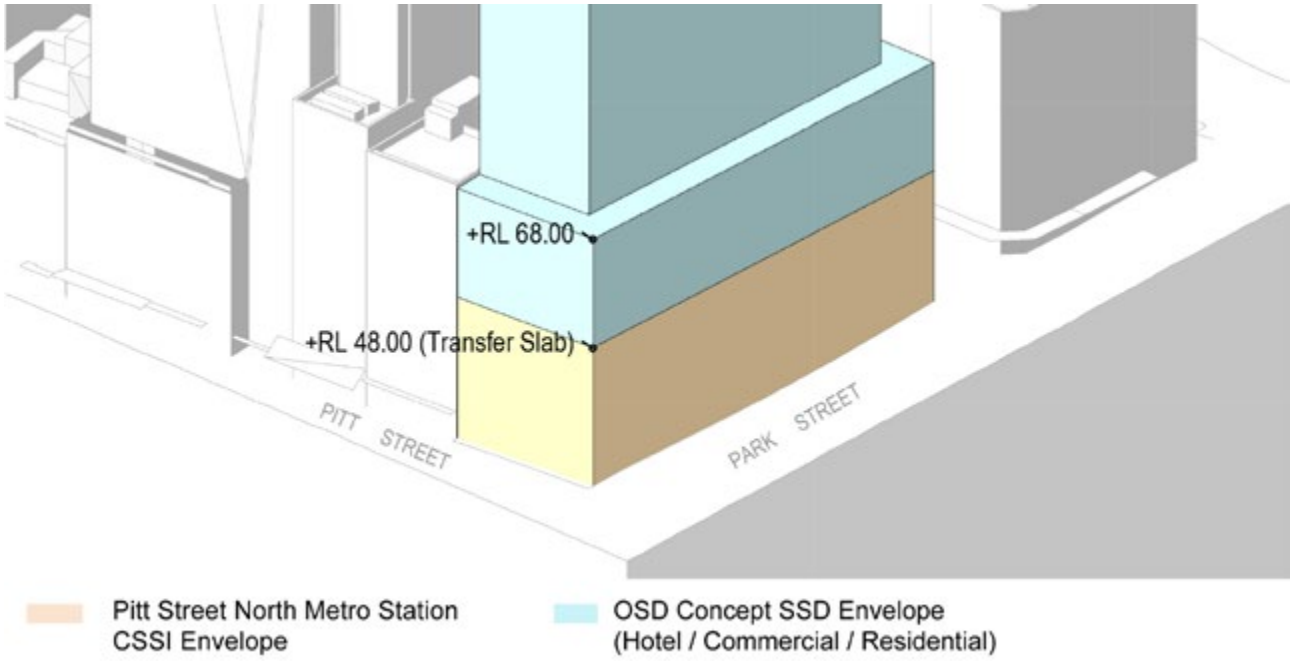


Figure 59 – Axonometric view of proposed podium envelope

8.2.2 Building above podium element

Above the podium, the envelope incorporates setbacks appropriate to each street frontage based on a range of factors including the relevant SDCP 2012 provisions and the unique circumstances of this particular site.

At the northern boundary, the site borders The National Building and Masonic Club, which are both locally listed heritage items under the SLEP 2012. The heritage impacts of the concept proposal on these buildings has been further discussed at Chapter 8.9 below, however, the concept envelope has included a nil setback to the northern boundary. Given that both of the adjacent sites are already constructed close to or at the 45 metre street height, and are less than 800 square metres in size, a building form cannot be constructed above them in accordance with the provisions of the SLEP 2012 and SDCP 2012.

Locating the envelope further to the north allows the OSD to maintain development potential without impacting on future development on the neighbouring sites to the north, whilst also ensuring that appropriate DCP compliant setbacks are provided to the eastern, southern and western boundaries. On balance, this is considered to be an appropriate outcome at the northern boundary of the site.

At the eastern setback of the site, the proposed envelope provides an eight metre weighted average setback, with a minimum potential component of six metres. This is consistent with the SDCP 2012 controls and relates well to existing building setbacks on Castlereagh Street.

At the southern setback of the site, the proposed envelope provides an eight metre weighted average setback, with a minimum potential component of six metres. This is consistent with the SDCP 2012 controls and relates well to existing building setbacks on Park Street.

At the western setback of the site, the proposed envelope provides an eight metre weighted average setback, with a minimum potential component of six metres. This is consistent with the SDCP 2012 controls and relates well to existing building setbacks on Pitt Street.

8.2.3 Recommendations

The future detailed SSD Application for the OSD would need to propose a building that is consistent with the maximum building envelope prescribed in this concept SSD Application (other than a potential architectural roof feature or other rooftop devices, which would be assessed separately on merit). The future building would also adhere to the weighted average setback controls, the detailed operation of which is outlined in the SDCP 2012, meaning that the provided envelope (which comprises a minimum setback of six metres) would be a worst-case scenario for development at the site.

The detailed design of the future OSD would also be guided by the Design Guidelines prepared by Sydney Metro (Appendix I). The design excellence of the future OSD would be ensured through adherence to the Design Excellence Strategy (Appendix H) prepared by Sydney Metro, which provides an objective and structured process that ensures that design excellence is maintained throughout the design, procurement and delivery process of the integrated station development.

8.3 Solar access to Hyde Park

8.3.1 Assessment of solar access impacts

SLEP 2012 prescribes a series of controls which seek to avert any additional overshadowing of certain public places, including Hyde Park and the Sydney Town Hall steps, during certain periods of the year. Specifically, for Hyde Park the relevant period is between 12:00 and 14:00 on 21 June and between 10:30 and 16:00 from 14 April to 31 August for the Sydney Town Hall steps. 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 proposed development has been specifically designed to minimise potential overshadowing impacts to Hyde Park, with the envelope designed to sit within the shadow of existing surrounding buildings. Solar access to both Hyde Park and the future Town Hall Square will be maintained during key periods to avoid any adverse impacts. It is confirmed in the Shadow Diagrams provided at Appendix G that the development does not overshadow the Town Hall steps during any of the periods nominated under Clause 6.19(1)(i) of SLEP 2012.

Regarding the level of overshadowing to Hyde Park, Table 28 provides a high-level assessment of the overshadowing impacts of the development throughout various times in the year. In order to provide an assessment which focusses on key parts of the year, Table 28 has been designed to provide a clear breakdown of when the development does and does not overshadow Hyde Park, and is consistent with and should be read in conjunction with the detailed Overshadowing Diagrams provided at Appendix G.

It is noted that the following assessment is based upon the impacts of the OSD in the context of shadows cast by existing buildings within the Sydney CBD and buildings are approved and under construction (e.g. the Greenland Centre at 115 Bathurst Street). An assessment of the cumulative solar access impacts of the proposed development in the context of future likely development is provided at Section 8.2.2.

Table 28 – Summary of overshadowing impacts from the proposed envelope at Pitt Street North on 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	Negligible
March	Nil	Nil	Nil	Nil	Nil	Nil	Minor
April	Nil	Nil	Nil	Nil	Minor	Minor	Moderate
May	Nil	Nil	Nil	Nil	Nil	Minor	Minor
June	Nil	Nil	Nil	Nil	Nil	Negligible	Nil
July	Nil	Nil	Nil	Nil	Nil	Minor	Minor
August	Nil	Nil	Nil	Nil	Minor	Minor	Moderate
September	Nil	Nil	Nil	Minor	Moderate	Moderate	Moderate
October	Nil	Nil	Nil	Nil	Nil	Negligible	Negligible
November	Nil	Nil	Nil	Nil	Nil	Nil	Negligible
December	Nil	Nil	Nil	Nil	Nil	Nil	Nil

Summer Period

During December and January, the proposal does not overshadow Hyde Park at all between noon and 3.00pm. During February, overshadowing is limited to a negligible portion of Hyde Park, with the shadow largely occupying the Park Street and Elizabeth Street roadways instead. Figure 60 illustrates overshadowing at 3.00pm in the summer months.

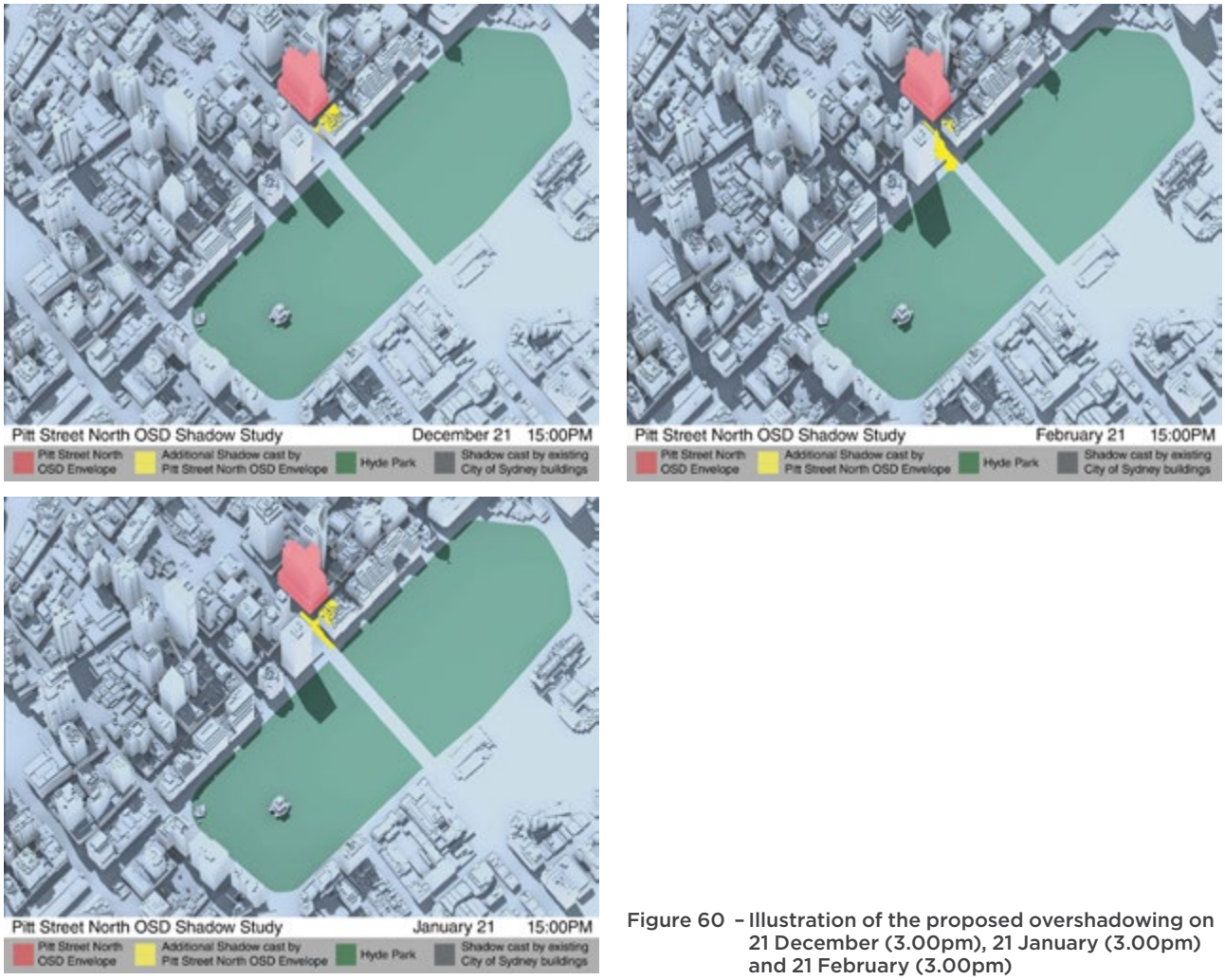


Figure 60 – Illustration of the proposed overshadowing on 21 December (3.00pm), 21 January (3.00pm) and 21 February (3.00pm)

Autumn Period

During the autumn period of the year (March, April, May), shadows cast by the proposed envelope are lengthened, consistent with other tall buildings to the west of Hyde Park. As demonstrated below, the shadow moves further towards the south throughout the autumn period. A substantial portion of the shadow cast by the envelope falls within the shadow envelope of either 201 Elizabeth Street in front, or 161 Castlereagh Street behind, which mitigates the potential impact.

In March and May, the additional overshadowing as a result of the development is very minor and is considered acceptable. In April, the additional overshadowing is substantial, by virtue of the angle of the sun at this time of year. However, this impact is only limited to the period between 2.30pm and 3.00pm, meaning that for the majority of the afternoon period the additional overshadowing impact of the development is minor. On balance, this is considered to be an acceptable outcome at the site.

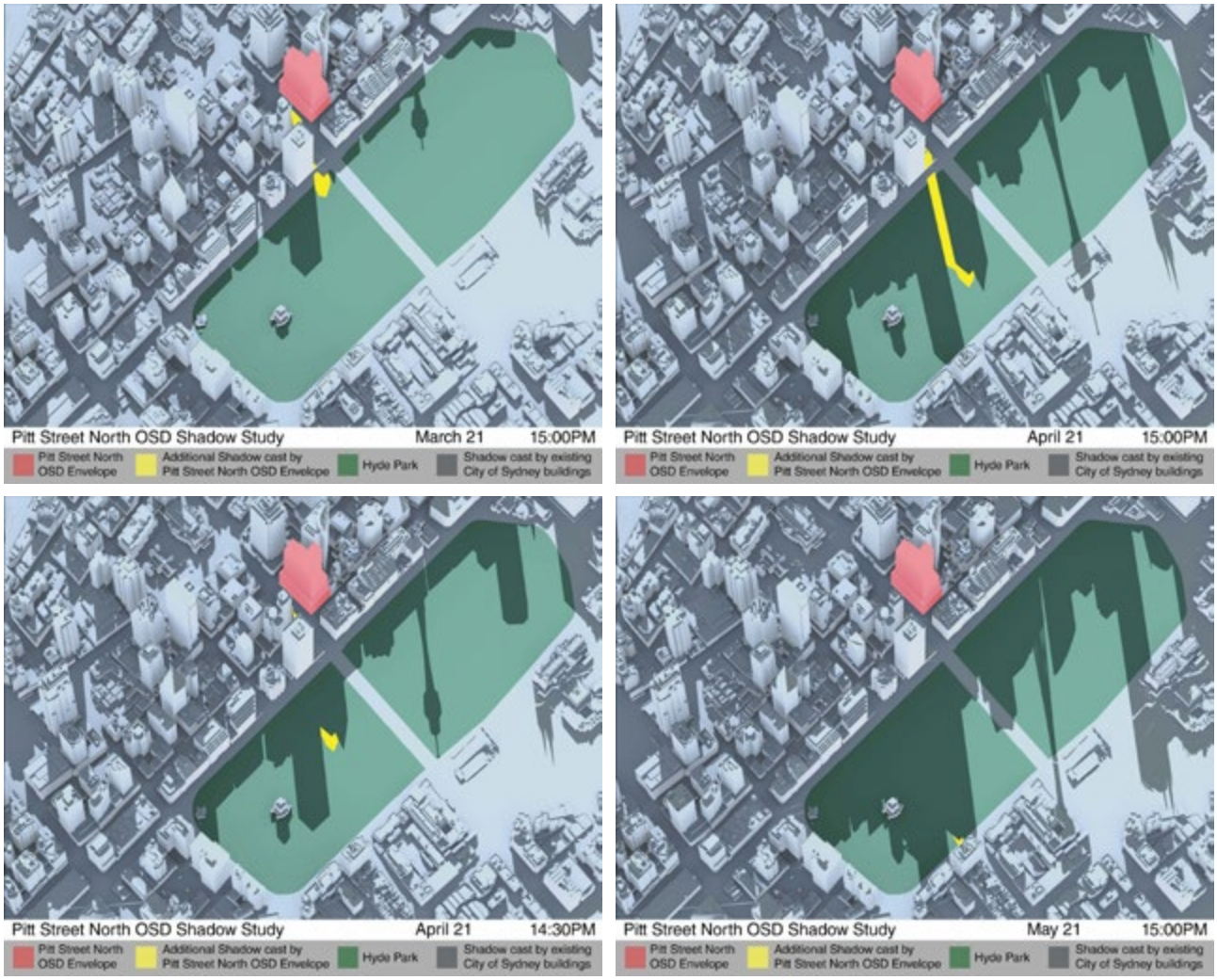
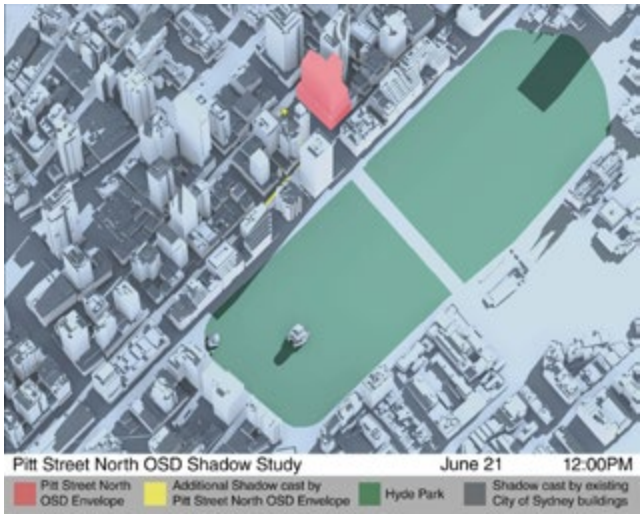
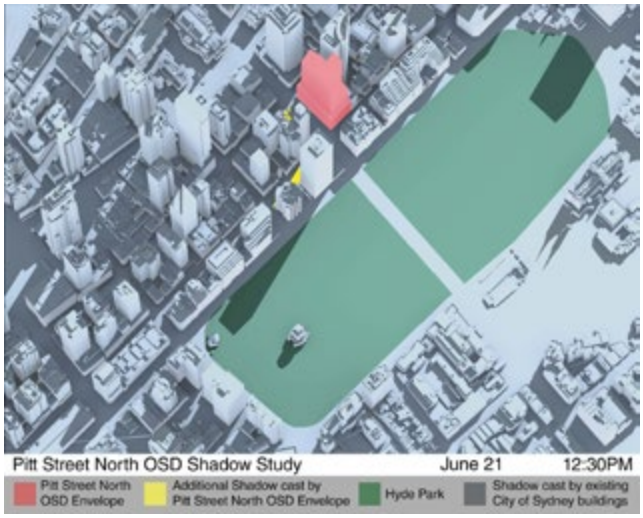


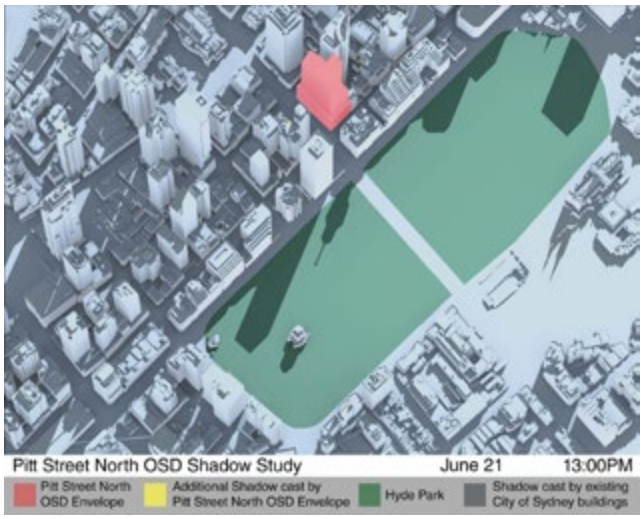
Figure 61 – Illustration of the proposed overshadowing on 21 March (3.00pm), 21 April (2.30pm-3.00pm) and 21 May (3.00pm)

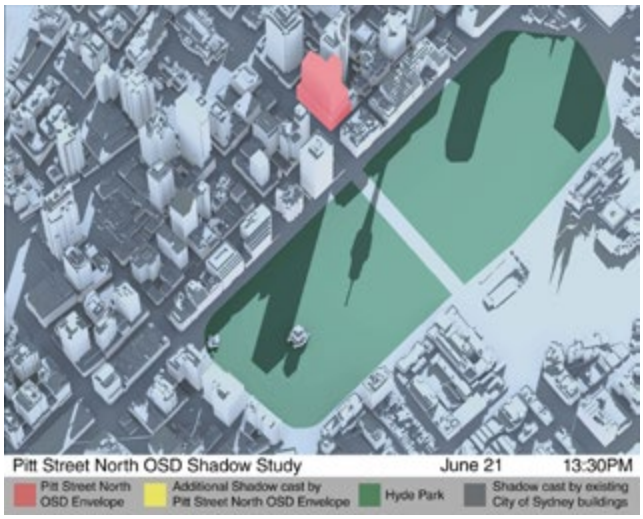
21 June

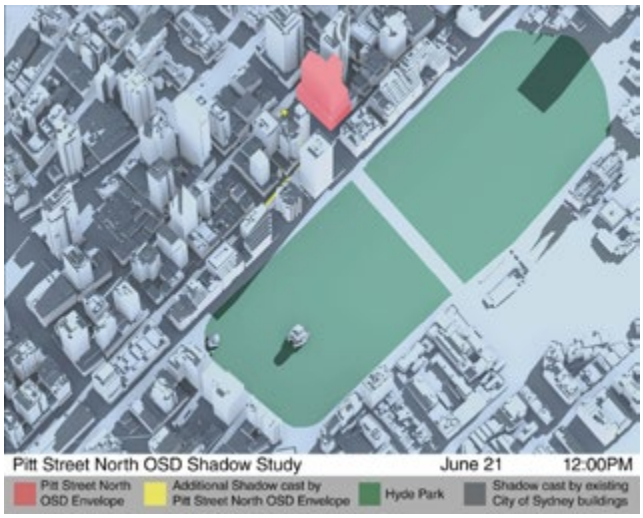
At the winter solstice on 21 June, overshadowing caused by the proposed building envelope is entirely confined within the areas already overshadowed by existing buildings, with the exception of a negligible area of additional overshadowing at 2.00pm. A full set of shadow diagrams have been reproduced below for 21 June between midday and 3.00pm and are also provided at Appendix G. 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.

