

**UPDATED
PITT STREET NORTH
DESIGN GUIDELINES**

APPENDIX A

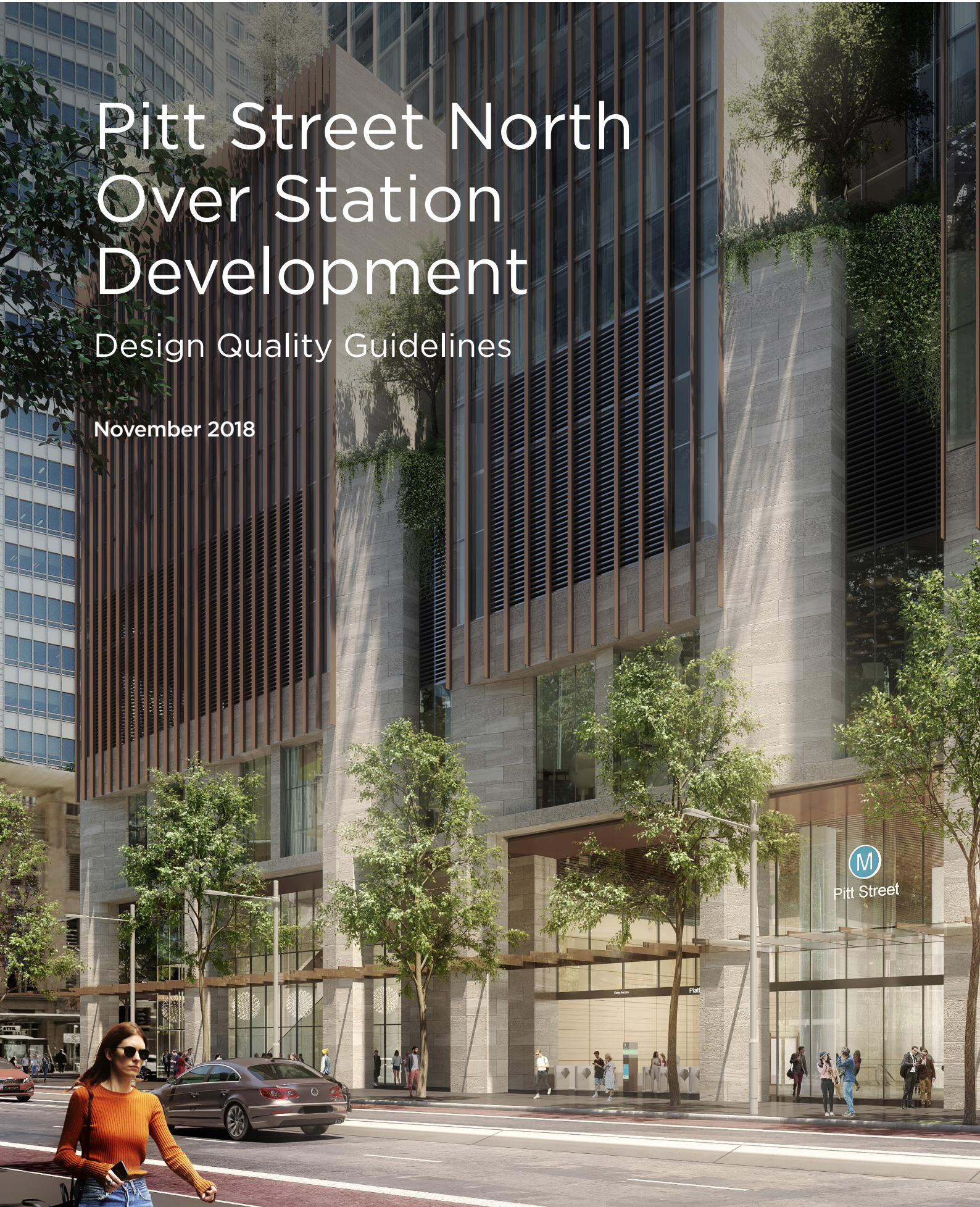


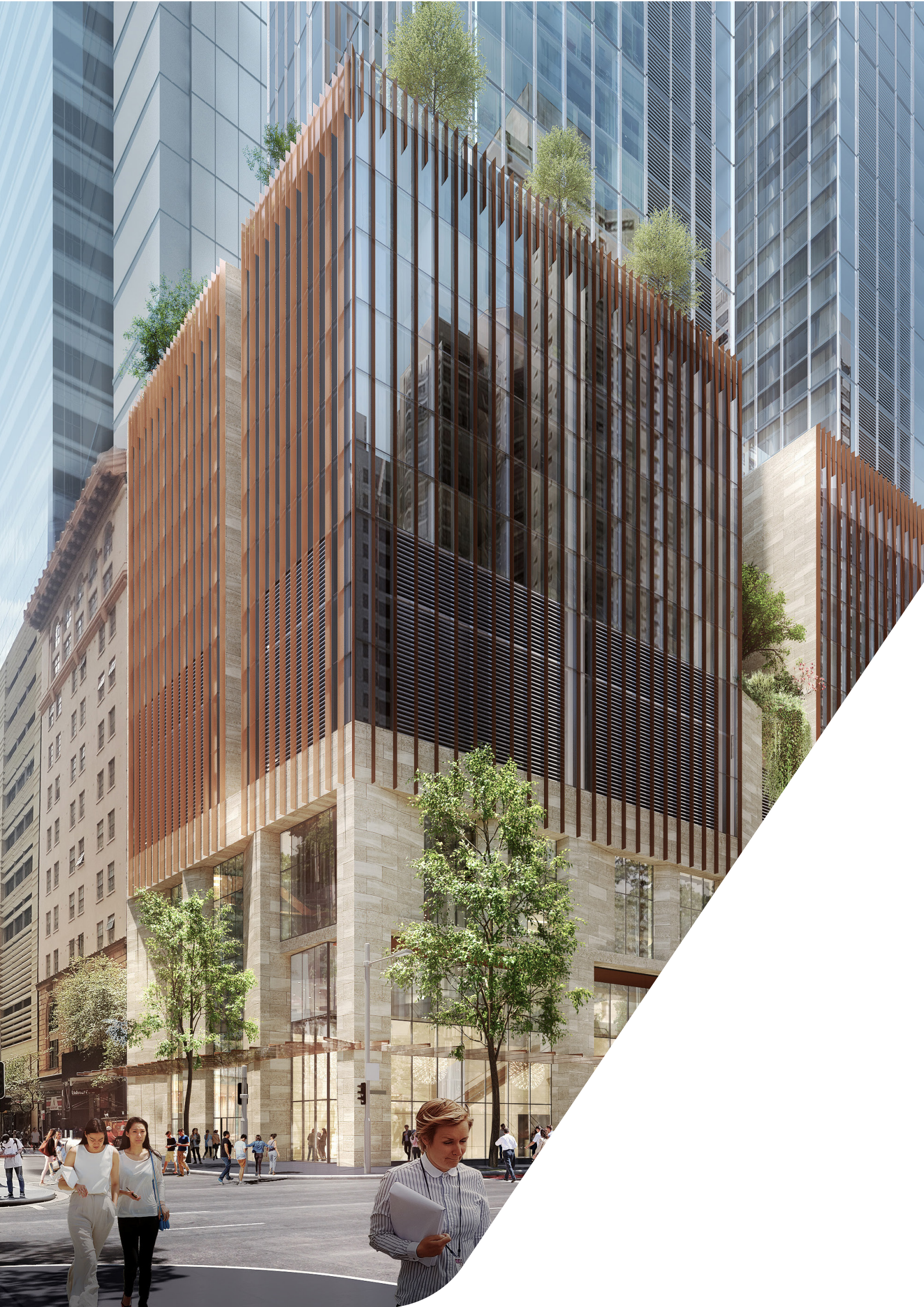


Pitt Street North Over Station Development

Design Quality Guidelines

November 2018





Purpose of the Document

The purpose of this document is to guide the design of the Sydney Metro Pitt Street North over station development (OSD) and provide a reference document for the assessment of design outcomes.