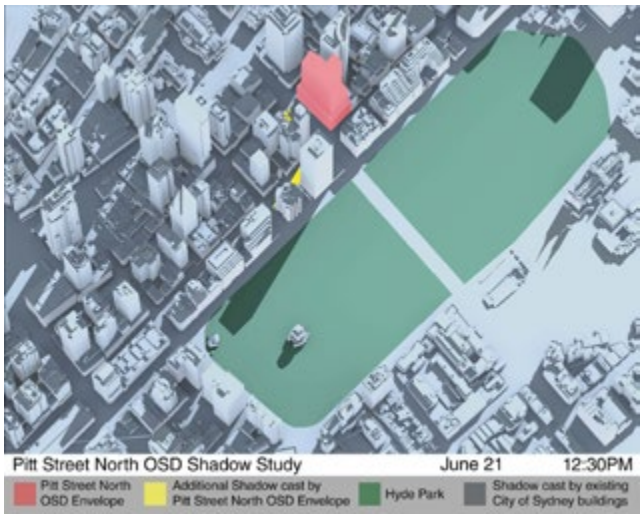

Pitt Street North OSD Shadow Study
June 21
12:00PM
Pitt Street North OSD Envelope
Additional Shadow cast by Pitt Street North OSD Envelope
Hyde Park
Shadow cast by existing City of Sydney buildings


Pitt Street North OSD Shadow Study
June 21
12:30PM
Pitt Street North OSD Envelope
Additional Shadow cast by Pitt Street North OSD Envelope
Hyde Park
Shadow cast by existing City of Sydney buildings


Pitt Street North OSD Shadow Study
June 21
13:00PM
Pitt Street North OSD Envelope
Additional Shadow cast by Pitt Street North OSD Envelope
Hyde Park
Shadow cast by existing City of Sydney buildings


Pitt Street North OSD Shadow Study
June 21
13:30PM
Pitt Street North OSD Envelope
Additional Shadow cast by Pitt Street North OSD Envelope
Hyde Park
Shadow cast by existing City of Sydney buildings


Pitt Street North OSD Shadow Study
June 21
12:00PM
Pitt Street North OSD Envelope
Additional Shadow cast by Pitt Street North OSD Envelope
Hyde Park
Shadow cast by existing City of Sydney buildings


Pitt Street North OSD Shadow Study
June 21
12:30PM
Pitt Street North OSD Envelope
Additional Shadow cast by Pitt Street North OSD Envelope
Hyde Park
Shadow cast by existing City of Sydney buildings

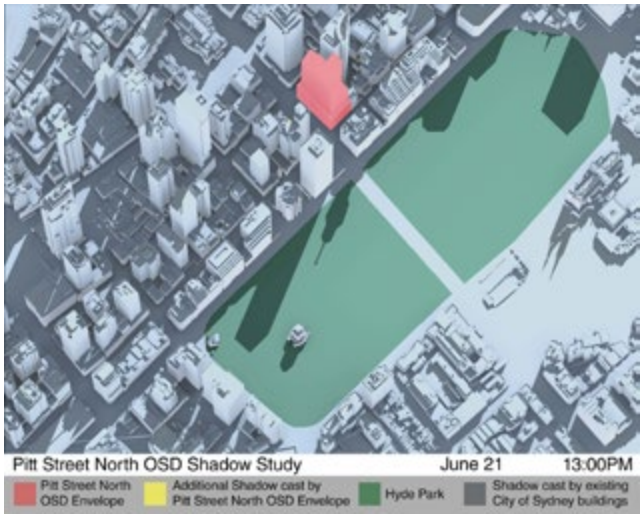


Figure 62 – Illustration of the proposed overshadowing on 21 June (12.00pm – 3.00pm)

Winter Period

Through July, the shadow cast by the proposed envelope is located entirely within the shadow of other existing buildings, resulting in no additional overshadowing to Hyde Park. In August, there is a minor area of shadowing between 2.00pm and 3.00pm, which expands in area at 3.00pm. However, the overshadowing at 3.00pm is generally limited by existing shadows cast by other buildings, and only occurs at the end of the nominated period.

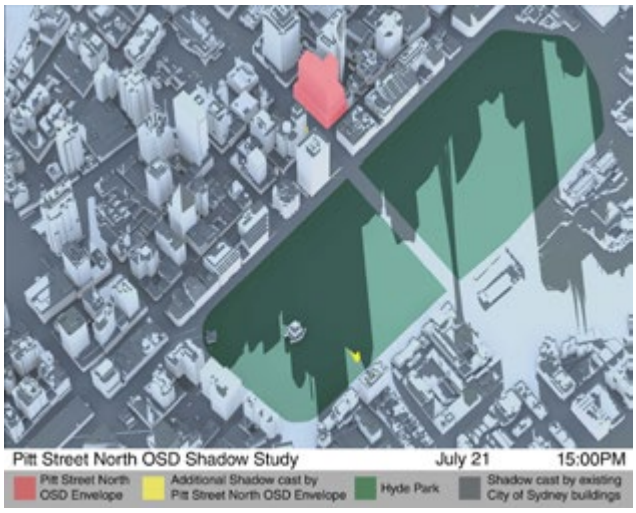


Figure 63 – Illustration of the proposed overshadowing on 21 July (3.00pm) and 21 August (2.30pm-3.00pm)

Spring Period

Overshadowing on 21 September is the largest area of shadowing caused by the development throughout the year. This is to be expected given the nature of the controls applicable at the site, and has been discussed further below. Although the envelope shadow largely falls within the shadow of other surrounding buildings, between 2.30pm and 3.00pm there is a considerable additional area of shadow caused by the development.

On 21 October and 21 November, the additional overshadowing caused by the development is negligible in nature. In October, the shadow largely falls on to Park Street rather than Hyde Park itself, and in November the shadow barely overshadows Hyde Park at all.

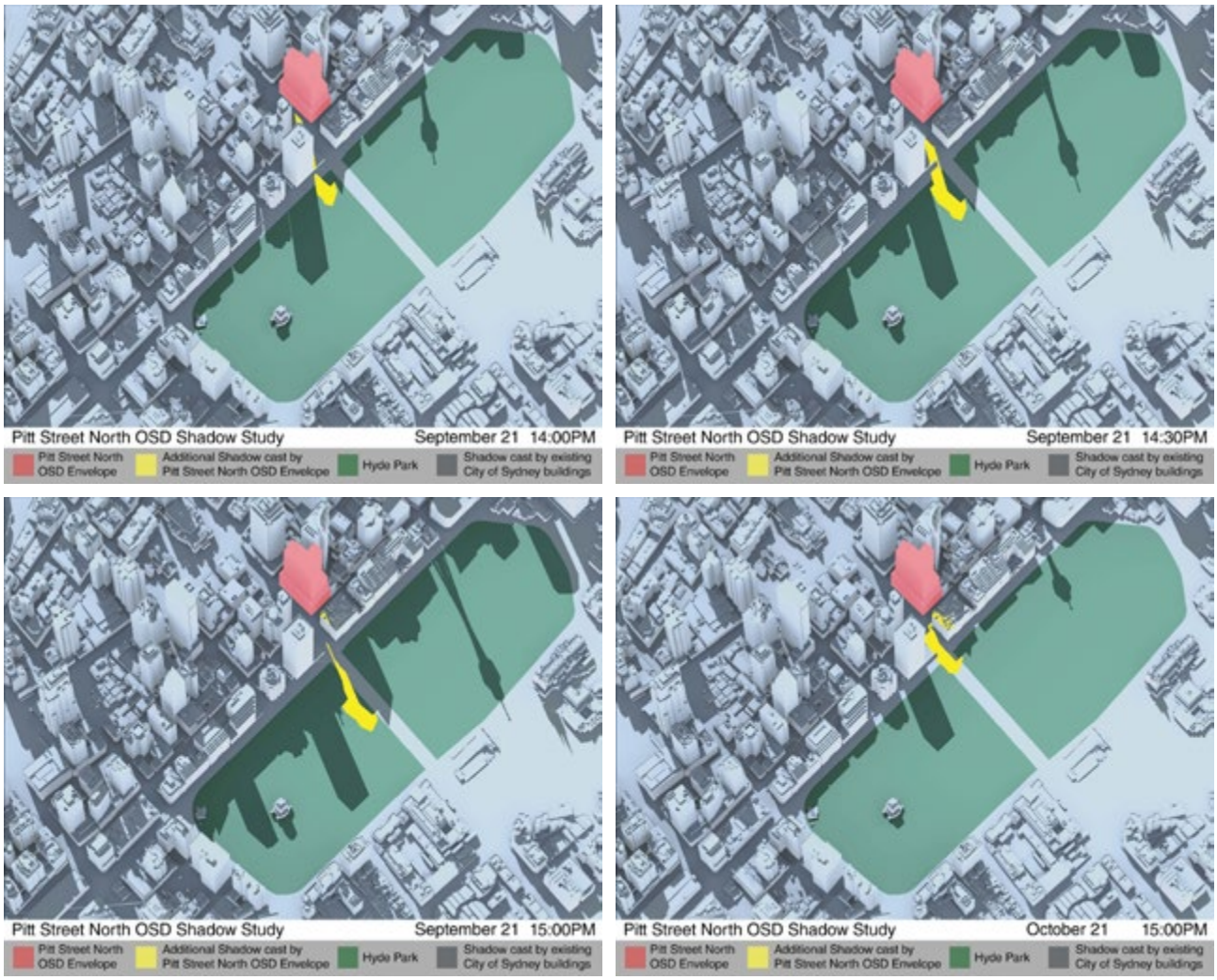


Figure 64 – Illustration of the proposed overshadowing on 21 September (2.00pm-3.00pm), 21 October (3.00pm)

Overshadowing impact assessment

In light of the above shadow diagrams, the greatest impact of the development on Hyde Park is during the equinox months, with April, August and September experiencing the highest areas of shadow cast by the development. Clause 6.17 of the SLEP 2012 seeks primarily to manage overshadowing and to protect solar access to Hyde Park at mid-winter, when sunlight is most sought-after, resulting in a compliant building envelope form that falls within the shadow of other existing buildings during the winter period, but does result in additional overshadowing at other times of the year.

That is to say, any development which was proposed at the site to comply with this provision would still result in some degree of overshadowing to Hyde Park during the equinoxes. This is considered to be reasonable given that the intent of the SLEP 2012 provision is to protect sunlight during the period of year when it is most limited and sought-after (i.e. mid winter) without unduly constraining the development and growth of the Sydney CBD during other periods of the year.

In addition to the above, the development is considered to have an acceptable overshadowing impact on Hyde Park by way of the following:

- The proposed building envelope has been designed to generally comply with the provisions of the SLEP 2012 and the SDCP 2012. This has included the provision of minimum 6 metres setbacks to all street frontages, which has been reflected in the tested scenario, representing a worst case. Because of the Weighted Average Setbacks prescribed under the SDCP 2012 and noted in the envelope drawings provided at Appendix C, the actual impact on Hyde Park is likely to be less than that demonstrated in the shadow diagrams at the Concept stage.
- The development does not overshadow Hyde Park at all prior to 1.30pm on 21 June, 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 critical lunch hour period remains largely unaffected in regard to solar access by the development, with overshadowing only to occur later in the afternoon period.
- In between the issue of the SEARs and the lodgement of the concept SSD Application, the envelope has been amended to further reduce the potential overshadowing impact of Hyde Park, with the eastern edge of the envelope being altered to enable this by aligning with potential future development (refer to Chapter 8.2.2 and Appendix F).
- For the majority of periods within the year where the development does overshadow Hyde Park, the extent of new overshadowing is negligible or minor in nature. 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 edge, being located between shadows cast by other buildings such as 161 Castlereagh Street, 201 Elizabeth Street and 27 Park Street.
- For the periods which have the largest overshadowing impact, being at 3.00pm on 21 April, 3.00pm on 21 August and 2.30pm-3.00pm on 21 September, the overshadowing caused by the development comprises only a small portion of the overall park area, ensuring that considerable space remains available and with high levels of amenity. This overshadowing is limited to small periods in the late afternoon, and is considered to be an acceptable outcome having regard to the significant development that is occurring on the Pitt Street North site.

Having regard to the above, it is considered that whilst the proposed building envelope would result in some 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. The proposed building envelope has been specifically designed to minimise overshadowing impacts to Hyde Park, which is evidenced through the above assessment.

8.3.2 Cumulative solar access impacts

As outlined in Section 8.2.1, at the critical mid-winter date of 21 June that forms the basis for the SLEP 2012 planning controls, the shadows cast by the OSD building envelope are entirely contained within the shadows cast by existing buildings located within the immediate vicinity of the site except for a negligible portion of shadowing at 2.30pm. During other winter periods, these shadow effects are similar, with only minimal additional overshadowing of Hyde Park. Shadows cast by the proposed OSD building envelope to Hyde Park are predominately contained within the areas of shadow cast by existing buildings at 161 Castlereagh Street (ANZ Tower – located directly to the north-west of the site) and 201 Elizabeth Street (located to the south-east).

Whilst ANZ Tower was only completed in 2013, and as such is unlikely to be redeveloped in a manner that would change overshadowing in either the short or medium-term, there is currently an active proposal for the redevelopment of 201 Elizabeth Street that would result in the demolition of the existing building and the construction of a new building with reduced shadow impacts to Hyde Park.

A Concept SSD Deferred Commencement Consent was determined on 15 February 2018 by the Central Sydney Planning Committee of the City of Sydney Council (as delegate of the Minister for Planning) for a building envelope (refer Figure 66) and concept approval for the construction and use of a 50 storey (RL 198.22 metres AHD) mixed use building providing hotel, retail and residential uses, with basement parking (D/2017/349). Accordingly, it is appropriate to consider the potential cumulative shadow impacts of the future redevelopment of the 201 Elizabeth Street site together with the OSD at the Pitt Street Station northern portal.

The 201 Elizabeth Street building envelope does not comply with the Hyde Park Sun Access Plane prescribed by SLEP 2012. Notwithstanding this, the City of Sydney's assessment report considered this non-compliance to be acceptable on the basis that the part of the envelope that exceeds the Sun Access Plane results in a 50 per cent reduction in shadows cast on Hyde Park between midday and 2.00pm on 21 June. Specifically, Council concluded that *"the proposal therefore achieves the intent of Clause 6.18 which provides for exceptions to sun access planes, and is considered to result in an acceptable level of solar access to Hyde Park in mid-winter"* (Central Sydney Planning Committee Assessment Report, 15 February 2018, Attachment A, p.38). The Council's assessment report also concluded that, whilst the building envelope for 201 Elizabeth Street resulted in some additional overshadowing of Hyde Park during other periods of the year, this was considered to be acceptable given the positive outcome achieved at mid-winter and other winter periods when access to sunlight is in demand.

The indicative building envelope submitted with the Request for SEARs for the Pitt Street North OSD on 1 November 2017 was designed to ensure that shadows cast by the OSD sat wholly within the shadow of the proposed 201 Elizabeth Street building envelope at 21 June. During the assessment of the 201 Elizabeth Street Concept SSD Application and after this date, however, the building envelope proposed for that site was shifted to the south to mitigate impacts of that building envelope on views. The impact of this shift would have seen the maximum building envelope set out in the OSD Request for SEARs resulting in some minor additional overshadowing of Hyde Park between 1.30pm and 2.00pm at 21 June. To avoid this, Sydney Metro has reduced the proposed building envelope as illustrated at Figure 62 so as to ensure that shadows cast continue to be contained entirely within the shadows cast by the approved 201 Elizabeth Street building envelope between midday and 2.00pm at 21 June. This amendment has the effect of reducing the floorplate (and potential development yield) by approximately 90 square metres per level at the mid-rise and high-rise levels of the OSD envelope.

By responding to the amendments to the 201 Elizabeth Street building envelope, Sydney Metro has ensured that the proposed Pitt Street North OSD delivers a coordinated development approach that facilitates and complements substantial new development within the Sydney CBD whilst significantly reducing overshadowing of Hyde Park during the critical mid-winter period. Together, the OSD and 201 Elizabeth Street redevelopment have the potential to deliver over 550 hotel rooms, 550 apartments and new office space within the mid-city of the CBD, contributing to significant economic and environmental benefits for the locality, whilst still contributing to an improved solar access outcome for Hyde Park.

Having regard to the above, it is considered that the coordination of the OSD building envelope with the approved 201 Elizabeth Street building envelope would ensure that the OSD does not result in any unacceptable cumulative impacts and contributes to an improvement in solar access to Hyde Park.

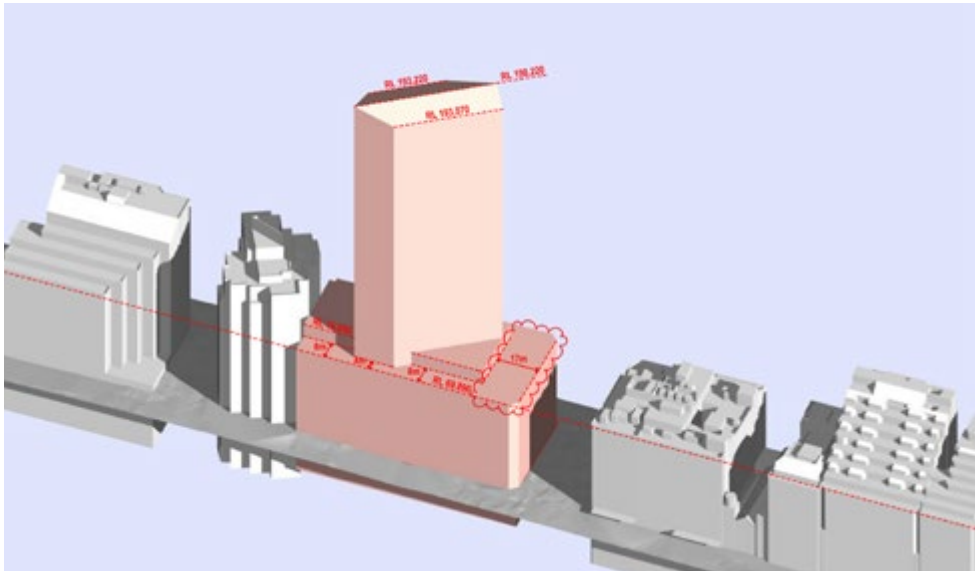


Figure 65 – Approved maximum building envelope for 201 Elizabeth Street, viewed from east, illustrating angled tower to minimise overshadowing

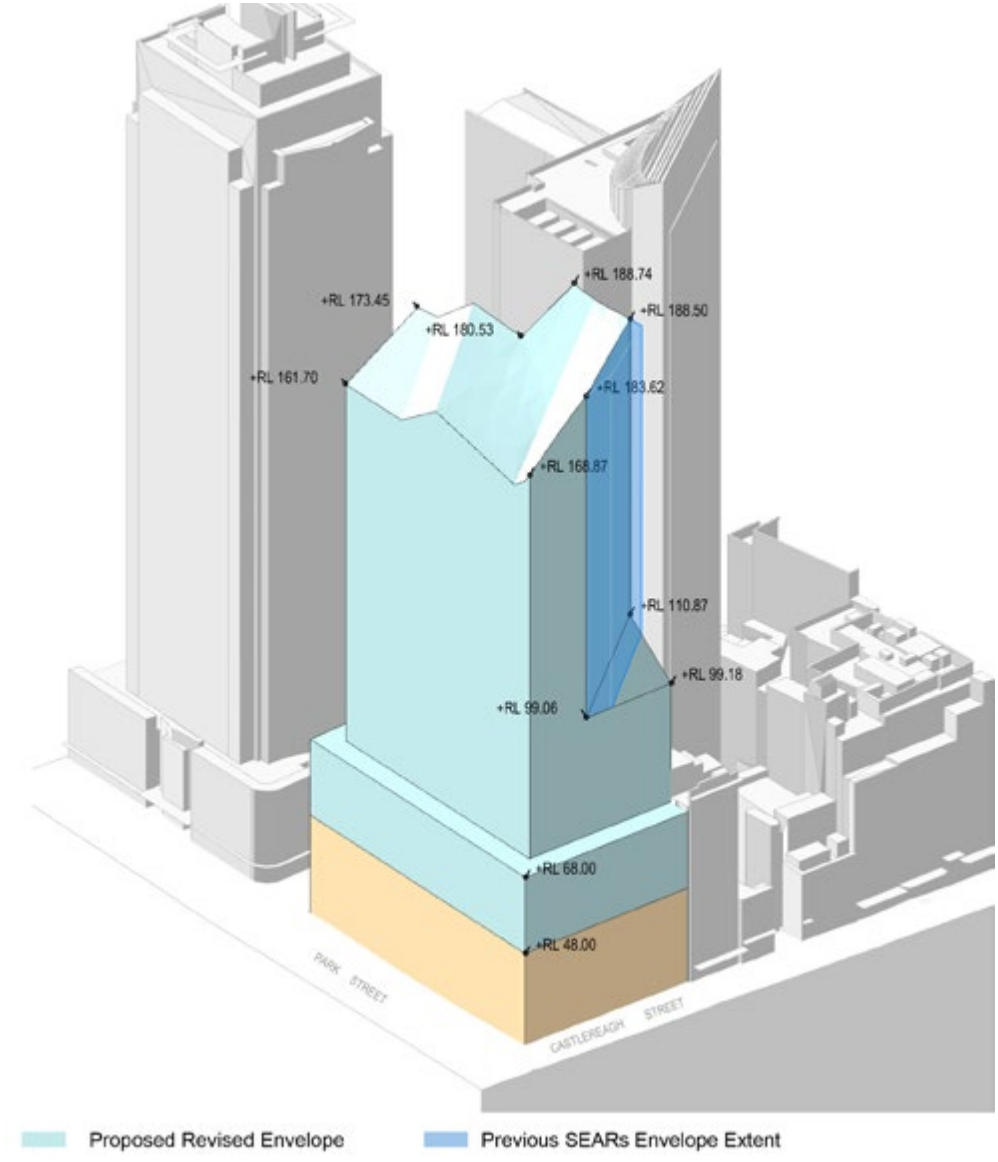


Figure 66 – Reduction in maximum building envelope to ensure no additional overshadowing of Hyde Park between midday and 2.00pm on 21 June (mid-winter)

8.3.3 Recommendations

During the detailed design development of the OSD, compliance with the building envelope should be adhered to ensure minimisation of overshadowing impacts to Hyde Park. The street setbacks to Pitt Street, Park Street and Castlereagh Street are to be designed to comprise an 8 metre weighted average setback. 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 VIA 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 view impact analysis from adjoining residential apartment buildings at 27 Park Street and 197 Castlereagh Street.

The assessment has been informed by separate detailed 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 6 metre setback at all street frontages. On this basis, the future detailed building form would likely be better 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 in accordance with an established visual impact assessment methodology 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 to medium level of impact from this direction. Figure 67 illustrates the appearance of the building from Oxford Street and William Street respectively.

Figure 67 – The proposed envelope (light grey) as viewed from Oxford Street

Visual impact from Hyde Park

A key consideration as part of this visual impact analysis was any potential for adverse impact arising from the location of the development in close proximity to Hyde Park. In light of this, several perspectives were generated from Hyde Park, with it being determined that the Pitt Street North OSD would have an overall low to medium impact in this regard. Key perspectives of the Pitt Street North OSD through Hyde Park have been provided at Figure 68, Figure 69 and Figure 70.

Figure 68 – The proposed envelope (light grey) as viewed from Macquarie Street

Figure 69 – The proposed envelope (light grey) as viewed from Hyde Park

Figure 70 – The proposed envelope (light grey) as viewed from College Street

Visual impact summary

Overall, by virtue of the site's distance from viewing locations, the position of the site in the visual context of a number of other tall buildings, and a range of intervening elements at key viewing locations, the VIA has determined that the Pitt Street North 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 Pitt Street North OSD would have an overall low visual impact which is acceptable without further mitigation.

8.4.2 View impacts on neighbouring residential properties

Private views from two neighbouring buildings at 27 Park Street and 197 Castlereagh Street have the potential to be affected by the proposed envelope, and on this basis have been subject to a private view impact assessment at Appendix U.

For this assessment, low-rise, mid-rise and high-rise perspectives were used demonstrating 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.

However, 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 does indeed note that one of the objectives of the maximum building height clause is *'to promote the sharing of views'*, we note that the maximum building height at the site is not limited by this clause, given that the site is located entirely within 'Area 3' on the Height of Buildings Map. 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 is secondary to the enhancement of public views, when considering the specifics of the planning objectives for 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?

The proposed building envelope affects the northern views of 27 Park Street and 197 Castlereagh Street. The impacts of the proposal on these views has been further discussed below.

- **27 Park Street, low levels:** The main impact is a reduction in the number of buildings with frontage to Castlereagh Street that are visible and reduce the amount of sky to the left of the view. This is not considered to be a significant impact and no reduction of views to Hyde Park would occur.
- **27 Park Street, mid to high levels:** The focus of these view are across the CBD skyline to Hyde Park and Sydney Harbour, including North Head. This view is highly valuable, and the proposal does not impact these key elements. Rather, the impact is limited to the far left of the view, and has the effect of reducing the extent of CBD buildings visible.
- **197 Castlereagh Street, low levels:** The focus of this view is to, over and between CBD buildings to the north towards Castlereagh Street. The impact of the proposal would be to largely reduce the visibility of the Piccadilly Tower and the base of Sydney Tower in the background.
- **197 Castlereagh Street, mid levels:** The focus of this view is to, over and between CBD buildings, including views to the MLC Centre and Sydney Tower, which are two of the more recognisable built elements in the Sydney CBD. Sydney Harbour is also an element in the background of the view. The impact of the proposal is to reduce visibility of the MLC Centre, largely reduce visibility of the Piccadilly Tower and obscure view of Sydney Tower. Whilst views of Sydney Tower are not as iconic as those to the Harbour, Opera House or Harbour Bridge, removing its visibility in this view does alter the nature of the view.
- **197 Castlereagh Street, high levels:** The focus of this view is to the north-east and north along the Castlereagh Street alignment, with natural elements becoming more dominant at this height including Hyde Park and Sydney Harbour. The main impact of the proposal is to obscure Sydney Tower. Whilst the tower is not the key element of the view, its removal does alter the nature of the view.

Visual perspectives which demonstrate the above have been reproduced from Appendix V at Figure 71 to Figure 76.

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

The VIA notes that valuable features to the north-east and east are available from the front, street facing elevations of both properties. A review of floor plans from both units determined that the views can be obtained from a number of rooms, including living rooms, bedrooms and kitchens. As the sill height of windows in Park Street are raised from the floor, views are likely to be compromised from many sitting positions within units due to the design of those existing buildings. However, windows are full height in Castlereagh Street. Together with translucent balustrading, this is likely to afford views from sitting positions within rooms subject to balcony furniture configurations. Views from balconies would be unimpeded.

Step 3: What is the extent of the impact?

In the VIA, it is considered that the impact of the proposal on existing views from 27 Park Street is minimal. The key elements of this view are the natural features of Hyde Park and Sydney Harbour, and the proposal would not affect these views. Rather the proposal would be constrained to the far left hand side of views.

The impact of the views from mid-rise and high-rise apartments facing to the north at 197 Castlereagh Street is more pronounced. While as with Park Street the key elements of valuable views are to Hyde Park and Sydney Harbour, the proposal does obscure views to Sydney Tower. Sydney Tower is a distinctive landmark element and adds to the overall nature and composition of the view.

The extent of view impacts have been further illustrated at Figure 71 to Figure 76. In each image, the proposed envelope is highlighted in purple, with existing buildings identified in grey.

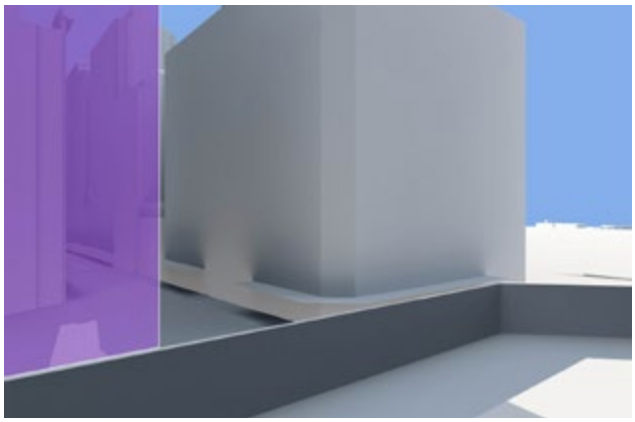


Figure 71 – 27 Park Street, low rise perspective of the proposed envelope (purple)

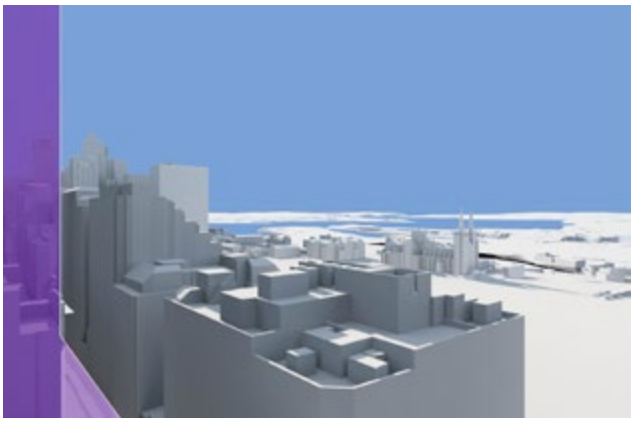


Figure 72 – 27 Park Street, mid rise perspective of the proposed envelope (purple)

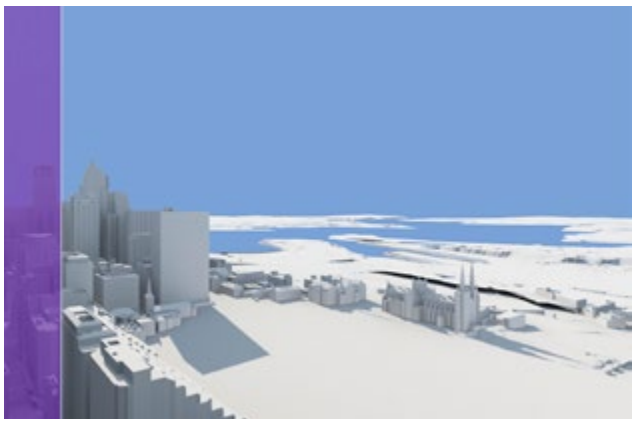


Figure 73 – 27 Park Street, high rise perspective of the proposed envelope (purple)

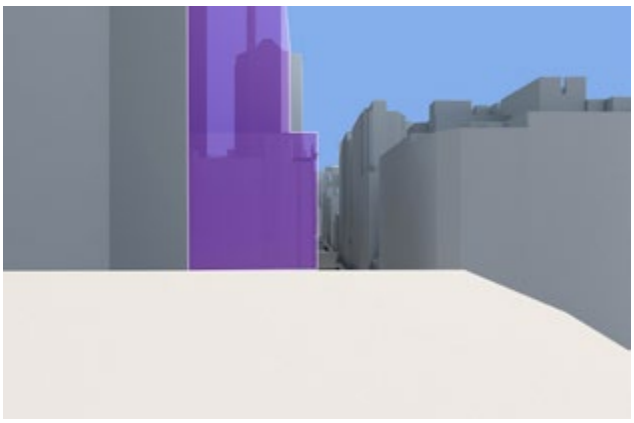


Figure 74 – 197 Castlereagh Street, low rise perspective of the proposed envelope (purple)

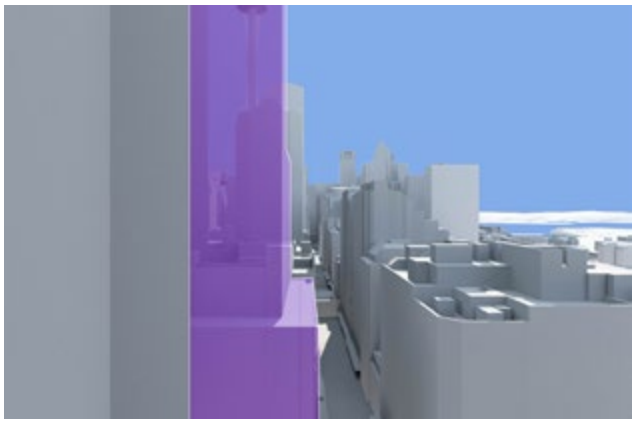


Figure 75 – 197 Castlereagh Street, mid rise perspective of the proposed envelope (purple)

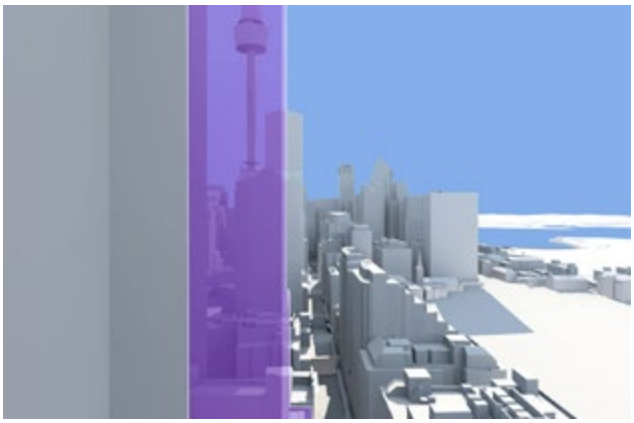


Figure 76 – 197 Castlereagh Street, high rise perspective of the proposed envelope (purple)

Step 4: How reasonable is the development?

Noting the impacts outlined above, the building has been carefully designed to provide a balance between:

- optimising the economic importance of the CBD
- 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
- enabling greater appreciation of the Castlereagh Street corridor and retaining views to the landmark MLC Tower through a podium and building form, with the building above the podium being recessed from the leading eastern face of the podium
- not impeding views to the most highly valued features of existing views, namely Hyde Park and Sydney Harbour.

Given the generally low to moderate impact of the Pitt Street North OSD, the key findings regarding the appropriateness of *Tenacity* in a CBD context and the compliant nature of the subject street setbacks against the provisions of the SLEP 2012 and DCP 2012, it is considered that the proposal is highly reasonable in its design, satisfying the fourth step prescribed under *Tenacity*, and therefore is acceptable in the proposed form.

8.4.3 Recommendations

The future detailed SSD Application should involve a building contained entirely within the building envelope (other than a potential architectural roof feature or other rooftop devices, which would be assessed separately on merit). This would enable the view and visual impacts to be the same or less than those contemplated under this assessment, which is considered appropriate. It should also be investigated as part of a future detailed SSD Application whether there are opportunities to vary and articulate the building form within the envelope in order to minimise view and visual impacts.

The future building would also need to adhere to the weighted average setback controls, the detailed operation of which is outlined in the SDCP 2012, meaning that the tested envelope (which comprises a minimum setback of 6 metres) would be a worst-case scenario for development at the site. This would be subject to design and assessment as part of the future detailed SSD Application.

The detailed design of the future OSD would also be guided by the Design Guidelines prepared by Sydney Metro (Appendix I). The design excellence of the future OSD would also be ensured through adherence to the Design Excellence Strategy (Appendix H) prepared by Sydney Metro, which provides an objective and structured process that ensures that design excellence is maintained throughout the design, procurement and delivery process of the integrated station development.

8.5 Streetscape and public domain

8.5.1 Streetscape impacts

The majority of the ground floor plane and land use has been separately designed 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 77 below provides an indicative floorplan, which illustrates that the OSD elements of the ground floor plane would be focussed towards the Pitt Street and Castlereagh Street frontages of the site, with station functions primarily addressing Park Street. 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 SSD Application proposal facilitates a future detailed design which would provide a positive outcome for the adjoining streetscape through design excellence and ground plane activation. Frameworks have been prepared which seek to ensure that design excellence is achieved and that public art is included and integrated into the final design (discussed further at Chapters 4.9 and 4.16 respectively).

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

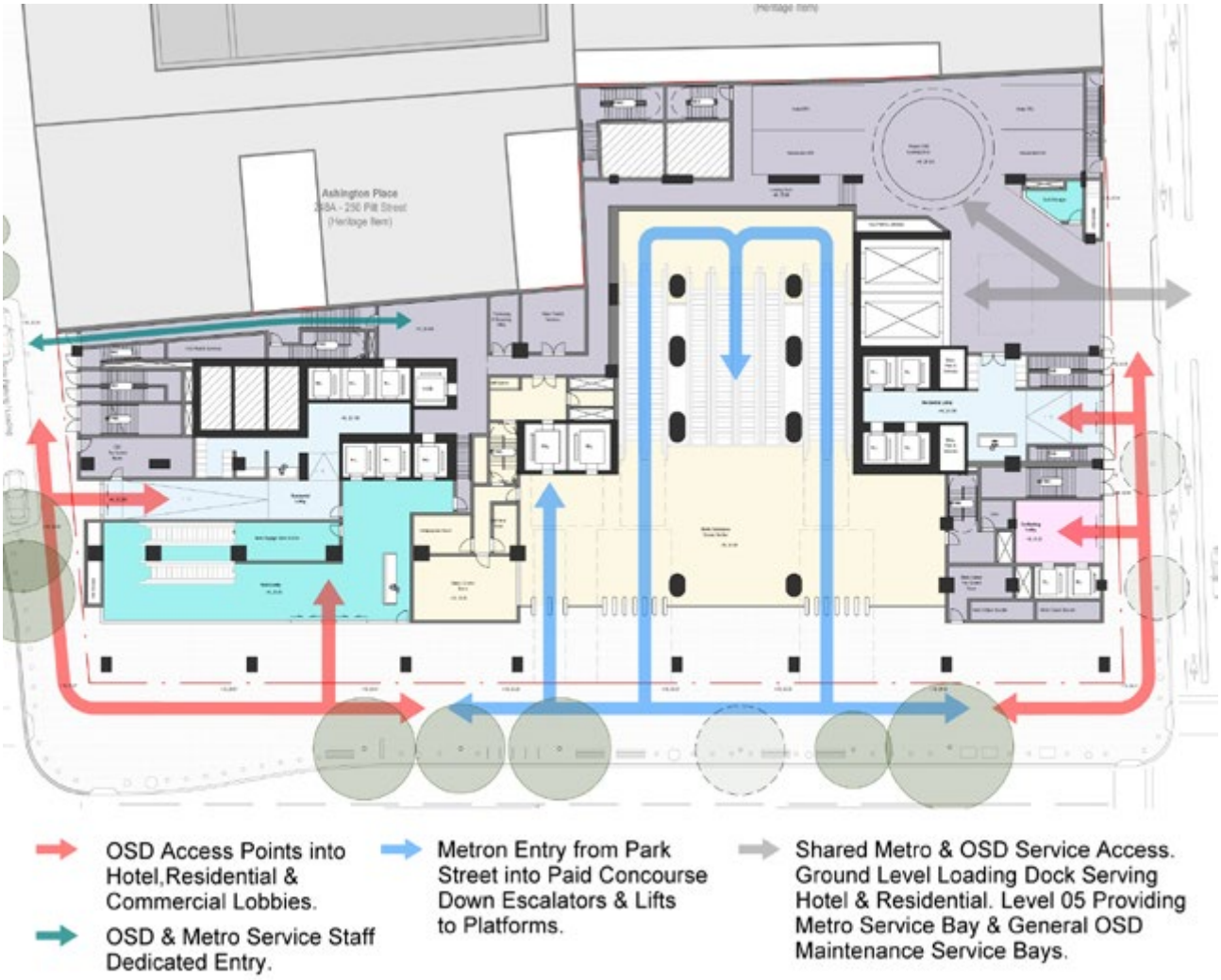


Figure 77 – Ground floor presentation of the OSD to the surrounding public domain

8.5.2 Public domain daylight levels

The SEARs issued as part of this SSD (Appendix A) included the requirement for a Daylight Analysis to be undertaken as part of the assessment for the proposal. On this basis, at section 6.12 a Public Domain Luminosity Analysis has been provided. This analysis seeks to demonstrate the impact of the development by considering the different levels of diffused natural light received in situations with and without the Pitt Street North OSD. For the purposes of this assessment, it is noted that an 8 metre street setback has been assumed. The results reflect analysis conducted between 9.00am and 3.00pm on 21 June.