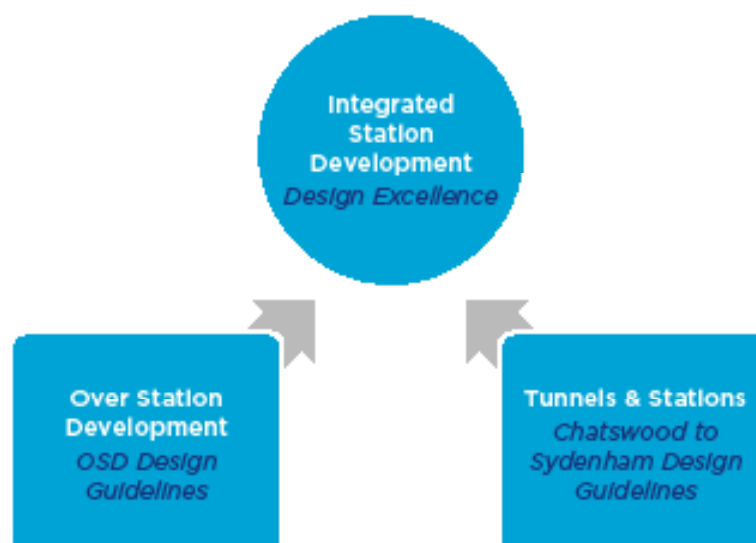
These design guidelines provide a set of overarching principles and outcomes capable of interpretation irrespective of final land use. They have been formulated to ensure delivery of design excellence across all responses to the site.

Design parameters are included for built form, heritage, integration with the public domain and Sydney Metro station, movement and connectivity and legacy outcomes of the development. These have been prepared with reference to:

1. Concept State Significant Development Application Design Report for Pitt Street North Over-Station development, March 2018
2. 'Sydney Metro City & Southwest: Chatswood to Sydenham Design Guidelines' (Sydney Metro CSW Design Guidelines), June 2017
3. 'Sydney Metro City & South West Pitt Street North over-station development: Heritage Impact Statement'.

Separate approval pathways for the station and the over station development have required the preparation of separate design guidelines for each component. These guidelines build on those accompanying the 'Sydney Metro City & Southwest: Chatswood to Sydenham Design Guidelines' and as such should be read in conjunction with them.

A key focus of these guidelines is to set clear design objectives for the OSD elements that integrate with the station, and to ensure consistency in the design approach for both elements. It is intended that the guidelines also inform and complement the future Station Design and Precinct Plan and Interchange Access Plan and are to be considered as part of the Sydney Metro Design Excellence Strategy for the site.



Vision

The Pitt Street North OSD will redefine the local urban fabric, contributing to the renewal of an evolving CBD precinct. The design will deliver a high amenity public domain, reflect the local context and make a significant contribution to an important heritage locality.

The development will provide an exceptional and distinctive built form to mark both the Metro station location and the site's central position on Park Street, one of Sydney's significant east-west avenues connecting Central Sydney to the East. The OSD will seamlessly integrate with all building elements across the site, including the public domain, station and entrances and transfer elements.