On the basis of this analysis, the following impacts from the proposal have been demonstrated:

- a reduction of approximately 5000 Lux along Park Street
- a very slight reduction of approximately 2500 Lux along Castlereagh Street, only in selected areas

Overall, it is concluded that this impact is acceptable in nature, and would not result in any significant adverse lighting impact to the surrounding streets. To assist in demonstrating this, Figure 78 below provides a comparison of the light levels through the existing and proposed development scenarios.

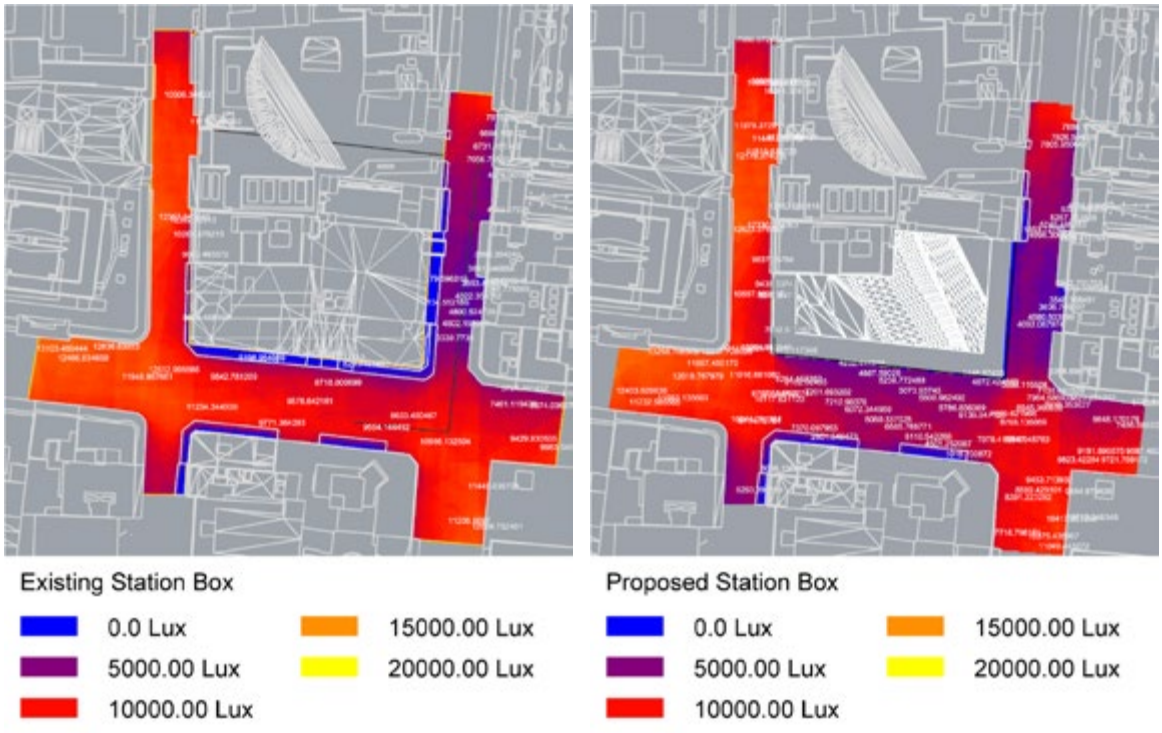


Figure 78 – Approved and proposed public domain daylight impacts

8.5.3 Recommendations

Compliance with the proposed building envelope will 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 Design Guidelines (Appendix I).

8.6 Residential amenity

The Built Form and Urban Design Report at Appendix F includes an assessment of the potential for a future detailed building design to achieve an adequate level of amenity for residential apartments. It is noted that the current OSD design is indicative in nature, commensurate with the level of detail required for a concept SSD Application, and a complete assessment against the provisions of the ADG would be provided as part of a future detailed SSD Application.

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

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. *Living rooms and private open spaces of at least 70% of apartments in a building receive a minimum of 2 hours direct sunlight between 9.00am and 3.00pm at midwinter in the Sydney Metropolitan Area*
3. *A maximum of 15% of apartments in a building receive no direct sunlight between 9.00am and 3.00pm at midwinter*

The 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 proposed would result in 71.4 per cent complying with the solar access requirements, which meets the requirement.

Additionally, in accordance with Design Criteria 4A-1(3), the indicative design results in 24.7 per cent of total apartments receiving no sunlight. This is in excess of the maximum 15 per cent requirement under the ADG, however, is considered to be acceptable given that the site has a southern address that provides a high quality outlook, with a number of taller buildings sited to the north that limit potential sun access. Apartment planning and orientation would be subject to further design development and assessment as part of the separated detailed SSD Application.

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 able to be naturally ventilated, would be the subject to a separated detailed SSD Application.

Building Separation and Privacy

Under the ADG, residential 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

As part of this concept SSD Application, it has been demonstrated that the development is adequately separated from all surrounding properties, which has been detailed further at Appendix F. The following specific commentary is noted for each of the surrounding sites:

- to the north of the site are The Masonic Club and The National Building, which are both listed heritage items under the SLEP 2012. The separation of these buildings at the podium and building heights has been further discussed below.

At the podium levels of the development, there are no residential apartments contemplated and accordingly there does not need to be any assessment of separation distances in accordance with the provisions of the ADG. Specific design features of a future building can be finalised through a future detailed application.

Above the podium, the previous setback discussion (see Chapter 8.4) has demonstrated that a tower building form cannot be located above either The National Building or the Masonic Club in accordance with the SLEP 2012 and the SDCP 2012. On this basis, the nearest building separation would be to 161 Castlereagh Street further to the north, which the proposed envelope would provide adequate separation from. The heritage impact of this interface has been further discussed at Chapter 8.9 below.

- to the east of the site is Castlereagh Street, which provides a substantial separation from buildings located beyond and complies with the minimum distance specified under the ADG. An 8 metre weighted average setback (6 metre minimum setback) is proposed at this frontage, which is combined with the 19 metre street width of Castlereagh Street to result in a minimum separation of 25 metres between the proposed tower envelope and the property boundary of development to the east of the site.
- to the south of the site is Park Street, which provides a substantial buffer towards any further development, and results in the provision of a separation significantly above the minimum specified distance. Given the 30 metre width of Park Street, combined with the 6 metre minimum setback of the development, there is a 36 metre separation between the proposed building envelope and the property boundary of development to the south of the site.

- to the west of the site is Pitt Street, which provides a substantial separation from buildings located beyond and complies with the minimum distance specified under the ADG. An 8 metre weighted average setback (6 metre minimum setback) is proposed at this frontage, which is combined with the 19 metre width of Pitt Street to result in a minimum separation of 25 metres between the proposed building envelope and the property boundary of commercial development to the west of the site.

Internal Separation

It is also noted that an internal separation of 11.5 metres is proposed between the two buildings under the indicative scheme. Noting that this is for the purposes of indicative scheme testing only, with the final design likely to be different and subject to further detailed planning assessment, it is considered that such an arrangement would be acceptable in principle. Despite being numerically below the minimum separation control between residential buildings under the ADG, the proposed indicative design negates any potential impacts by orienting buildings within the western tower towards the north and south and utilising a solid wall on the eastern elevation of the western tower . This has been demonstrated at Figure 79 below, and represents one potential measure to ensure privacy between and separation between the buildings, with other measures such as privacy screening or high-level windows to be developed as part of detailed design applications.

Figure 79 – Floor plan of a scheme comprising two towers, demonstrating a potential interface between each building

8.6.1 Recommendations

The future detailed SSD Application would need to provide a detailed assessment and justification of the level of amenity provided within future residential apartments, including a more detailed assessment of the proposal against the relevant provisions of the SEPP 65 and the ADG.

8.7 Solar access impact on adjoining properties

A detailed analysis of solar access has been undertaken for nearby residential apartment buildings location in the vicinity of the site within the Built Form and Urban Design Report at Appendix F. The following section outlines the findings of this analysis with respect to the buildings assessed, which include:

- 197-199 Castlereagh Street
- 201 Elizabeth Street (potential future building based on Stage 1 DA envelope)
- 329 Pitt Street
- 203 Castlereagh Street/ 116 Bathurst Street (under construction, Castle Residences)
- 97 Park Street

The analysis is based upon a methodology of calculating existing solar access to the relevant building facades of the affected buildings, which are represented in Figure 80 to Figure 82

As illustrated in Figure 80, the proposed building envelope would not result in any impacts on the existing building at 197-199 Castlereagh Street and the future Castle Residences development at 203 Castlereagh Street, due to the location of the proposed envelope within the shadows cast by other existing nearby buildings.

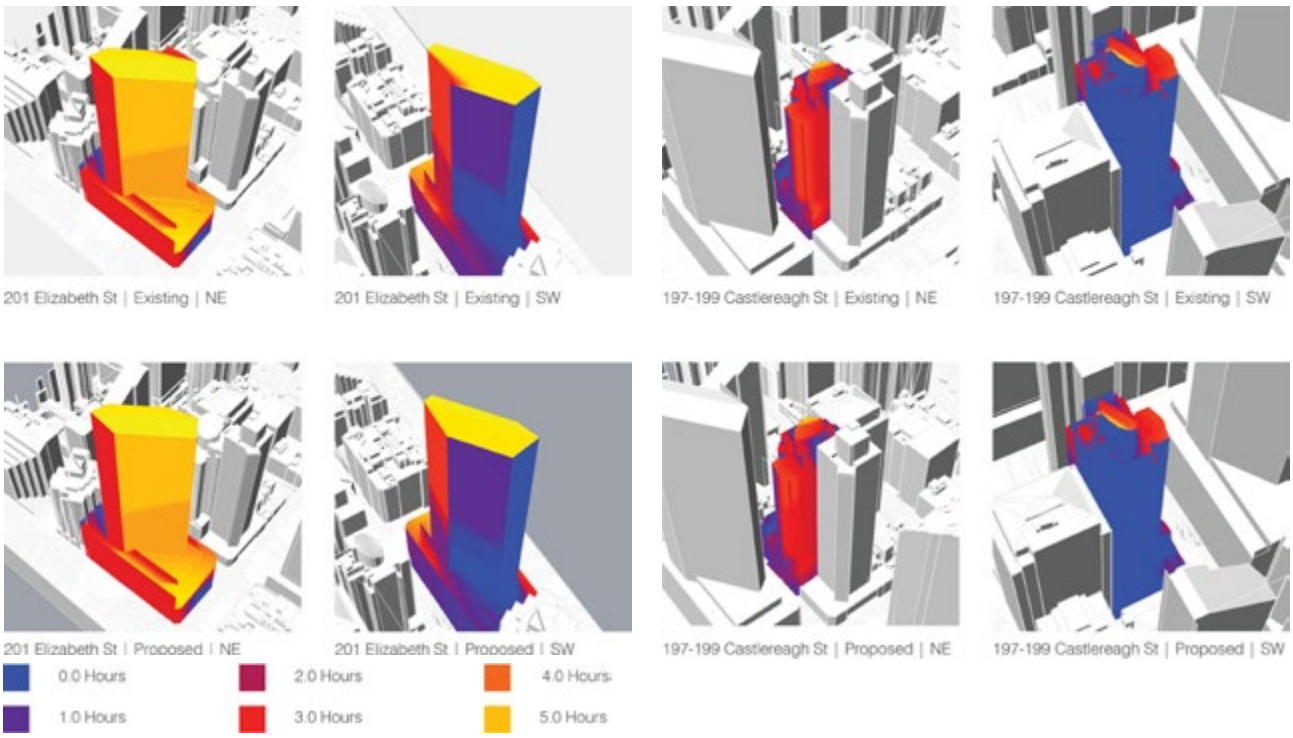


Figure 80 – Solar access analysis for 197-199 Castlereagh Street (left) and potential future 201 Elizabeth Street (right), showing existing solar access (above) and with the concept proposal envelope (below)

Figure 81 illustrates that the proposed building envelope would have only very minor impacts on solar access at the lowest levels of 329 Pitt Street. The majority of affected apartments would continue to receive a minimum of two hours of direct sunlight at mid-winter, and therefore the impacts of the proposed envelope are considered acceptable particularly given the CBD location, the low level of the affected apartments and the distance from the site.

Figure 81 also shows that there could be some potential additional overshadowing at the lower levels of the approved building envelope at the western façade of the tower envelope for 201 Elizabeth Street. Given the location of the affected area at a low level on the CBD-side of the building, the potential impacts are considered to be reasonable. The envelope assessed is that of the approved mixed use residential and hotel development subject of a concept Development Consent (D/2017/349), and that there are no existing residential dwellings on the site that would be affected.

Similarly, there is no approved detailed building design which may be considered. It is noted that the indicative building design which accompanied the Stage 1 Development Application indicated that future residential development within this envelope would achieve in excess of the ADG requirement that 70% of apartments receive two hours of direct sunlight at mid-winter, with 85.5% of apartments achieving this threshold (D/2017/349 Assessment Report, page 46). Accordingly, future detailed design for a building at 201 Elizabeth Street would continue to be capable of achieving a high level of solar access in accordance with the ADG design objectives.

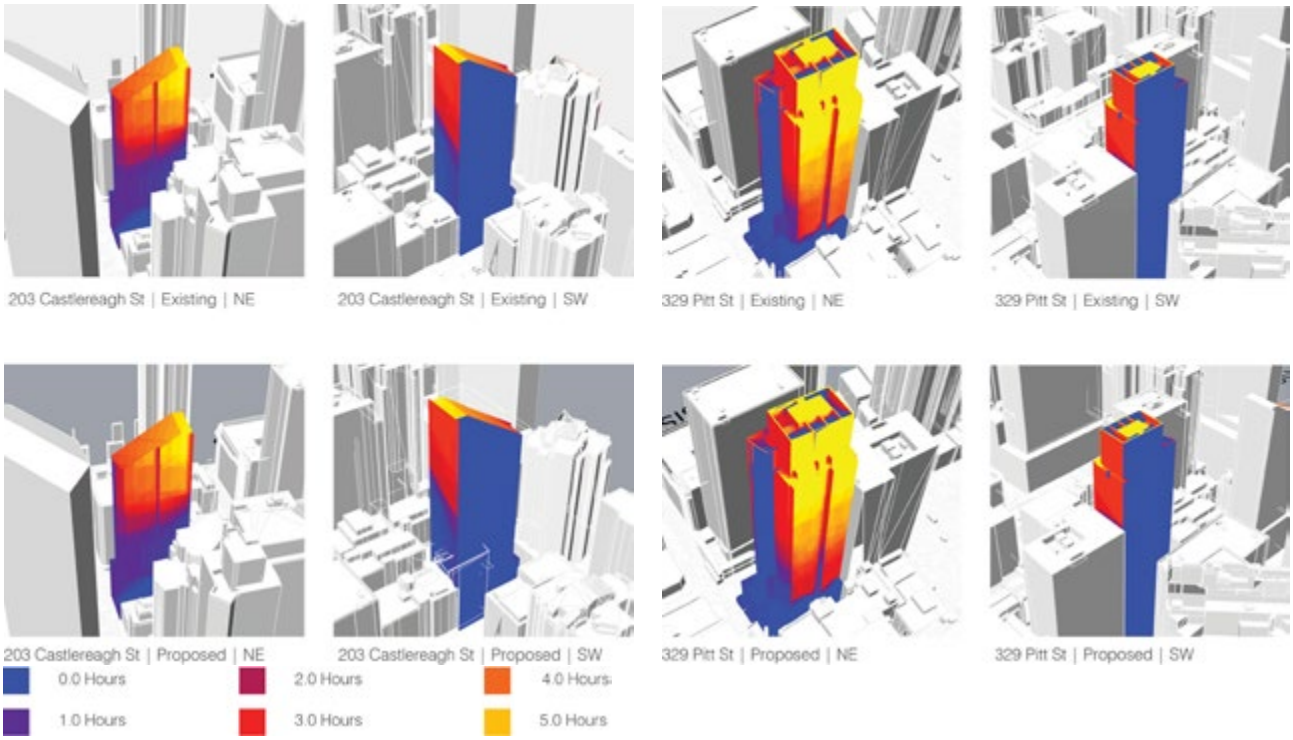


Figure 81 – Solar access analysis for 329 Pitt Street (left) and 203 Castlereagh Street (right), showing existing solar access (above) and with the concept proposal envelope (below)

The most significant potential impacts of the proposed building envelope on surrounding development are to the existing residential apartment building at 27 Park Street, as illustrated in Figure 82. Existing north-facing apartments within the 27 Park Street building currently benefit from a high level of solar access within the CBD context due to the absence of any significant development on the subject site (prior to demolition in accordance with the CSSI Approval). 187 residential apartments are located across the upper 29 storeys of the 44 storey 27 Park Street building (with lower levels comprising above-grade car parking and a hotel). At present, 177 of the 187 apartments (95 per cent) receive a minimum of two hours of direct sunlight between 9am and 3pm at 21 June.

For a typical residential level, three of the seven apartments within the floor plate would be substantially affected by the proposed building envelope, comprising two single-aspect north facing apartments and a north-west facing apartment (Figure 83). In total, 53 apartments would have solar access reduced to less than two hours as a result of the proposed building envelope. Residential apartments at the upper levels would continue to achieve solar access without impact from the proposed building envelope, as would the existing apartments with an easterly aspect. As a result, 66 per cent of apartments within the building would continue to receive at least two hours of direct sunlight at mid-winter. Whilst this is less than the 70 per cent of apartments set out under the ADG, the residential component of the building still retains a high degree of direct sunlight given the dense CBD context. The proposed overshadowing cause by the OSD building envelope is considered to be reasonable given that the proposed envelope is compliant with the maximum building height provisions and provides for setbacks above the podium which are consistent with the provisions of the Sydney DCP. It is further noted that the impacts have been assessed on the basis of the full building envelope, rather than the detailed building design which would be the subject of a future SSD Application. Having regard to the above, it is considered that the proposed solar access impacts to 27 Park Street are acceptable in the circumstances and would not result in an unacceptable impact on amenity.

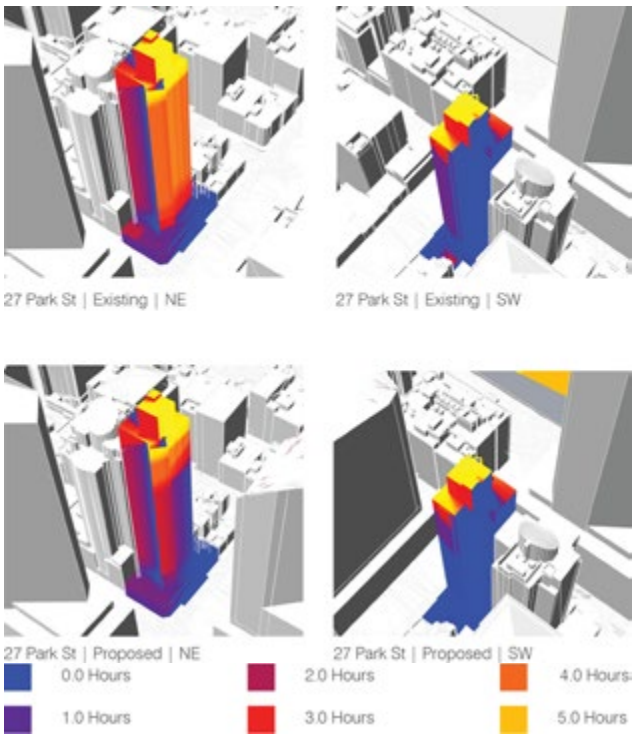


Figure 82 – Solar access analysis for 27 Park Street, showing existing solar access (above) and with the concept proposal envelope (below)

Figure 83 – Example of solar access impacts from the proposed development on 27 Park Street, as demonstrated at Level 18

8.7.1 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 27 Park Street, and 201 Elizabeth Street should further information regarding future development of this site be available.

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. Chapters 4.10 and 4.11 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 E.

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 component:

- noise and vibration impacts – addressed at Chapter 8.17
- traffic and loading impacts – addressed at Chapter 8.10
- construction program impacts – addressed at Chapter 8.20

A detailed assessment of the various relevant clauses under the ISEPP has also been provided below, in order to demonstrate that the proposed OSD is an acceptable outcome in the context of Pitt Street Station future operations.

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 northern portal to the Pitt Street Station and the broader Sydney Metro City and Southwest. The potential impacts of the OSD has been summarised in Table 29, having regard to the relevant provisions of the ISEPP (noting that these do not all strictly apply to the proposal).

Table 29 – 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 current and future 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 8.15.
(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 proposal would not adversely affect the operation of the northern portal 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.

Clause	Comment
(b) whether the proposed development will encourage the increased use of public transport.	The proposal comprises a high density mixed use form located immediately above a future Sydney Metro, and includes the provision of minimal car parking. It is expected that future residents, visitors and employees will take advantage of the excellent public transport options for their future 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 North station structure beneath and would be guided by the Design Guidelines prepared by Sydney Metro (Appendix I).

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 HIS 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.

The HIS identifies the following State and local heritage items that adjoin or which are located in proximity to the Pitt Street North OSD site:

- SHR Listing No. 00366 and SLEP Item No. I1937 – Former Sydney School of Arts including interior, 275-277A Pitt Street, Sydney (State and local heritage significance)
- SHR Listing No. 00022 and SLEP Item No. I1936 – Pitt Street Uniting Church, 264 Pitt Street, Sydney (State and local heritage significance)
- SHR Listing No. 01710 and SLEP Item No. I1750 – The Great Synagogue including interior, 187A Elizabeth Street, Sydney (State and local heritage significance)
- SLEP Item No. I1933 – Criterion Hotel including interior, 258-260 Pitt Street, Sydney (local heritage significance)
- SLEP Item No. I1935 – Pilgrim House including interior, 262-264 Pitt Street, Sydney (local heritage significance)
- SLEP Item No. I1931 – National Building including interior, 248A-250 Pitt Street, Sydney (local heritage significance)
- SLEP Item No. I1699 – Masonic Club including interior, 169-173 Castlereagh Street, Sydney (local heritage significance)
- SLEP Item No. I1751 – Former Australian Consolidated Press façade, 189-197 Elizabeth Street, Sydney (local heritage significance).

The location of heritage items listed above are shown in Figure 84.

A statement of significance for potentially impacted items, as described by the Heritage Branch of the Office of Environment and Heritage (OEH), is included at Appendix R.

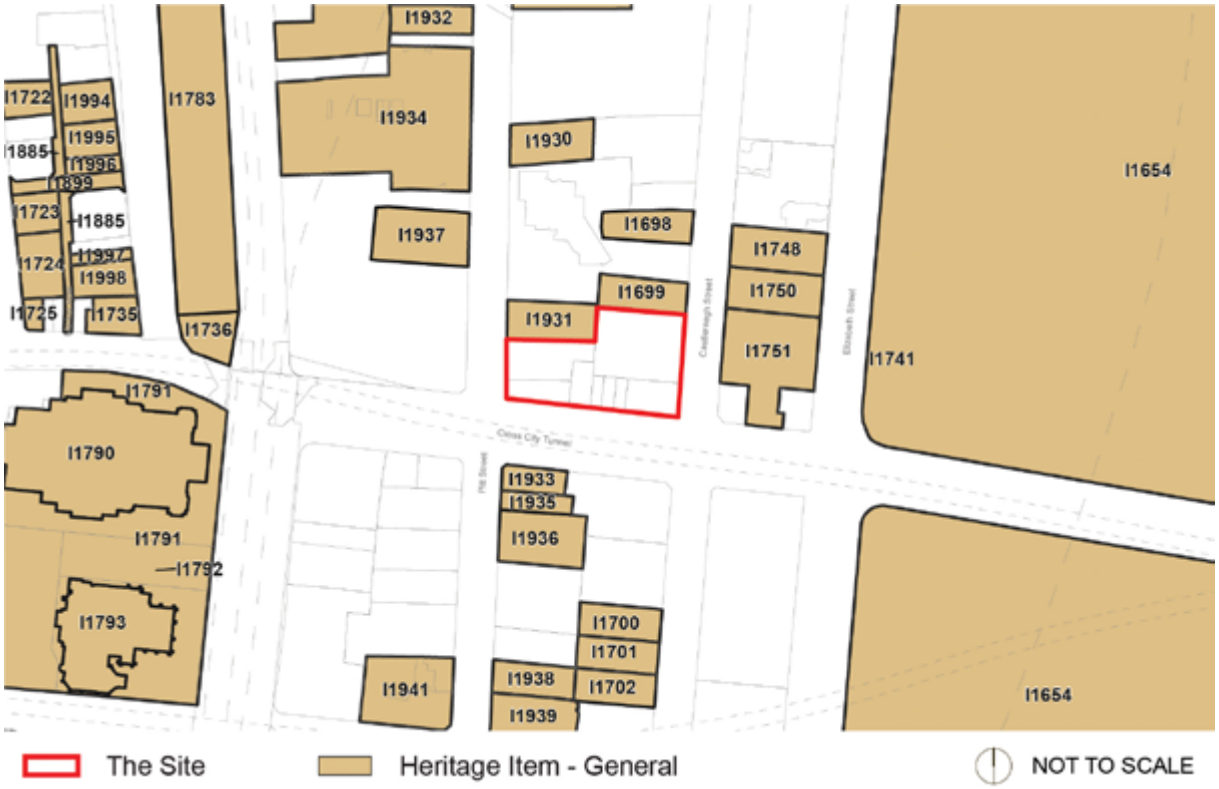


Figure 84 – Listed heritage items surrounding the site

Table 30 – Statement of significance for surrounding State and locally listed heritage items

Listed heritage item	Statement of significance
Former Sydney School of Arts including interior **SHR Listing No. 00366** **SLEP Item No. I1937**	The building is an important link in the history of Sydney's cultural growth and has stood on the present site since 1837, and has seen important early cultural and educational activities including the first courses in drawing for Australian trained architects. The façade of the building is an important survivor of 19th Century Sydney. It shows John Bibb's skills as a later Regency / early Victorian designer, and this transitional aspect is of real interest showing a high degree of creative achievement (OEH, 2004).
Pitt Street Uniting Church **SHR Listing No. 00022** **SLEP Item No. I1936**	The architectural design of the church is significant as an example of Neo Classicism in Australia and is a fine example of notable architect John Bibb's work. It was the first Independent Church in Australia and has had a significant role in the development of social and religious life in Australia (OEH, 1999).
The Great Synagogue including interior **SHR Listing No. 01710** **SLEP Item No. I1750**	The Great Synagogue is a major landmark of Sydney. It is the only high Victorian style Synagogue in Australia and represents one of the most elaborately decorated Victorian buildings in Sydney, internally and externally. The building also represents one of the finest works of the leading NSW architect, Thomas Rowe. Apart from its architectural excellence, the Great Synagogue provides a rich townscape aspect to Hyde Park and is an iconic building of Elizabeth and Castlereagh Streets. (OEH, 2004).
Criterion Hotel including interior **SLEP Item No. I1933**	Constructed in the Inter-War Art Deco style and situated in a prominent location on the corner of Pitt and Park Streets in the inner city Town Hall precinct, the building has aesthetic significance for the quality of its exterior detailing. It also has aesthetic significance as an important corner element and for its contribution to the streetscape of the immediate area (OEH, 2005).
Pilgrim House including interior **SLEP Item No. I1935**	Forming part of a varied streetscape within Pitt Street, the building has high historic significance in the history of the Australian Broadcasting Commission as the first Federal head office of the ABC and as a venue for the ABC's live studio broadcasts until 1970. The building has high aesthetic significance as a rare Commercial Palazzo building with a triumphal arch motif (OEH, 2006).

Listed heritage item	Statement of significance
National Building including interior **SLEP Item No. I1931**	Constructed in the Inter-war Commercial Palazzo style and having a prominent position due to its height relative to the streetscape, the building has historic significance as a reflection of the history of building societies and other investment institutions in the commercial life of Sydney. The building has a high aesthetic significance as a fine and largely intact example of the style and includes many of the identifying elements such as the arched windows, antique cornice and terrazzo plasterwork (OEH, 2006).
Masonic Club including interior **SLEP Item No. I1699**	A fine example of the Inter-war Commercial Palazzo style, it is socially and historically significant for its continued associations with this nationally influential social organisation. Its skillfully designed sandstone façade is an important contributor to the streetscape and reflects an important period of urban growth during the 1920s (OEH, 2011).
Former Australian Consolidated Press façade **SLEP Item No. I1699**	The sandstone facade has aesthetic significance as a confident expression of the inter-war Free Classical style. It was designed to express the most modern standards of publishing and staff amenity. The building has been continuously associated with newspaper publishing since its construction in 1925. Its construction at that time is representative of an important period of redevelopment in the city (OEH, 2006).

8.9.1 Heritage findings

Overall, the Heritage Impact Statement determines that the development is capable of having acceptable heritage impacts if mitigated in detailed design. This includes specific discussion regarding the context of the development, and the interface with the Criterion Hotel, National Building and Masonic Club.

Specifically, the HIS notes the podium and tower design of the envelope as a matter of ensuring that the OSD provides a comparable street height to the National Building and Masonic Club.

The HIS also notes that the proposed envelope has been designed to mitigate potential shadowing to Hyde Park to the maximum level possible, noting that the additional overshadowing caused by the envelope is acceptable from a heritage perspective.

It is also noted that as the development is limited to the street boundary, significant views to, from or between heritage items will not be reduced or obstructed from that which existed prior to the demolition of buildings from the OSD site.

8.9.2 Recommendations

The HIS provides the following recommendations to address heritage impacts of the development:

- the future detailed design of the building, including services and balconies, are to be contained wholly within the building envelope proposed under the concept SSD Application
- future SSD Application(s) should include detailed streetscape elevations that extend to the heritage items on Pitt Street and Castlereagh Street to ensure contextual impacts of the development can be assessed and understood
- a Design Excellence Strategy be prepared for the site which takes into account the mitigation measures recommended in the HIS
- a Heritage Interpretation Strategy detailing the history and significance of the site be prepared and included as part of future development application(s).

The HIS also provides a number of detailed design considerations for a future OSD component, which include the following:

- *'The frontages of the podium / street wall are to incorporate high proportion of masonry compared to window glazing, strong visual depth, a high degree of architectural modelling and articulation, and high quality materials. The preferred masonry material is Sydney sandstone. Window glazing is to be deeply recessed.*
- *The Pitt Street frontage of the podium should respond to major horizontal and vertical elements of the National Building and the Criterion Hotel. This should include, in particular, the second floor cornice of the National Building as well as upper cornices.*

- *The Castlereagh Street frontage of the podium should respond to major horizontal and vertical elements of the former Masonic Club. This should include, in particular, the second and third floor cornices of the former Masonic Club as well as the upper cornices.*
- *The form of the podium should interpret the subdivision pattern established during late nineteenth and early twentieth century through modulation and articulation of the street frontages. The early twentieth century pattern is predominantly characterized by the lot widths of the National Building and the former Masonic Club.'*

These elements should be considered in the detailed development of the detailed SSD Application. Appropriate guidelines relating to heritage treatment, which relate to the above are provided in the site-specific Design Guidelines at Appendix I to ensure that the future building is appropriately designed to suit the surrounding heritage context.

8.10 Transport and accessibility

A Transport Impact Assessment has been provided at Appendix T. This report has been prepared in order to provide an assessment of the transport, traffic and pedestrian implications and mitigation measures associated with the proposal.

This report has been designed to specifically respond to the relevant SEARS, previously discussed at Chapter 2.2. This report presents the findings of the assessment, identifies potential transport related impacts of the Pitt Street North OSD and outlines mitigation measures and management procedures to address identified impacts.

Key issues in relation to the proposal have been further discussed below.

8.10.1 Existing travel patterns

Given the site's CBD context, it is to be expected that a very high mode share of public transport, walking and cycling would be evident. This is reflected in the relevant Journey to Work data, which demonstrates within the relevant Destination Zone (DZN 113371093) more than half of the 8,167 employees commute to work by train, with another 23 per cent commuting by bus. Private car as a mode of transport makes up 11 per cent of all trips, further reinforcing the key role of public transport in this precinct.

8.10.2 Existing road network traffic volumes

Roads and Maritime Service's (RMS) SCATs data has been used in order to identify the weekday and weekend traffic flows on roads surrounding the site. The block which the site is located within is bounded by Market Street to the north, Castlereagh Street to the east, Park Street to the south and Pitt Street to the west.

Traffic flows on the surrounding roads have been summarised at Table 31.

Table 31 – Traffic flows on surrounding road network

Road	Direction	Weekday Daily Vehicle Flows	Weekend Daily Vehicle Flows
Market Street (one-way flow)	Westbound	9,710	12,950
Castlereagh Street (one-way flow)	Southbound	5,160	9,040
Park Street (two-way flow)	Eastbound	9,630	11,800
	Westbound	4,690	5,030
Pitt Street (one-way flow)	Northbound	4,440	4,840

8.10.3 Existing vehicle traffic generation

As part of this assessment, an evaluation of the traffic generation of the uses at the site prior to the commencement of station works has been undertaken. It is noted specifically that between 160-170 on site parking and service bay spaces were provided at the 175 Castlereagh Street portion of the site. It is understood that these spaces were generally utilised for employee parking along with mail delivery vehicles for the former Australia Post office at the site. Application of the RMS traffic generating guidelines would have meant that previous traffic generation would have been in the order of 50-60 vehicle trips in the weekday PM and AM peak periods respectively. Additionally, a number of on-street loading zones were used by the previous uses across the Pitt Street North site.

8.10.4 Proposed vehicle traffic generation

In order to determine the traffic generation of the proposal, the existing site traffic generation of 50-60 vehicle trips per AM and PM peak hour period has been noted.

The relevant RMS guidelines in relation to high density residential apartments are noted, however these guidelines are not typically applicable to the Sydney CBD. These traffic generation rates are as follows:

- Weekday AM Peak: 0.12 vehicle trips / car parking space
- Weekday PM Peak: 0.07 vehicle trips / car parking space
- Weekend Peak: 0.13 trips / car parking space

Surveys have been undertaken at the Central Park development at Chippendale, which reflected the following rates:

- Weekday AM Peak: 0.03 vehicle trips / car parking space
- Weekday PM Peak: 0.08 vehicle trips / car parking space
- Weekend Peak: 0.09 vehicle trips / car parking space

It is considered that development at the Pitt Street North site would have similar traffic generation characteristics to the Central Park rates. An application of these rates would result in the following traffic generation estimates for on site parking spaces:

- Weekday AM Peak: three vehicle trips / hour
- Weekday PM Peak: four vehicle trips / hour
- Weekend Peak: four vehicle trips / hour

Effectively, this would mean that the reduced car parking capacity of the site would significantly reduce the traffic generation potential compared with the previous development at the site. On this basis, there is not expected to be any adverse impacts on performance of the surrounding road network from traffic generation at the site.

8.10.5 Loading capacity review

As part of this assessment a review has been undertaken of the proposed loading capacity, in order to determine its adequacy for the loading requirements of the integrated station development. The capacity provided comprises:

- two small rigid vehicle spaces in the loading dock
- two medium rigid vehicle spaces in the loading dock
- four maintenance van parking spaces located within the podium parking area

Given the varying loading demands of residential, commercial, visitor accommodation the station, an overall loading dock demand profile has been prepared, which calculates the overall demand requirements for the loading area. This work determines that the OSD proposal would generate a peak demand of approximately three and a half vehicles for the on site loading dock. On this basis, it is noted that the proposed loading space provision is considered to, at a concept level, be an acceptable outcome for the proposed loading demands at the site. The loading arrangements proposed under this concept SSD Application would comprise an improvement over the existing situation, and would internalise loading requirements for the development at the site, avoiding additional pressure on the on-street loading zones.

8.10.6 Proposed parking and vehicular access arrangements

A shared vehicular access is proposed between the loading dock and the OSD. Broadly, this comprises a shared queuing area for the two vehicular lifts, which has the capacity for two to three cars to queue. Combined with the loading zone turntable, this will allow vehicles to enter and exit the site in a forward direction, with inbound vehicle movements being prioritised over outbound vehicle movements.

The overall capacity of a single lift has been calculated as being able to transport 33 vehicles per hour. This service rate for inbound vehicles is capable of providing an appropriate level of service for vehicular users based on anticipated traffic volumes. On this basis, the use of both lifts would allow for an improved service rate above the base requirements.

From this basis, the following probabilities for an estimated demand of five cars per hour have been determined:

- no vehicle queue = 85 per cent
- one vehicle queue = 13 per cent
- two vehicle queue = 2 per cent
- three vehicle queue = <1 per cent
- more than three vehicle queue = <1 per cent

This is considered to be an appropriate outcome at the site, and is considered satisfactory with regard to mitigation of potential queueing implications to Castlereagh Street. It is also noted in conjunction with the discussion above, that peak period for car lift operation and peak loading dock activity are unlikely to occur at the same time, although it is recommended that appropriate management measures be implemented through a future Loading Dock Management Plan.

8.10.7 Pedestrian impacts

In accordance with the requirements of the SEARs, the Transport Impact Assessment has also included discussion regarding potential pedestrian impacts. For this work, the Transport Impact Assessment relies on modelling undertaken by Sydney Metro as part of the overall integrated station development. This modelling was applied to the 2036 traffic analysis to understand the overall cumulative pedestrian impact from the OSD and metro station on adjacent major intersections and surrounding footpaths.

The results from this pedestrian impact assessment demonstrated that most areas achieve the minimum design requirements of Level of Service C, however identifies the following issues:

- The corners of the Park Street / Pitt Street intersection could become highly congested in the peak 15-minute period and may result in large queueing areas which hinder through flows. This is potentially applicable for the north-western corner in the PM peak
- The corners of the Park Street / Castlereagh Street intersection could become highly congested in the peak 15-minute period and may result in large queueing areas which hinder through flows. This is potentially applicable for the north-western corner in the AM peak

The dynamic pedestrian modelling undertaken (using STEPS simulation software) has identified that people experience queueing Level of Service D in waiting areas for crossings, with the highest levels of queuing occurring at the Bathurst Street / Pitt Street intersection, the northern crossing of Pitt Street at the Pitt Street / Park Street intersection and the crossings of Castlereagh Street at the Castlereagh Street / Park Street intersection.

However, it is noted that these calculations are based on the whole integrated station development, and that the pedestrian flows associated with the OSD are expected to be a minor overall proportion of the total pedestrian flows generated by the integrated development. It is noted that a reduction in signal cycle times, optimisation of signal phasing or kerb extensions could all work to alleviate this potential issue.

Resolution of pedestrian impacts falls within the scope of the ongoing development of the IAP and SDPP for Pitt Street Station in satisfaction of Conditions E92 and E101 respectively of the CSSI Approval. The future detailed SSD Application for the OSD would be consistent with the IAP and SDPP to ensure that the OSD does not impact upon these pedestrian arrangements.

8.10.8 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 D) indicates a bicycle parking provision of 304 on site bicycle spaces for use by residents and employees, with visitor parking to be resolved as part of the IAP and SDPP.

8.10.9 Taxi, point-to-point and coach demands

Given the mixed use nature of the site, it is a relevant consideration to ensure that the taxi, point-to-point and coach demands are adequately provided for. These have been further discussed below. Resolution of taxi, point-to-point and coach demands falls within the scope of the ongoing development of the IAP and SDPP for Pitt Street Station in satisfaction of Conditions E92 and E101 respectively of the CSSI Approval. The future detailed SSD Application for the OSD would be consistent with the IAP and SDPP to ensure that the OSD does not impact upon these arrangements.

Taxi and point-to-point facilities

It is proposed that the existing taxi zone on Pitt Street, to the south of the intersection with Park Street, would be used by the proposed residential, commercial and visitor accommodation uses of the OSD. This is seen as an appropriate outcome at the site, especially in the context of the kerbside 'no parking' zone at the western frontage of the site to Pitt Street, which would enable taxis and point-to-point services to drop passengers off, or enable taxis to be 'called up' from the taxi rank further south. Point-to-point services would also be able to pick up from the kerbside 'no parking' zone.