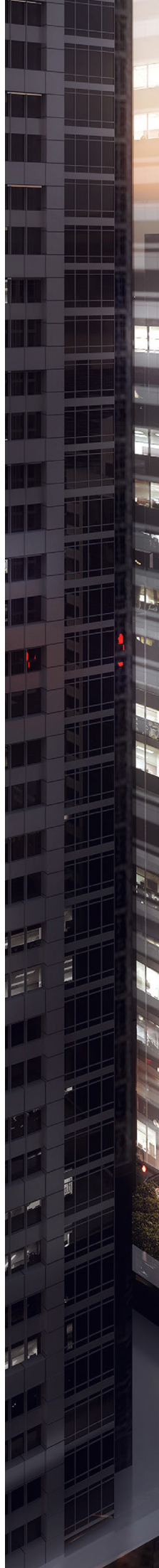




Figure 1 - Artists Impression of Indicative Design

Site Overview



Figure 2 - Site Map

The proposed Pitt Street North OSD site is located on the corner of Pitt, Park & Castlereagh Streets, as shown in Figure 2, and is one of two entries to the Pitt Street Metro Station. The site has a site area of 3,150sqm and features a total street frontage of approximately 157m.

Site Context

Significant features of the site and its context include:

1. A central location on Park Street, one of Sydney's significant east-west avenues connecting Central Sydney to the East, and forming part of the significant visual and transport link between Hyde Park the Town Hall Civic Precinct.
2. A local character that is defined by a mix of civic, residential, retail, commercial & hotel uses, with a varied built form tailored to the constraints of the location. This includes reduced building heights from those found in the north of Central Sydney.
3. Building heights largely determined by age of building, heritage considerations within the precinct and requirements for solar access to Hyde Park.
4. A number of significant heritage items to the north, south and east of the site, with close proximity to Sydney Town Hall, the QVB, and Hyde Park.
5. A streetscape characterised by its width, including footpaths, and the short length of Park Street with views to both Hyde Park to the east and Town Hall and QVB to the west.
6. A strong ground level activation due to significant retail and commercial activity.
7. Significant pedestrian movement between existing public transport infrastructure, surrounding land uses and Hyde Park/public open space
8. Significant future pedestrian desire lines between the site and the proposed Town Hall Square. Varied street wall and podium heights between the northern and southern sides of Park Street.
9. A variety of opportunities to enhance the public domain & the broader urban context through an improved and activated pedestrian environment, contextual and human scale design, integrated landscaping and quality finishes.