Coach parking facilities

Given the nature of the site being occupied by the metro portal and associated infrastructure, it is not practical or necessary to provide coach parking at the site. It is expected that there would be a relatively low demand for such a facility, and there are numerous coach / bus pick up and set down facilities already provided in the surrounding CBD context. These facilities are currently shared between hotel operators in the CBD. This is seen as an appropriate outcome at the site.

8.10.10 Conclusions on traffic and transport arrangements

A detailed analysis has been provided of the existing and proposed traffic and transport arrangements at the site. As part of this assessment, it has been determined that the OSD proposal will have a negligible impact on the surrounding road network, noting a significant reduction in on site car parking provisions compared to the previous site uses. The site also benefits from excellent public transport accessibility, which will continue to improve in the coming years.

Overall, it is considered that, through the implementation of careful vehicle management and controls, the proposed on site parking and loading arrangements can operate efficiently in a manner which accommodates the travel demands of all users, to the level that needs to be demonstrated in a concept SSD Application.

8.10.11 Recommendations

The Transport Impact Assessment makes the following recommendations to be incorporated as part of the future detailed design and use of the OSD building:

- Servicing planning principles and commitment to develop servicing plans to manage loading dock operations are to be adopted as part of the detailed SSD 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.
- Accessible parking spaces are to be included in accordance with SLEP 2012 and Australian Standard (AS) 2890 and would be situated within easy access of lifts.

- All pedestrian access points and corridors are to be designed to comply with AS1428.1 and 1428.2 and are to form part of the detailed design of the project.
- All parking areas are to be designed to comply with the relevant Australian Standards including AS 2890.1, 2890.2, 1428.1 and 1428.2 to help manage vehicle access and circulation in parking areas.
- 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.
- Detailed SSD Application(s) are to develop a strategy and technological solutions to manage conflict between loading dock, parking area access and bike parking access.

8.11 Environmental sustainability

The SEARs require a framework that shows how the proposal would reflect national best practice sustainable building principles and improve the project's environmental performance. An Ecological Sustainable Development (ESD) Strategy has been provided at Appendix Q.

The ESD Strategy identifies a number of sustainability initiatives that have been considered for the future Pitt Street North OSD that would achieve 'best practice' with regards to sustainable building principles and the overall environmental performance of the development. These initiatives include:

- Section J of the Building Code of Australia
- Part 3.6 of the SDCP 2012
- Sydney Metro City & Southwest Sustainability Strategy
- Building Sustainability Index (BASIX)
- Green Star certification
- National Australian Built Environment Rating System (NABERS)

The SSD Application seeks concept approval for a maximum building envelope including building height and GFA. The sustainability initiatives described in the ESD Report and any future sustainable building principles would be further refined as part of the detailed design of the OSD, and would be subject to a future detailed SSD Application.

8.11.1 Green Star certification

Obtaining a 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. Ratings are available at both the design ('Design' certification) and construction ('As Built' certification) phases of a development.

The Green Star rating system is scaled to a star level from 0 to 6 stars, where ratings of 4 stars or higher are able to be submitted for certification. A preliminary Green Star Design & As Built scorecard which identifies credits required to achieve a 5 star rating has been provided as part of the ESD Strategy at Appendix Q. Green Star certification would be further considered as part of the detailed design of the building.

8.11.2 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 Ecologically Sustainable Development

The EP&A Regulation lists four ESD principles to be considered in assessing a project. being:

- 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 to be utilised when uncertainty exists about potential environmental impacts. It ensures that 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 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 an OSD built form that will contribute to the transformation of the precinct and serve as the centrepiece to the new Pitt Street North station precinct with new residential, visitor accommodation and commercial capacity in an appropriate context
- ensuring future development encourages public transport use, walking and cycling by integrating the provision of high density development with new public transport delivery
- providing for residential apartments with a high level of amenity for future residents, combining good internal amenity and design with immediate access to the Sydney CBD, including the substantial employment opportunities offered within the CBD context
- ensuring that the impacts of the development are adequately managed so that there will be no long term adverse impacts arising from the Pitt Street North OSD

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. 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 will not result in any significant effect on the biological diversity and ecological integrity of the study area. 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 will be implemented to ensure resources are used responsibly through the future development. Additional measures will 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 8.24.

8.12.1 ESD framework and sustainability strategies

The ESD Report (Appendix Q) has been prepared to review the applicable sustainability requirements, policies and rating tools that are relevant to the concept proposal, and to set out an ESD framework to guide the future detailed SSD Application for OSD.

The ESD Framework for the concept proposal is intended to enable incorporation of best practice sustainable building principles that respond to both policy and emerging market trends. The following key sustainability policies and regulatory requirements have informed the framework:

- EP&A Regulation 2000
- Building Code of Australia – Section J
- Sydney Metro City & Southwest sustainability objectives and proposed initiatives
- Sydney Development Control Plan 2012
- Rating tools including:
  - BASIX
  - Green Star Design & As-Built
  - National Australian Built Environment Rating System (NABERS)

Based upon these policies and requirements, the ESD Framework sets out a series of initiatives to ensure that the future OSD achieves environmental performance outcomes which achieve and go beyond the project requirements.

8.12.2 Mitigation measures

Subject to the implementation of the minimum targets set out above, 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 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 Prescribed airspace for Sydney Airport

An Aeronautical Impact Assessment (AIA) has been provided at Appendix X. This AIA considers the impact of the proposed envelope on the airspace over the Sydney CBD and on flight operations at Sydney Airport.

This assessment includes a detailed review of the relevant Prescribed Airspace as it is considered relevant to the Pitt Street North OSD. Specifically, the following key areas have been assessed:

- any infringement on the OLS
- any infringement on the Procedure for Air Navigation Services – Aircraft Operations (PANS OPS)
- impacts on Air Traffic Control Surveillance System performance
- impacts on Navigation Aid performance
- any other potential impacts on the operation of airspace around the site

8.13.1 Obstacle Limitation Surface

The relevant level of OLS applicable to the development is the Outer Horizontal Surface (OHS), which is listed at a height of 156 metres AHD. The proposed envelope would infringe on this surface by a maximum extent of 32.63 metres, and the site's context as part of the OHS is illustrated at Figure 85 below.

However, in accordance with the Manual of Standards Part 139 – Aerodromes, *'a new obstacle located in the vicinity of an existing obstacle which has already been assessed as not presenting a hazard to aircraft operations, is deemed to be shielded. A shielded obstacle should not require marking or lighting.' In this case, the proposal is shielded by Sydney Tower (304 metres) and a number of other buildings.*

Figure 85 – Context of the site in relation to the applicable OLS

8.13.2 PANS OPS

The site does not infringe on any PANS OPS surfaces (the lowest being at 304 metres AHD), and is therefore acceptable.

8.13.3 ATC System

The aerospace assessment also identified two radars in relative proximity to the development, being the Sydney Airport Terminal Area Radar (TAR) and the Cecil Park TAR. Of these, the OSD envelope would infringe on the Sydney TAR clearance plane, however the proposal is just one of a multitude of buildings above 115.9 metres AHD which do including the Citigroup Tower, 161 Castlereagh Street and Sydney Tower. This is recognised by Airservices Australia and has been mitigated by the placement of the Cecil Park radar, and more recently ADS-B receivers, so as to ensure that ATC receives adequate surveillance coverage for the airspace around the Sydney Basin airports.

On this basis, the proposal would not result in any adverse infringement on the Sydney ATC system.

8.13.4 Navigation aid performance

The proposal would not have any other impacts on navigation to or from Sydney Airport.

8.13.5 Recommendations

No mitigation measures have been identified at this preliminary stage. Following the formal assessment of the OLS, additional measures may be required.

8.14 Wind impacts

A Wind Report has been provided at Appendix M. The Wind Report provides a qualitative assessment of the likely impacts of the proposed OSD on local pedestrian-level wind conditions.

To enable a qualitative assessment of the surrounding wind environment, the Wind Report has used the wind frequency and wind direction information measured by the Bureau of Meteorology at a standard height of ten metres at Sydney Airport. This is considered to be representative of the wind conditions at site.

8.14.1 Wind impacts

The Wind Report notes that the surrounding topography is relatively flat from a wind perspective and therefore unlikely to significantly affect the wind climate at the site. The site itself is surrounded by medium to high-density structures and is located on the central 'spine' of the Sydney CBD. Conditions at ground level in areas surrounded by tall buildings and structures are particularly affected by channelling flows between the buildings. A description of the potential wind impacts of the development is summarised in Table 32.

Table 32 – Assessment of wind impacts arising from the Pitt Street North OSD

Wind direction	Impact
From the north-east	A modest increase in wind speeds relative to the existing conditions would be anticipated along the Castlereagh Street frontage, with the strongest conditions occurring at the south-east corner of the site. No significant difference between the proposed design and approved envelope massing would be expected for this wind direction (CPP, 2018).
From the south	Neighbouring towers to the south are of a similar size to the proposed development and will provide shielding from southerly winds, particularly for pedestrian locations along Park Street. Some downwash effects would be expected from the exposed portions of the proposed buildings, however the setback of the buildings from the podium will limit effects at ground level by redirecting flow horizontally at podium level. Overall, the addition of the proposed development is not expected to strongly affect the pedestrian environment during winds from the south (CPP, 2018).
From the west	The neighbouring tower to the west will dictate wind conditions to a significant extent, meaning the impact of the proposed development will be minor. Relatively strong channelled flow would be expected along Park Street during winds from this direction. The proposed development would be expected to slightly exacerbate this effect by narrowing the channel, however the impact on pedestrian comfort is likely to be negligible. Calm conditions are anticipated along Castlereagh Street and Pitt Street during westerly wind conditions due to the compound massing of surrounding structures (CPP, 2018).
Residential balconies	Residential balconies are generally well located from a wind perspective, being recessed from the façade line. Strong winds may be experienced on the larger corner balconies. High balustrades or privacy screens could be used to improve conditions at these locations (CPP, 2018).

Wind direction	Impact
Podium terrace	The eastern side of the podium terrace is exposed to the effects of north-easterly winds. Downwash from the eastern tower will affect this area, with the strongest conditions expected at the south-eastern corner of the tower. Winds from the south and west would affect all three sides of the podium terrace, with the strongest conditions occurring near the tower bases and at the corners. Most of the podium terrace would be suitable for short-term stationary activity without additional mitigation measures. The northern section of the podium roof (the residential pool area) would be expected to be mostly calm (CPP, 2018).
Rooftop terraces	The rooftop terraces may experience windy conditions for significant periods. The west tower rooftop terrace will be shielded by the higher levels to the north. High balustrades are therefore recommended to provide further mitigation. The east tower rooftop terraces are exposed to prevailing winds from multiple directions, which will be accelerated over the edges of the tower (CPP, 2018).
From the north-east	A modest increase in wind speeds relative to the existing conditions would be anticipated along the Castlereagh Street frontage, with the strongest conditions occurring at the south-east corner of the site. No significant difference between the proposed design and approved envelope massing would be expected for this wind direction (CPP, 2018).

8.14.2 Wind tunnel testing

In addition to the above, wind tunnel testing has been undertaken in order to provide detailed results for the proposal, and a Wind Tunnel Testing Report has been provided at Appendix N. The existing and proposed scenarios were tested as part of this assessment, with photographs of the tested models provided at Figure 86 and Figure 87 below.

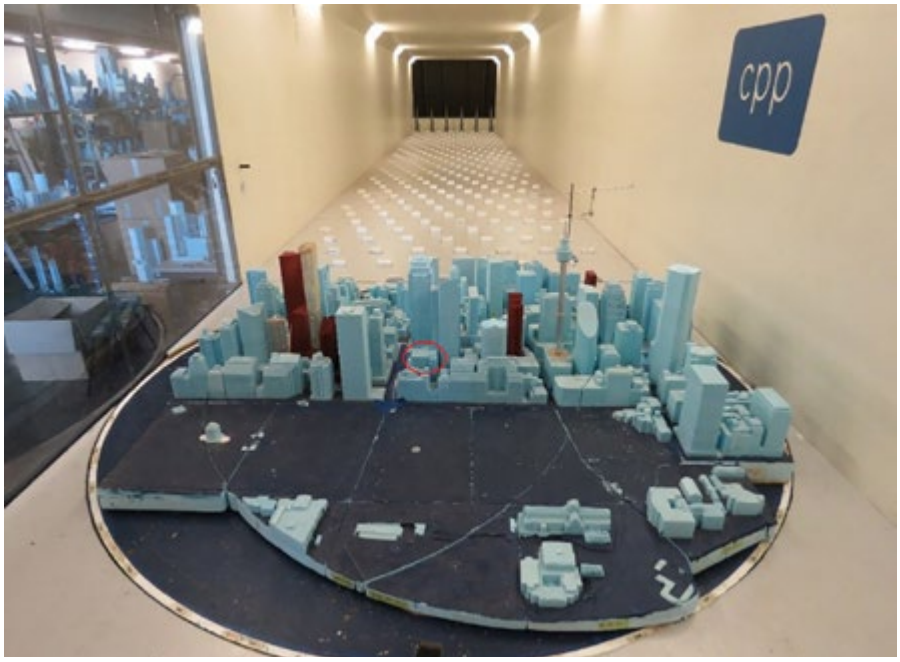


Figure 86 – Wind tunnel testing models used to determine the existing wind impact (site in red circle)

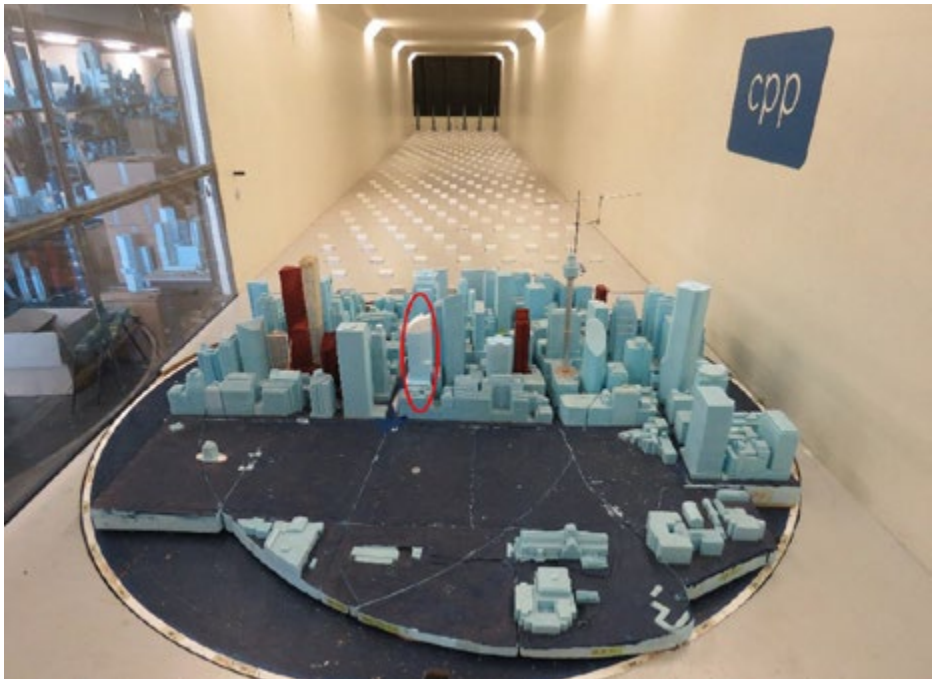


Figure 87 – Wind tunnel testing models used to determine the proposed wind impact (site in red circle)

As part of the testing undertaken measurements of winds likely to be experienced by pedestrians were made with a hot-film anemometer at 19 locations for 16 wind directions each. The subject points were tested around the development in the proposed configurations, focusing on pedestrian thoroughfares, entry areas and outdoor seating areas. The measurements were combined with site specific wind statistics to produce results of wind speed versus the percentage of time that wind speed is exceeded for each location.

The wind tunnel testing determined that the wind around the development would be generally suitable for Pedestrian Standing and Pedestrian Walking activities under the criteria of Lawson. Conditions at the south-east and south were generally degraded by the inclusion of the proposed building envelope, relative to existing conditions.

8.14.3 Recommendations

The Wind Report concludes that the proposed OSD would be located in a densely developed section of the Sydney CBD and would therefore provide only minor modifications to the overall massing of the surrounding area. Impacts on existing wind speeds and conditions at ground level are expected to be negligible. Wind conditions around the development are likely to be classified as acceptable for 'pedestrian walking' under the Lawson criterion and also pass the 'distress/safety' criterion (CPP, 2018).

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.

The proposal is therefore considered appropriate with regards to wind impacts relating to pedestrian comfort and safety.

8.15 Utilities, infrastructure and services

A Services Infrastructure Assessment (SIA) 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 8.16.

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 North 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.

8.15.1 Electrical infrastructure

An indoor substation would be provided on level 1 of the building with incoming electricity supply to the substation supplied underground from Castlereagh Street

8.15.2 Telecommunications infrastructure

Connection to existing underground telecommunications infrastructure would be required to service the development. Network services can be provided by NBN or Telstra with fibre optic and/or copper cabling provided within the basement of the building.

8.15.3 Sewerage Infrastructure

The OSD would likely require a 225 millimetre sewer connection to the existing Sydney Water mains located in both Pitt Street and Castlereagh Street. The final layout and design of the building would determine the final sewer connection sizes and specific locations.

8.15.4 Potable water infrastructure

Sydney Water mains exist along Castlereagh Street (250 millimetres), Pitt Street (250 millimetres) and Park Street (300 millimetres). New potable water and fire services tapping would be required along Castlereagh Street to service the building. The final layout and design of the building would determine the final water tapping location and connection sizes. Fire water services supply would be provided in accordance with the relevant Australian Standards (AS 2110.6-2012 Automatic fire sprinkler systems) and would serve both the fire sprinkler and fire hydrant systems within the building.

8.15.5 Gas infrastructure

Existing Jemena infrastructure mains currently bound the site including a 75 millimetre main along Castlereagh Street and a 110 millimetre main along Pitt Street. Gas would be supplied to the development via the existing main in Castlereagh Street, subject to approval from Jemena to position the gas meter room (within the basement of the building) along the Castlereagh Street boundary.

8.15.6 Recommendations

The SIA Report further details requirements relating to electrical, hydraulic and fire services within the future OSD and confirms these can be provided in accordance with industry standards including the relevant Australian Standards.

Development application(s) for the detailed design of the building would provide details of consultation carried out with the relevant utility service providers, including Sydney Water and Jemena. Consultation would confirm whether modifications to existing services and utilities infrastructure is required and whether utilities protection measures need to be implemented.

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.

8.16 Stormwater and flooding

A Flooding and Stormwater Management Plan Report is provided at Appendix P. This assessment considers stormwater drainage and on-site detention requirements for the site, as well as the potential flood risk, with a detailed assessment undertaken to support this.

8.16.1 Flooding

As part of this assessment the proposal has been assessed against the Sydney City Area Catchment Flood Study (2014) and the Sydney City Area Catchment Flood Risk Management Study (2016). This assessment determines that Pitt Street acts as an overland flow path for the majority of the City Area Catchment. The top of the Pitt Street catchment is bounded by Hyde Park to the east, Liverpool Street to the south and York Street to the west, with flows draining along Pitt Street downstream to Circular Quay.

The Pitt Street North OSD has been modelled to consider the Probable Maximum Flood Depth (PMF) and associated Probable Maximum Flood Hazard levels in order to determine the overall risk of flooding to the development. Figure 88 and Figure 89 below illustrate the nature of the flood impacts upon the development, and show that the site is located within the context of a relatively low risk flooding area from a flooding perspective.