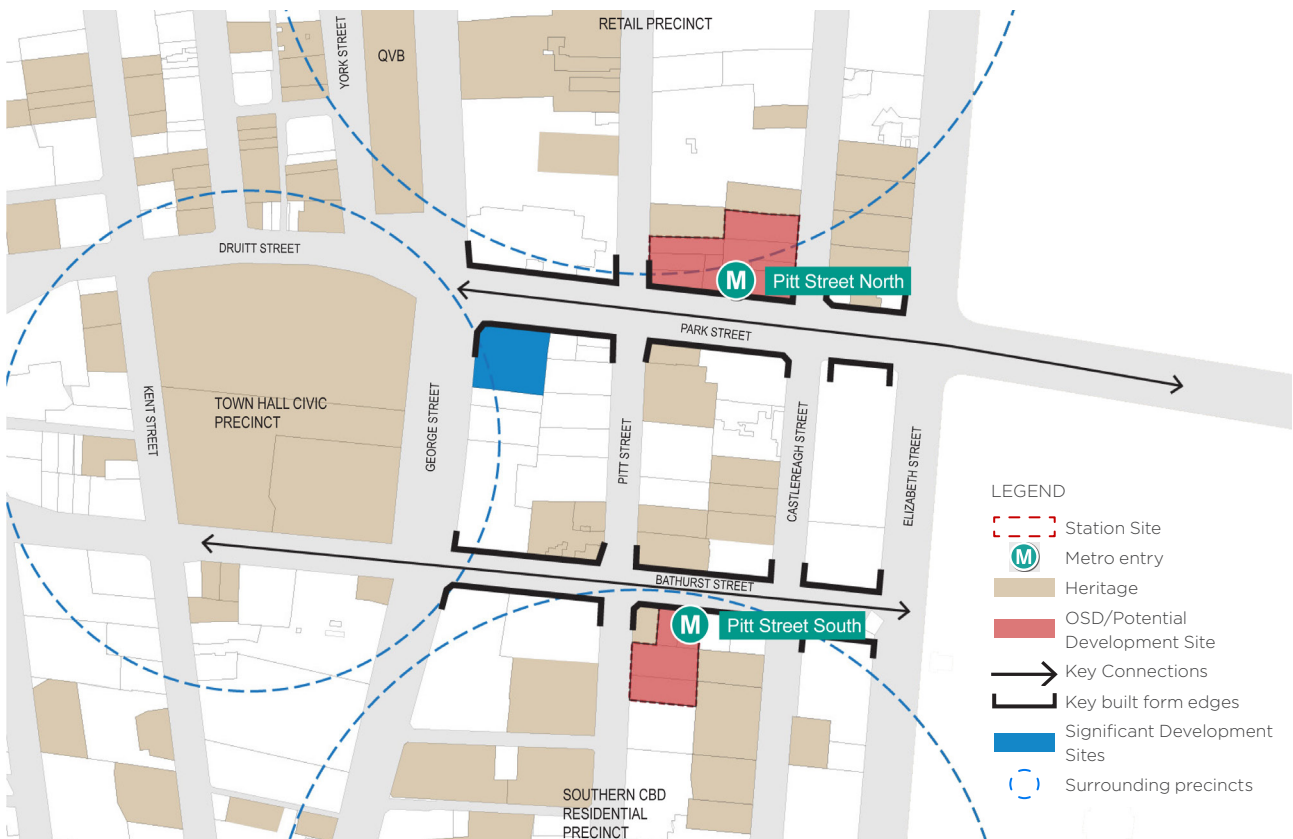


Figure 3 - Site Context

Sydney Metro Design Objectives

The design outcomes for the Pitt Street North OSD are underpinned by the design objectives for all Sydney Metro projects.



Figure 4 – Sydney Metro project

Designs for the station, station precinct and the over station development must deliver on the following:

Ensuring an easy customer experience.

Sydney Metro places the customer first. Stations are welcoming and intuitive with simple, uncluttered spaces that ensure a comfortable, enjoyable and safe experience for a diverse range of customers.

Being part of a fully integrated transport system.

Sydney Metro is a transit-oriented project that prioritises clear and legible connections with other public and active transport modes within the wider metropolitan travel network that intersect with this new spine.

Being a catalyst for positive change.

Sydney Metro is a landmark opportunity to regenerate and invigorate the city with new stations and associated development that engage with their precincts, raise the urban quality and enhance the overall experience of the city.

Being responsive to distinct contexts and communities.

Sydney Metro's identity is stronger for the unique conditions of centres and communities through which it passes. This local character is to be embraced through internationally benchmarked high quality station architecture and public domain that is well integrated with the valuable inherited urban fabric of existing places.

Delivering an enduring and sustainable legacy for Sydney.

Sydney Metro is a positive legacy for future generations. A high standard of design across the corridor, stations and station precincts, that sets a new benchmark, is vital to ensuring the longevity of the Metro system, its enduring contribution to civic life and an ability to adapt to a changing city over time.

Sydney Metro City And South West Chatswood To Sydenham Design Guidelines

The Chatswood to Sydenham (C2S) design guidelines form part of the environmental impact statement (EIS) for the C2S Critical State Significant Infrastructure approval and establish design standards to guide the interface outcomes between stations and their surrounding locality.

The C2S design guidelines provide the following key design drivers and urban design strategies for Pitt Street station. As a component of the approved C2S EIS, these drivers and strategies must inform the design response for the Pitt Street North site.

Key design drivers

1. Provide space for customers in a busy pedestrian environment by extending the public domain into the station entries.
2. Integrate with the Sydney City Centre Access Strategy and other CBD planning strategies.
3. Anticipate connections to a future Town Hall Square and other nearby developments.
4. Extend the transport focus along Park Street, near Pitt Street.