Figure 88 – Flooding potential of the site, in accordance with the Probable Maximum Flood Depth

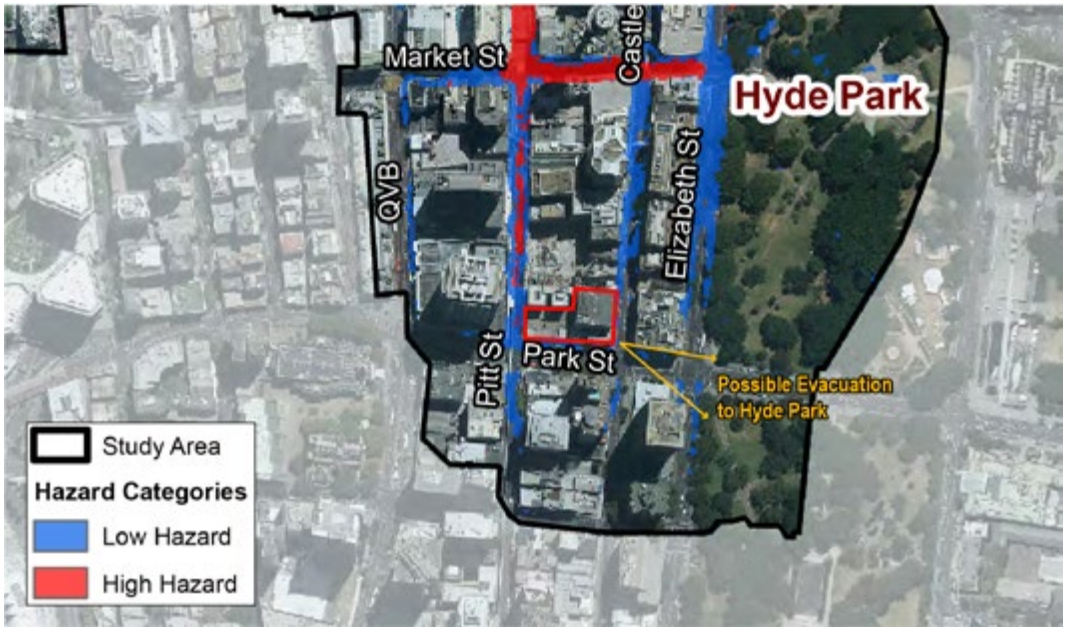


Figure 89 – Probable Maximum Flood Hazard Map

8.16.2 Impact of Climate Change

Additionally, the flooding assessment includes an assessment against the Sydney City Area Catchment Flood Study (2014), which modelled peak water levels for a 10 per cent, 20 per cent and 30 per cent increase to rainfall intensity for the 100 year Average Recurrence Interval (ARI) flood event. Although there are varying potential forecasts for impacts on rainfall from climate change, a five per cent increase in rainfall intensity one degree Celsius increase in local warming should be adopted. However, the Pitt Street North OSD has been assessed for the 10 per cent, 20 per cent and 30 per cent increase to rainfall intensity for the 100 year ARI flood event.

The findings of this study were that the site is largely unaffected by climate change impacts on rainfall levels, with the site only sensitive to a 30 per cent increase in rainfall intensity. This has been demonstrated graphically at Figure 90 below.

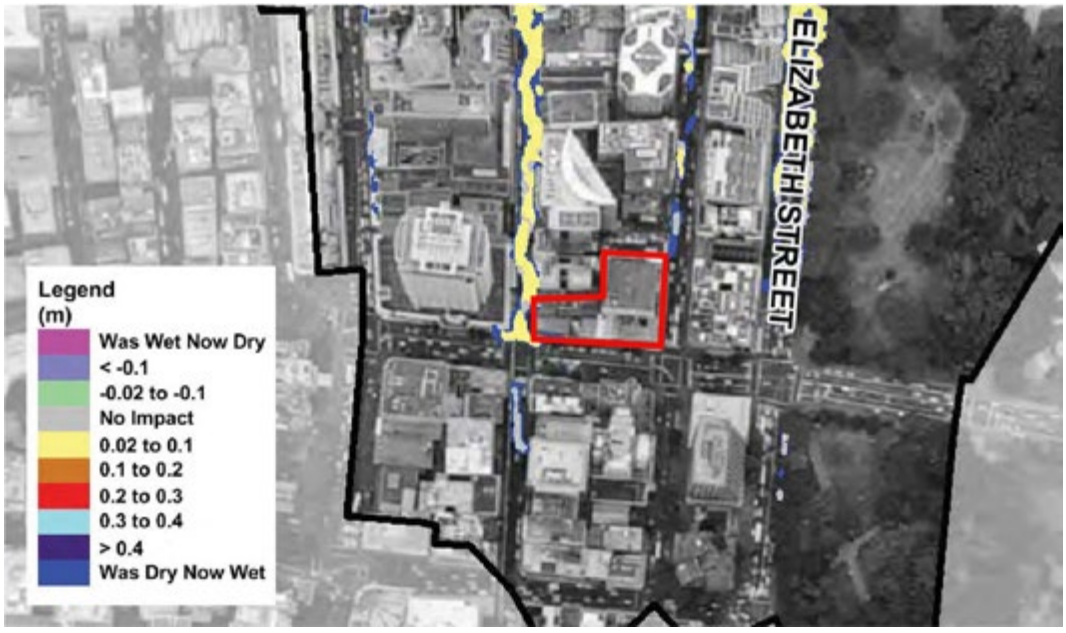


Figure 90 – Map demonstrating potential climate change impacts (30 per cent Rainfall Depth Increase)

8.16.3 Stormwater

For the purposes of this concept SSD Application, given the nature of the site as being already fully built out, and the nature of the development as being for a concept level application, no further assessment of the stormwater capacity is required at this time.

The requirement and size for future on-site detention tanks would be determined with regard to the applicable Council and Sydney Water requirements, during a the detailed SSD Application. This would include a detailed assessment against a future building form at the site, once it has been developed to a point that it can be tested.

8.16.4 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 including 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.

8.17 Noise and vibration

A Noise and Vibration Assessment Report (Appendix O) has been prepared to assess the potential construction and operation noise and vibration impacts associated with the OSD, as well as consider the amenity of future occupants of the building. Where relevant, the assessment has been based on the indicative design.

8.17.1 Existing noise and vibration environment

The existing ambient noise levels for the site have been obtained from the CSSI EIS, Technical Paper 2: Noise and Vibration, dated May 2016. On this basis, the existing ambient noise levels have been summarised at Table 33 of the report, which has been reproduced below. It is noted in the report that these noise levels were obtained by undertaking unattended noise measurements at 260 Pitt Street, Sydney. It is also noted that these measurements are relatively high for ambient noise levels typical of this urban setting, with it being recommended that further unattended noise measurements should be undertaken at future stages of the project in order to confirm the documented noise levels.

Table 33 – Existing ambient noise levels

Daytime		Evening		Night time	
RBL	**LAeq**	**RBL**	**LAeq**	**RBL**	**LAeq**
66	71	64	70	61	68

Note 1: For Monday to Saturday, Daytime 7:00 am – 6:00 pm; Evening 6:00 pm – 10:00 pm; Night-time 10:00 pm – 7:00 am. On Sundays and Public Holidays, Daytime 8:00 am – 6:00 pm; Evening 6:00 pm – 10:00 pm; Night-time 10:00 pm – 8:00 am

Note 2: The RBL noise level is representative of the "average minimum background sound level" (in the absence of the source under consideration), or simply the background level.

Note 3: The LAeq is the energy average sound level. It is defined as the steady sound level that contains the same amount of acoustical energy as a given time-varying sound.

8.17.2 Environmental noise emission criteria

The environmental noise emissions criteria for the project have been based on Technical Paper 2: Noise and Vibration of the CSSI EIS, which references the NSW Industrial Noise Policy (INP). The INP was superseded by the Noise Policy for Industry (NPfI) on 27 October 2017. The Sydney Metro City & Southwest Chatswood to Sydenham project was approved (CSSI Approval) prior to the publication of the NPfI. The CSSI EIS noted the likely provision of an OSD. The INP applies to the CSSI Approval, and the integrated station development (i.e. the Sydney Metro and OSD) would be designed to ensure that the combined noise emissions meet INP criteria. Accordingly, the INP has been adopted for the purposes of establishing environmental noise criteria for the concept proposal. Since the OSD concept SSD Application post-dates the publication of the NPfI, for consistency, the OSD portion of the development has also been assessed against the NPfI criteria. This would ensure that the INP approach adopted by Sydney Metro would not result in OSD exceedances of the project trigger levels set in accordance with the new Policy.

The noise criteria are summarised in Table 34. The criteria have been adjusted to allow for an equal distribution of the criteria between the station, tunnel and OSD, which allows each component to contribute equally to noise emission levels but maintain compliance with the overall cumulative noise criteria. All criteria would be reviewed and refined during the detailed design, to ensure that variations in the local environment are adequately considered.

Table 34 – External noise level criteria in accordance with the NSW NPI

Type of Receiver	Assessment Period [1]	Project Amenity Noise Level, LAeq, period (dBA) [1]	Measured LA90, 15 min (RBL) [2] (dBA)	Measured LAeq, period Noise Level (dBA)	Whole ISD Criteria		OSD criteria only (based on NPI Amenity Criteria), LAeq, 15 min, [LAeq period] (dBA)
					Intrusive LAeq, 15 min Criterion for New Sources (dBA)	Amenity LAeq, 15 min Criterion for New Sources (dBA) [4]	
Residence	Day	55	66	71	71	64	59 [56]
	Evening	45	64	70	69	63	58 [55]
	Night	40	61	68	66	61	56 [53]
Hotels	Day	60	66	71	71	64	59 [56]
	Evening	50	64	70	69	63	58 [55]
	Night	45	61	68	66	61	56 [53]
Commercial	When in use	60	N/A	-	-	63	58 [55]
Place of worship (internal)	When in use	40	N/A	-	-	43	38 [35]

Note 1: Project Amenity Noise Levels corresponding to "Urban" areas, equivalent to the Recommended Amenity Noise Levels (Table 2) minus 5 dBA
Note 2: LA90 Background Noise or Rating Background Level
Note 3: Project Noise Trigger Levels are shown in bold
Note 4: This is based on the assumption that the existing noise levels are unlikely to decrease in the future

It is noted that the above criteria have formed part of the acoustic assessment, alongside the requirements prescribed under the ISEPP, as well as other relevant acoustic policies.

8.17.3 Noise and vibration impacts during construction

During the construction period, the acoustic assessment has identified that several noise and vibration sensitive locations are located in the vicinity of the site which are likely to be impacted by construction activities. Through this assessment, construction noise criteria have been determined for these receivers, including criteria which address sleep arousal events.

Vibration criteria have also been established, not only based on factors regarding human comfort, but also in relation to effects on building structures and the potential impact on scientific and medical equipment.

On this basis, it is recommended that a construction noise and vibration management plan be prepared as part of the development. Further detail to this respect has been provided at Appendix O.

8.17.4 Noise emission during operation

For the operational period of the development, the residential, commercial and visitor accommodation uses were each assessed for the potential for acoustic impacts. Subject to detailed design and the incorporation of the recommendations of the acoustic assessment during detailed design (Chapter 8.17.5), it is considered that the proposal would be capable of being acceptable from an operational acoustic impact perspective by operating within the established operational noise criteria. This would be subject to further assessment during the detailed design and future SSD Application.

8.17.5 Recommendations

Construction stage

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 completion of the station (i.e. construction Scenarios 1 and 2). For Scenario 3 (i.e. an OSD developed at some stage in the future beyond the completion of the station), the construction-related noise and vibration impacts would be managed in accordance with the applicable guidelines/standards that apply at the time and any relevant conditions of consent.

Operational stage

Based on the findings of the acoustic assessment, the proposed development is capable of achieving compliance with the relevant acoustic criteria. This however is contingent on the conceptual recommendations within the statement being implemented and developed during detailed design phases, which could include:

- the provision of façade glazing for commercial office spaces (operational stage)
- the provision of a mechanical ventilation system for residential areas (operational stage)
- the location of bedrooms near the façade to be located behind winter gardens, and appropriate acoustic treatment of the bedrooms to ensure adequate residential amenity (operational stage)
- the design of inter-tenancy partitions, floors and corridor doors to achieve the sound insulation performances discussed in the NCC 2012 and the SDCP 2012. Additionally, building services should be treated in order to achieve the sound insulation requirements contained in the Acoustic Report (operational stage)
- Noise emitting plant, mechanical services and emergency plant item design criteria (operational stage)
- Undertaking a construction noise and vibration management plan for the project, which is consistent with the construction and vibration noise criteria developed (construction stage). Mitigation measures for these works are to be developed from this management plan and further detailed assessment

Additional detailed measures to be adopted can be found in the Noise and Vibration Impact Assessment Report at Appendix O.

8.18 Public benefits, contributions and voluntary planning agreement

The future OSD would be subject to the City of Sydney Council's contributions requirements under Section 61 of the City of Sydney Act 1987. 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.

8.19 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 35.

Table 35 – 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 any 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?	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.
∘ Does the proposal protrude above buildings, structures or tree canopies in the area or locality? ∘ Does the proposal require ongoing vegetation management?	
(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.

Criteria	Comment
(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 to as not to impact upon wayfinding signage provided as part of the CSSI Approval for Pitt Street Station.

8.19.1 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.

8.20 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 36 – 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 all three frontages.
Metro users	No notable risk, as construction for both projects would be completed upon commencement of metro services.	Not applicable
Bus users	Bus interchange prior to metro opening is planned to continue along Park and Castlereagh Streets using existing bus stops	Number of construction driveways should be reduced.

Impact type	Risks	Mitigation
Taxis	Existing taxi zone on the eastern side of Pitt Street (south of Park Street) would most likely remain unaffected during construction.	If taxi spaces are displaced by OSD works, then a replacement taxi space would need to be provided.
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.	Bus interchange for the new metro station would occur as per scenario 1. 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.	As per Scenario 1.

8.21 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 Design Guidelines (Appendix I). Compliance with this requirement would need to be demonstrated in the detailed SSD Application.

8.21.1 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%.

8.22 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 North station portal.

The Phase 1 Investigation did not identify the Pitt Street North 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 proposal comprises OSD only, and does not include any additional excavation or ground disturbance 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.

8.23 Crime prevention through environmental design

A Crime Prevention Through Environmental Design (CPTED) review of the proposed concept design has been undertaken and 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 detailed design of the development.

This strategy includes a detailed assessment which includes:

- a review of the Safer by Design Manual by the NSW Police Force
- collection and analysis of local and NSW State crime statistics from the bureau of Crime Statistics and Research (BACSAR)
- a crime risk assessment, in accordance with the current NSW policy and practice, of the following regulation and assessment principles:

1. surveillance
2. lighting / technical supervision
3. territorial reinforcement
4. environmental maintenance
5. activity and space management
6. access control
7. design, definition and designation

Out of this assessment, a number of key recommendations were provided in the CPTED review, as outlined below.

8.23.1 Recommendations

Key findings of the CPTED Report undertaken have been detailed at Table 37 below and should be incorporated in the future detailed SSD Application.

Table 37 – Key findings of the CPTED assessment undertaken for the project

Area	Recommendation
Surveillance	◦ Maintain sightlines to and from the OSD lobbies and the surrounds by ensuring signage and equipment do not create a significant visual obstruction. ◦ Ensure OSD circulation spaces are unobstructed by structures, to remove opportunities for concealment and ensure that pedestrians can move freely with clear sightlines of their surrounds. ◦ The gazed facades of the OSD lobby at street level should be free of clutter and signage to allow sightlines between the development and the public domain. ◦ Ensure the concierge desk within the hotel foyer is clearly visible from the street frontage to assisting in maximising surveillance.
Lighting and Technical Supervision	◦ A CCTV network is essential for the OSD back of house areas and overall development. The CCTV network is to be designed in consultation with a suitably qualified security consultant with a Class 2A license under the Security Industry Act 1997 who can provide specific advice on the placement, installation, monitoring and maintenance of the CCTV network. ◦ The CCTV network should endeavour to ensure blackspots of coverage are not created. ◦ The CCTV network strategy should be partnered with the internal and external lighting strategy to ensure facial recognition is achieved in all lighting conditions and a minimum colour rendering index of 60 is achieved. ◦ Discrete CCTV systems such as small dome cameras are recommended.

Area	Recommendation
Territorial Reinforcement	◦ Maintain that OSD lobbies portals remain free of clutter to ensure entry points are highly visible from the street frontages. ◦ Ensure that pathways within the OSD lobbies and corridors are unobstructed at all times to avoid blind spots. ◦ Provide wayfinding signage and building / business identification signage for the OSD where appropriate to reinforce perceptions of safety and legibility.
Environmental Maintenance	◦ Ensure mechanisms are in place to facilitate the on-going maintenance of the OSD building, including the implementation of a rapid removal policy for vandalism repair and the removal of graffiti.
Activity and Space Management	◦ Ensure OSD business, building and wayfinding signage for the OSD is appropriate to deter access to private spaces and direct pedestrian movements to desired locations. ◦ Maximise the inclusion of glazed facades for OSD lobbies with anti-graffiti coatings wherever possible to maximise lines of sight and mitigate the risk of damage.
Access Control	◦ Provide secure electronic access (card / key controlled entries / lifts etc.) to all OSD entries of the building and lifts to facilitate in demarcating the residential and non-residential uses of the building and providing a delineation between public and private spaces. ◦ Ensure OSD concierges / receptions occupy publicly accessible spaces such as the lobbies and the hotel foyer.

8.24 Waste management

A Waste Strategy has been provided at Appendix Y. The Strategy describes the future waste management measures to be implemented within the Pitt Street North OSD.

The SSD Application seeks concept approval for a range of uses including residential, hotel and commercial uses. The Waste Strategy estimates the total waste and recycling generation for each of these uses during operation of the development, including the minimum waste storage capacity requirements to ensure compliance with Council's Policy for Waste Minimisation in New Developments (City of Sydney Council, 2005), which for the subject uses comprise:

- residential use: 80L waste capacity and 50L recycling capacity per dwelling per week
- hotel (bedroom): 5L waste capacity and 1L recycling capacity per bed per day
- hotel (bar): 50L waste capacity and 50L recycling capacity per 100 square metres floor area per day
- hotel (dining): 10L waste capacity per 1.5 square metres of floor area per day and 50L recycling per 100 square metres of floor area per day
- office: 10L waste capacity and 10L recycling capacity per 100 square metres of floor area per day
- The Waste Strategy notes that the future building management of the Pitt Street North OSD would be responsible for the following waste management measures:
- cleaning and maintenance of bins, chutes, compaction equipment and the waste storage rooms
- providing adequate signage that identifies the location of waste storage rooms and clearly defines waste and recycling bins
- ensuring the waste storage rooms and equipment is protected from theft and vandalism
- preventing pests and vermin
- transferring bins from the waste storage rooms to the ground floor loading dock.

The Waste Strategy further outlines the potential to incorporate a pneumatic waste collection (PWC) system, subject to detailed design, to automatically transfer waste from each floor of the building to a central collection and compaction facility. The introduction of a PWC system within the OSD would provide an alternative to having multiple waste storage rooms located throughout the building (including the requirement for a waste storage room on each residential floor). The potential introduction of a PWC system would be further considered as part of the detailed design of the building.

The Waste Strategy has informed and been incorporated in the indicative building design (Appendix D), which demonstrates that future detailed design of the OSD is capable of incorporating appropriate waste management areas and infrastructure.

8.24.1 Recommendations

During construction

A Waste Management Plan should be prepared as part of the Construction Environmental Management Plan in accordance with the provisions of Sydney Metro Construction Environmental Management Framework up until completion of the Pitt Street Station northern portal. Beyond that time, a separate Construction Waste Management Plan should be prepared in accordance with best practice guidelines.

Details regarding impacts to be managed during construction are to 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 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

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 Strategy provided as part of this concept SSD Application.

8.25 Accessibility

An Accessibility Review is provided at Appendix S. The review addresses the access provisions and considerations for the proposed mixed use development in accordance with the following policies and guidelines:

- the Disability Discrimination Act (DDA) 1992
- the Building Code of Australia 2016 and referenced Australian Standards
- the Disability Access to Premises (Buildings) Standard 2010

The Accessibility Review provides a range of specific areas which would need to be further reviewed as the project develops. The future access provisions within the proposal would be further refined as part of the detailed design and incorporated as part of a detailed SSD Application for the site.

Overall, this review confirms that the proposal is capable of complying with the relevant accessibility policies and guidelines outlined above.

8.25.1 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 Report 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 residential dwellings, tourist accommodation and office floor space that complements the Pitt Street Station northern 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 mix of land uses 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 a mixed-use scheme accommodating residential apartments, tourist and visitor accommodation and office space responds to a wide range of community needs. 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'. New tourist and visitor accommodation would provide increased capacity for Sydney to grow Sydney's national and international profile as a destination for travel. By supporting a wide range of land uses, the OSD would support a range of activities and occupancy throughout the day and evening. This 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 (refer to Chapter 12).

9.2 Economic impacts

The delivery of the OSD above the northern 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 in the tourism and commercial office sectors, and contributing to additional housing supply. Specifically, the OSD is expected to result in 1,000-1,200 jobs (FTE) during the construction phase (subject to detailed design and planning approval) and provide for approximately 300 ongoing jobs (FTE) on-site during the operational phase.