Urban design strategies

Linking Hyde Park to the Civic Precinct

As increasingly important pedestrian streets, Park Street and Bathurst Street will require public domain improvements.

A Street-grid of Interchange

The entrances to the new Metro station address Park and Bathurst Streets. These two streets will be key to interchange movements, especially to the bus and light rail services that run along the north-south streets of the city.

Frontages to east-west streets

The primary address of both Metro entries will be to the east-west connectors, reinforcing the importance of these streets and facilitating interchange between transport modes.

Extending the materiality and character of the surrounding public domain into the station entries creates the opportunity for a seamless experience.

Optimising development over stations

The entrances to the station provide an opportunity to facilitate renewal. Future development above these spaces should reflect the context of the locality and positively contribute to the built form and character of the area.

DESIGN GUIDELINES

Built form

Respond to the existing urban fabric and built form context of this mid-town location through a finer, textured-grain and human scale podium design through articulation of the structure, levels and details and a simple, refined over station design. This will reflect both the significant heritage architecture of the locality and the evolving commercial nature of this area of the city. Ensure the design responds appropriately to final land use choice and directly integrates transitions between the station, podium and over station elements of the development.





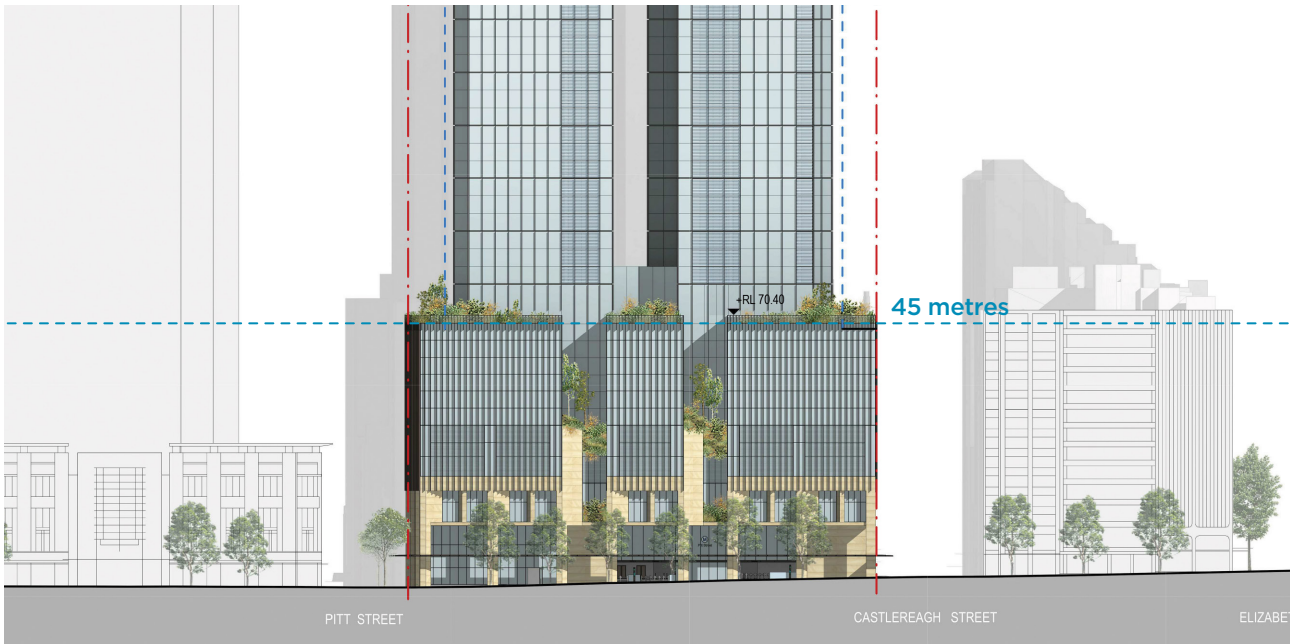
Figure 5 - Artists impression of Pitt Street North Station entrance