The CSSI Approval included an assessment of the property and business impacts of the construction of the Pitt Street Station northern 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 delivery of approximately 200 hotel rooms and associated facilities would increase the accommodation capacity of the Sydney CBD in line with the City of Sydney Visitor Accommodation Action Plan and City of Sydney Tourism Action Plan. The provision of additional visitor accommodation in a highly-accessible location would grow the accommodation capacity of Sydney for business, visitor and major event tourism. The hotel component of the OSD would contribute to direct economic benefits at the site and the immediate locality through employment and visitation of local businesses, as well as flow-on economic benefits to the broader CBD and Sydney metropolitan area.

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 300 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 proposal comprises a key mixed use development located on a large, consolidated allotment in the Sydney CBD. On the basis of the Urban Design assessment undertaken at Appendix F and the Options Analysis undertaken at Chapter 1.6, the Pitt Street North OSD has been subject to a substantial and thorough assessment of development suitability, which has confirmed the proposed uses as being the most suitable outcome at the site.

In this regard, the site is considered to be suitable for the concept proposal as:

- 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 North site proposed to be developed for the purposes of OSD
- the large size of the site allows for a significant sized development to be created whilst accommodating the future Sydney Metro station
- the end of block nature of the site provides for three street frontages and gives significant street width to accommodate the various uses proposed
- the general location of the existing vehicular crossovers to Castlereagh street provide 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
- The site's location in the CBD is well suited to visitor accommodation uses and is within easy access to cultural facilities, retailing and entertainment facilities
- The ability to support multiple uses has been demonstrated through a well-developed indicative ground floor plane and the proposed envelope. It has been demonstrated through this assessment that a balance of uses would result in the creation of a vibrant and interesting development. he proposed scale and density of the development is highly appropriate in the context of the Sydney CBD, and the proposal is commensurate with the role of Sydney as Australia's global city
- the proposed envelope has been selected with the specific intention of ensuring that overshadowing of the future envelope is compliant with the requirements of the SLEP 2012
- 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 in a location which reinforces the '30 minute city' concept proposed by the Greater Sydney Commission, locating dwellings and employment 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 contribute to the evolution of a key precinct in the Sydney CBD, working alongside the future Pitt Street Station and surrounding developments in the creation of a renewed precinct within the heart of Central Sydney. Given the significance of this precinct within Sydney, a robust assessment of the public benefits of the proposal must therefore be undertaken.

Specifically, the Pitt Street North OSD is considered to be in the public interest as:

- the OSD development at the site would provide additional residential capacity in a CBD context, ensuring that jobs and dwellings are co-located in a manner which reduces commute lengths and improves the level of access to facilities, services, transport options and public open space
- the OSD development also provides a substantial visitor accommodation component, providing additional capacity and continuing to grow Sydney's tourism economy which is currently experiencing a shortage of accommodation supply (previously discussed at Chapter 6.14). This would have flow on positive economic impacts within the context of the Sydney CBD, as well as the Greater Sydney and NSW economies more broadly

- as part of the integrated station development, the proposal would contribute to the delivery of major improvements to the public domain, providing for a higher quality pedestrian environment around the site which would link the various civic, open space and entertainment precincts in proximity of the site
- a commercial co-working component would be provided, enabling the provision of further employment generation at the site and providing for an innovative format of commercial space provision which is located in a context with excellent access to both the Sydney CBD as well as the Greater Sydney region
- the proposal would directly contribute to the provision of 1,000 to 1,200 additional jobs during the construction period
- the proposal would accommodate approximately 300 jobs on an ongoing basis, generated by the visitor accommodation and commercial co-working components of the development
- additional economic benefits provided by residents using surrounding services following the completion of the development
- the proposal under this concept SSD Application would work alongside the Pitt Street Station development under the CSSI Approval in order to create an overall station precinct which is integrated, high quality, enjoyable and safe for future public transport users
- the development would provide a variety of different uses above the station, which would work to activate the station precinct, both within traditional business hours as well as during the evening, late night and weekend periods
- the proposed building envelope would enable the delivery of a future OSD form which is memorable, reinforcing the legacy of the Sydney Metro project and its mark on the Sydney skyline
- the proposed envelope has been demonstrated as enabling very high amenity and high quality future dwellings
- the development has been designed in such a manner which ensures that sustainability requirements are achieved or exceeded throughout the development
- 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 includes provision for future public art, which would contribute to the vibrancy and interest generated by 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 91 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 to be achieved by the project.

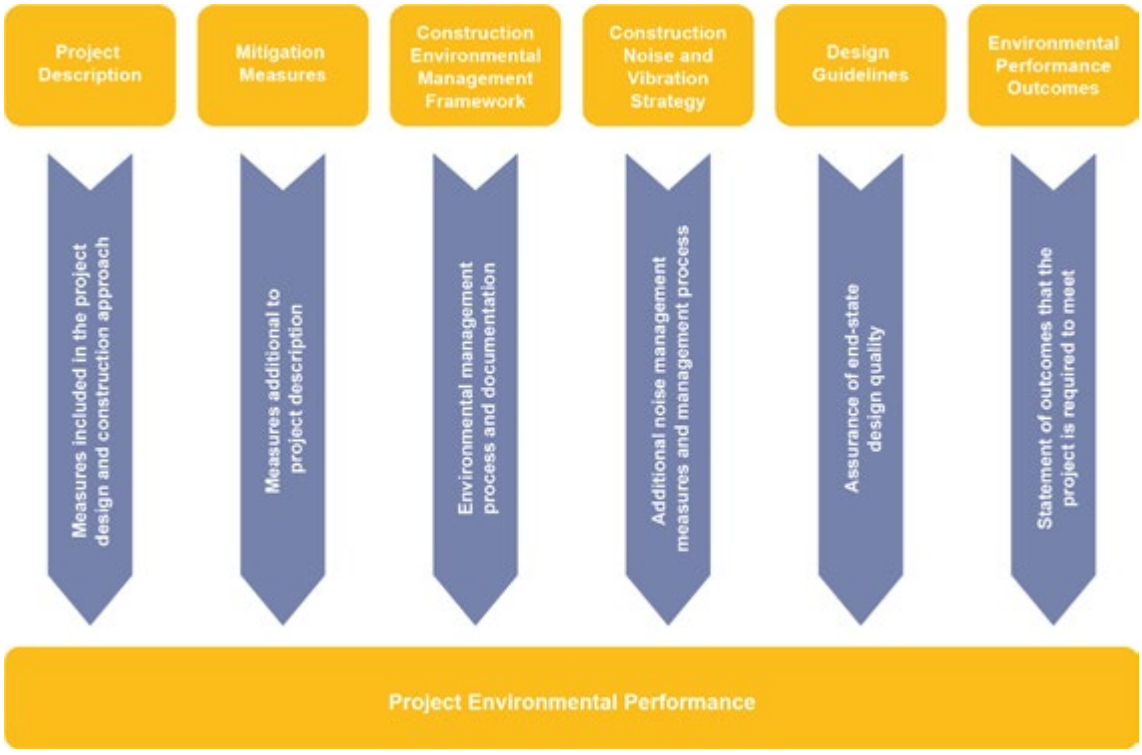


Figure 91 – Project approach to environmental mitigation and management

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 Table 38.

Table 38 – 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, maximum floor space, use 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.	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 EIS.
		These commitments are detailed as part of this EIS. CEMF requires preparation of Traffic and Transport Management Plan.	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 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.
Design Guidelines	Appended to EIS and referred to in Conditions of Approval, 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.

	CSSI Approval	Concept SSD Application	Detailed SSD Application(s)
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 detail 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.

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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 39.

Table 39 – 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 North Design Guidelines at Appendix I. The future detailed SSD Application(s) must 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 must implement the process outlined in the Design Excellence Strategy provided at Appendix H.	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 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 (and detailed in Appendix C) so as to ensure that the overshadowing impacts are not worse than those assessed in this concept proposal.	N/A
Solar access	Future development is to be consistent with the proposed maximum building envelope (and 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 27 Park Street, and 201 Elizabeth Street should further information regarding future development of this site be available.	
Visual and view impacts	Future development is to be consistent with the proposed maximum building envelope (and detailed in Appendix C) so as to ensure that the visual and view impacts are not worse than those assessed in this concept proposal.	N/A
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.	N/A
Heritage	Future detailed SSD Application must address how the recommendations made in the Statement of Heritage Impact Report (Appendix R) have been addressed to ensure the development achieves a positive heritage outcome for the site: ◦ the future detailed design of the building, including services and balconies, are to be contained wholly within the building envelope proposed under the SSD concept application ◦ future development application(s) should include detailed streetscape elevations that extend to the heritage items on Pitt Street and Castlereagh Street to ensure contextual impacts of the development can be assessed and understood ◦ a Design Excellence Strategy be prepared for the site which takes into account the mitigation measures recommended in the HIS and the requirements of clause 6.21 of the SLEP 2012 (Design excellence)	N/A

	Proposed OSD-specific measure	OSD Interface issue with CSSI Approval
Heritage	◦ a Heritage Interpretation Strategy detailing the history and significance of the site be prepared and included as part of future development application(s). ◦ frontages of the podium / street wall are to incorporate high proportion of masonry compared to window glazing, strong visual depth, a high degree of architectural modelling and articulation, and high quality materials. The preferred masonry material is Sydney sandstone. Window glazing is to be deeply recessed. ◦ the Pitt Street frontage of the podium should respond to major horizontal and vertical elements of the National Building and the Criterion Hotel. This should include, in particular, the second floor cornice of the National Building as well as upper cornices. ◦ the Castlereagh Street frontage of the podium should respond to major horizontal and vertical elements of the former Masonic Club. This should include, in particular, the second and third floor cornices of the former Masonic Club as well as the upper cornices. ◦ the form of the podium should interpret the subdivision pattern established during late nineteenth and early twentieth century through modulation and articulation of the street frontages. The early twentieth century pattern is predominantly characterized by the lot widths of the National Building and the former Masonic Club.	N/A
Transport, traffic, parking and access	The future SSD Application must adopt the recommendations of the Transport Impact Assessment provided of 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.

	Proposed OSD-specific measure	OSD Interface issue with CSSI Approval
ESD	The detailed SSD Application must include a detailed ESD Strategy which outlines the best practice sustainability initiatives which will be implemented during design and construction of the development. The Strategy must be generally consistent with the proposed targets and indicative features in the ESD Report (Appendix Q), including: ∘ 5 Star Green Star Rating ∘ Building envelope and services design to exceed BCA Section J minimum requirements ∘ BASIX Certification for residential apartments ∘ 5 Star NABERS Energy (Office) ∘ 3 Star NABERS Water (Office) The ESD Strategy nominates initial sustainability strategies for the future detailed design of OSD which include: ∘ High-performing building envelope elements and façade materials ∘ Energy-efficient lighting devices and smart control systems ∘ Comprehensive building operations and facilities management practices ∘ Extensive energy and water metering and monitoring systems ∘ Appropriate stormwater and potable water reduction measures ∘ Utilisation of low-emissions materials and use of recycled materials ∘ Implementation of responsible construction practices that manage environmental impacts and reduce construction and demolition waste ∘ Recycling and waste handling facilities and procedures.	N/A
Prescribed airspace	The detailed SSD Application will need to comply with any requirements set by Sydney Airports Corporation Limited.	N/A
Utilities, infrastructure and services	In accordance to the specific requirements of the individual utility service providers, the developer of the OSD must undertake detailed enquiries and arrange for final connections and associated approvals based on the final design. A water servicing coordinator must 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.

	Proposed OSD-specific measure	OSD Interface issue with CSSI Approval
Stormwater and flooding	**Stormwater** ∘ Council and Sydney Water must 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 must be confirmed with Sydney Water and Council as part of the future detailed SSD Application ∘ The future detailed SSD Application must achieve Council's water quality targets **Flooding** The detailed design must be undertaken 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 Report included as Appendix O. The future detailed SSD Application(s) must 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 detailed computational analysis must 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 Assessment Report (Appendix M) should be considered when developing the detailed OSD design with respect to the potential inclusion of a street-level awning or colonnade corner and/or other design elements extending around the south-eastern, to mitigate the and ensure conditions remained largely similar to or improved from existing wind levels.	N/A
CPTED	The detailed SSD Application must incorporate CPTED principles relating to natural surveillance, access control, territorial reinforcement and space management. The detailed SSD Application is to have regard to the recommendations contained at section 6.1 of the CPTED Assessment Report (Appendix BB): ∘ Maintain sightlines to and from the proposal and the surrounds by ensuring signage and equipment do not create a significant visual obstruction. ∘ Ensure circulation spaces are unobstructed by structures, to remove opportunities for concealment and ensure that pedestrians can move freely with clear sightlines of their surrounds. ∘ The gazed facades of the building at street level should be free of clutter and signage to allow sightlines between the development and the public domain. ∘ Ensure the concierge desk within the hotel foyer is clearly visible from the street frontage to assisting in maximising surveillance. ∘ A CCTV network is essential for the back of house areas and overall development. The CCTV network is to be designed in consultation with a suitably qualified security consultant with a Class 2A license under the Security Industry Act 1997 who can provide specific advice on the placement, installation, monitoring and maintenance of the CCTV network. ∘ The CCTV network should endeavour to ensure blackspots of coverage are not created.	

	Proposed OSD-specific measure	OSD Interface issue with CSSI Approval
CPTED	◦ The CCTV network strategy should be partnered with the internal and external lighting strategy to ensure facial recognition is achieved in all lighting conditions and a minimum colour rendering index of 60 is achieved. ◦ Discrete CCTV systems such as small dome cameras are recommended. ◦ A lighting strategy should be developed by or in consultation with a suitably qualified and experienced lighting expert. ◦ Ensure public furniture is durable and of high quality design. ◦ Ensure that building portals remain free of clutter to ensure entry points are highly visible from the street frontages. ◦ Provide signage within the concourse to direct pedestrian movements and deter loitering. ◦ Ensure that pathways within lobbies and corridors are unobstructed at all times to avoid blind spots. ◦ Provide wayfinding signage and building / business identification signage where appropriate to reinforce perceptions of safety and legibility. ◦ Ensure mechanisms are in place to facilitate the on-going maintenance of the building, including the implementation of a rapid removal policy for vandalism repair and the removal of graffiti. ◦ Ensure business, building and wayfinding signage is appropriate to deter access to private spaces and direct pedestrian movements to desired locations. ◦ Maximise the inclusion of glazed facades with anti-graffiti coatings wherever possible to maximise lines of sight and mitigate the risk of damage. ◦ Provide secure electronic access (card / key controlled entries / lifts etc.) to all private portals of the building and lifts to facilitate in demarcating the residential and non-residential uses of the building and providing a delineation between public and private spaces. ◦ Install a security door at an appropriate location to prevent unauthorised individuals from entering the back of house areas from the loading dock. ◦ Install an appropriate bollard/barrier system at the main portal to the Metro Concourse to prevent vehicles driving into this area. A security consultant with a Class 2A license under the Security Industry Act 1997 is recommended to be engaged to provide specific advice on the type, placement and installation of this bollard/barrier system to ensure vehicles moving at high velocity cannot enter the main street level entry concourse area of the Metro Station. ◦ Ensure concierges / receptions and formal guardians occupy publicly accessible spaces such as the lobbies and the hotel foyer. ◦ Security and general station personal are advised to parole / occupy the metro concourse to minimise opportunities for antisocial behaviour.	
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	N/A

	Proposed OSD-specific measure	OSD Interface issue with CSSI Approval
	∘ Information about the ongoing management of waste on-site The WMP must address the objectives, principles and strategies outlined in the Waste Management Strategy (Appendix Y) to deliver effective waste management.	
Accessibility	The detailed SSD Application must 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 and DDA Impact Statement (Appendix S).	N/A
Reflectivity	The detailed SSD Application must 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.	N/A
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. Details regarding the approach and impacts to be managed during construction are to be submitted as part of the detailed SSD Application.	N/A
Heritage	Details to mitigate impacts to surrounding heritage items, with specific regard to The National Building and the Masonic Club, must be submitted as part of the detailed SSD Application.	N/A
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 will 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 (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 will 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 Strategy (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	N/A

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ENVIRONMENTAL RISK ASSESSMENT

CHAPTER THIRTEEN

13. Environmental risk assessment

This chapter provides an environmental risk assessment (ERA) of the development proposed under this concept SSD Application. The ERA, which has been adapted from Australian Standard *AS4369:1999 Risk Management and Environmental Risk Tools*, identifies all potential impacts, the significance and manageability of each impact, and any potential residual impacts following mitigation.

The significance of impact is assigned a value between 1 and 5 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 1 and 5 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 significance and manageability values provides an indicative ranking (between 1 and 10) of the potential residual impacts after the mitigation measures are implemented, in accordance with the Risk Assessment Matrix in Table 40 below. A full list of the mitigation measures is presented in Chapter 12 above.

Table 40 – Risk assessment matrix

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

Table 41 – 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	2	2	4 Low / Medium
Public domain overshadowing	**Operation**	Increase in shadowing to surrounding public domain, including Hyde Park	3	2	5 Low / Medium
Private domain overshadowing	**Operation**	Increase in shadowing to apartments to the south (27 Park Street and 197 Castlereagh Street)	3	2	5 Low / 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 Castlereagh 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	2	2	4 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	2	2	4 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	2	2	4 Low / Medium
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

Item	Phase	Potential Environmental Impact	Significance of impact	Manageability of impact	Residual impact
Environmental and construction management	**Construction**	Noise, dust, air quality, waste management and traffic impacts	3	2	5 Low / Medium
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
	Operation	Potential anti-social behaviour associated with operation of the development	1	1	2 Low
Property and land use	**Construction**	Acquisition of site for development (undertaken through CSSI Approval)	1	2	3 Low
	Operation	Compatibility between OSD uses and station/ surrounding uses	1	2	3 Low
Business impacts	**Construction**	Permanent loss of established tenants on site Impacts on surrounding business during construction (due to loss of amenity)	2	2	4 Low / Medium
	Operation	Permanent loss of established tenants on site Altered access and visibility to surrounding businesses Impacts on surrounding business during operation (due to changes in amenity)	1	2	3 Low
Water quality	**Construction**	Potential erosion and sediment impacts on drainage system	2	1	3 Low
	Operation	Impacts on quality of stormwater discharge into drainage system	2	1	3 Low
Air Quality	**Construction**	Dust associated with construction activities Emissions associated with construction vehicles	2	2	4 Low / Medium
	Operation	Emissions associated with entering and existing vehicle traffic Plant and equipment emissions	2	1	3 Low
Cumulative Impacts	**Construction**	Cumulative impacts (traffic, noise, dust, etc.) associated with concurrent construction of station and OSD, and other development in the area	2	2	4 Low / Medium
	Operation	Cumulative impacts (traffic, noise emissions, etc.) during concurrent operation of station and OSD, and other development in the area	1	2	3 Low

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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 northern portal of the future Pitt Street Metro Station. This EIS has addressed the requirements of the SEARs (Appendix A), as well as the relevant requirements contained at Schedule 2 of the *Environmental Planning and Assessment Regulation 2000*.

The proposal provides for new development 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 northern portal design as part of the CSSI Approval, delivering an integrated station development that delivers housing, employment and tourist accommodation uses that contribute to an active and vibrant transport precinct. This will ensure that the OSD complements of the station operations at the ground plane, and that future OSD development will not result in any adverse impacts on station operations.

This Concept Proposal will 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 will work to create an overall station precinct which is integrated, high quality, enjoyable and safe for future public transport users.

Having regard to the above, the Concept proposal 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 large, 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 proposal directly responds to the demand for provision of additional housing in locations close to jobs, consistent with the '30-minute city' concept, which will provide greater residential amenity and contribute to reduced congestion associated with longer commutes
- the proposal also facilitates the provision of a potential future hotel with capacity of approximately 200 rooms. This will assist in contributing to the ongoing development of the visitor accommodation capacity of Central Sydney, as well as assisting in the overall continued growth of the tourism sector, and providing additional direct employment on the site
- 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 and improved connectivity to the future Town Hall Square, 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 1,000 to 1,200 full time-equivalent construction jobs and 300 full time-equivalent ongoing jobs at the site
- the site is suitable for the proposed development

Overall, it can be considered that there are substantial benefits from the proposed concept proposal on the surrounding area, which will help to contribute to the strong legacy of the Sydney Metro project. Where potential impacts have been identified, these have been considered and evaluated as being appropriate in the context of the site. On this basis, it is considered that the concept proposal is able to be approved.

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