Podium and Street Wall

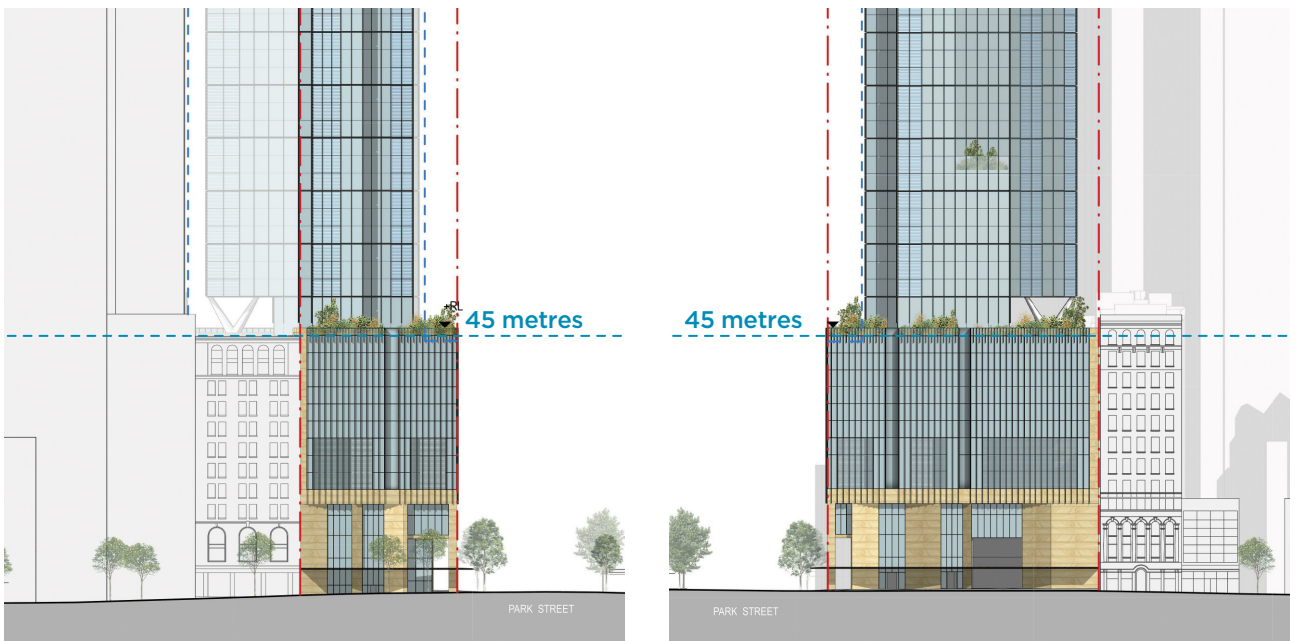
Podium form & articulation should aim to re-establish architectural order within the immediate precinct, demonstrating heritage & contextual sensitivity, with scale and massing that relates well at the human scale. Design excellence, articulation and finish are delivered irrespective of end use and capture opportunities for varied responses accordingly.

This is to be achieved through:

1. Recognising the surrounding streetscape scale and providing an enhanced interface with adjacent heritage buildings, with direct reference to the height and articulation of these buildings, including:
 - a) Treatment of the podium/street wall to incorporate a high proportion of masonry compared to window glazing, strong visual depth, a high degree of architectural modelling, articulation and detail, and high-quality materials that reflect the building composition of heritage items in the vicinity. Window glazing to be deeply recessed.
 - b) The Park Street frontage of the podium responding to the scale of Sydney Town Hall, ensuring that the out of scale podium of the Galleries Victoria is not used as a direct scale reference. (See Figure 6: Podium and Street Wall - Indicative Elevation - Park Street)
 - c) The Pitt Street frontage of the podium responding to major horizontal and vertical elements of the National Building and the Criterion Hotel, including the second-floor and upper cornices of the National Building. (See Figure 6: Podium and Street Wall - Indicative Elevation - Pitt Street)
 - d) The Castlereagh Street frontage of the podium responding to major horizontal and vertical elements of the Masonic Club, including the second and third floor cornices of the former Masonic Club as well as upper cornices. (See Figure 6: Podium and Street Wall - Indicative Elevation - Castlereagh Street)
 - e) The form of the podium interpreting the subdivision pattern established during the late-nineteenth and early twentieth century through the modulation and articulation of the street frontages, noting the particular significance of the National Building and the Masonic Club.
 - f) A 45m street wall podium height, referencing Ashington Place (National Building) (284A-250 Pitt Street) and NSW Masonic Club (169-173 Castlereagh Street). (See Figure 6: Street Wall Height and Streetscape References)
 - g) Dividing the podium into distinct forms along Park Street, with further articulation through the introduction of vertical reliefs along Pitt and Castlereagh Street. (See Figure 6: Podium and Street Wall - Indicative Elevation)
 - h) 0m setbacks to the rear boundary in response to the adjoining sites heritage significance and inability to develop any higher.
2. Alignment of over station development with established building alignments at lower levels, with lobbies provided from secondary street frontages.
3. Provision of landscaping throughout the podium design, laying spaces of relief & activation and referencing landscaping carried through from Hyde Park.



Park Street Elevation



Pitt Street Elevation

Castlereagh Street Elevation

Figure 6 – Podium and Street Wall - Indicative Elevations

Source: Concept SSDA Design Report – Pitt Street North OSD, Architectus



Figure 7 – Artists impression of Pitt Street North, alongside Pitt Street South, within the Sydney CBD skyline.

Built Form above the Podium

Provide an exceptional and distinctive built form above the podium that responds to the evolving height, scale and character of the area. The built form will respond to the sites proximity to ANZ/ Liberty Place & Citigroup and impacts on solar access to Hyde Park, the proposed Town Hall Square and the wider public domain. Design excellence, articulation and finish are delivered irrespective of end use and capture opportunities for varied responses accordingly.

This is to be achieved through:

1. Recognition of the contextual relationship with the surrounding heritage listed items.
2. Compliance with City of Sydney LEP 2012 street setbacks of 8m to Pitt, Castlereagh and Park Street, with potential to provide an averaged setback along Park Street to align with the station structure.
3. Appropriate setbacks to protect light access to adjoining light wells of Ashington Place (National Building) (284A-250 Pitt Street) and NSW Masonic Club (169-173 Castlereagh Street) and use of reflective or light coloured materials to encourage light penetration.
4. Modulation of the design to minimise the overall scale of the development relative to ANZ/Liberty Place & CitiGroup, considering tower crowding as perceived particularly from Hyde Park & Town Hall. (See Figure 8: Indicative Built Form above the Podium)
5. Avoiding the continuation of the diagonal NW plane façade alignment otherwise established by the proposed 201 Elizabeth Street & ANZ/ Liberty Place.
6. Maximise solar access to the public domain, through:
 - a) Design and articulation to ensure no additional overshadowing to Hyde Park on June 21st, between 12pm and 2pm (required by SLEP 2012 Sun Access Plane controls)
 - b) Responding to the reduced shadow cast by the redevelopment of 201 Elizabeth Street on Hyde Park on June 21st, between 12pm and 2pm - Sydney Metro preliminary design work propose an angled offset of the north eastern corner of 4.1m to achieve this outcome.
 - c) Creation of opportunities to increase solar access to the proposed Town Hall Square.
7. Use of materials that reflect the function of the over station development, distinguishing them from the surrounding context and providing a simpler design resolution within the city skyline.
8. Provision of landscaping throughout the design, laying spaces of relief and referencing landscaping carried through from Hyde Park.
9. Achievement of SEPP65 & ADG requirements.

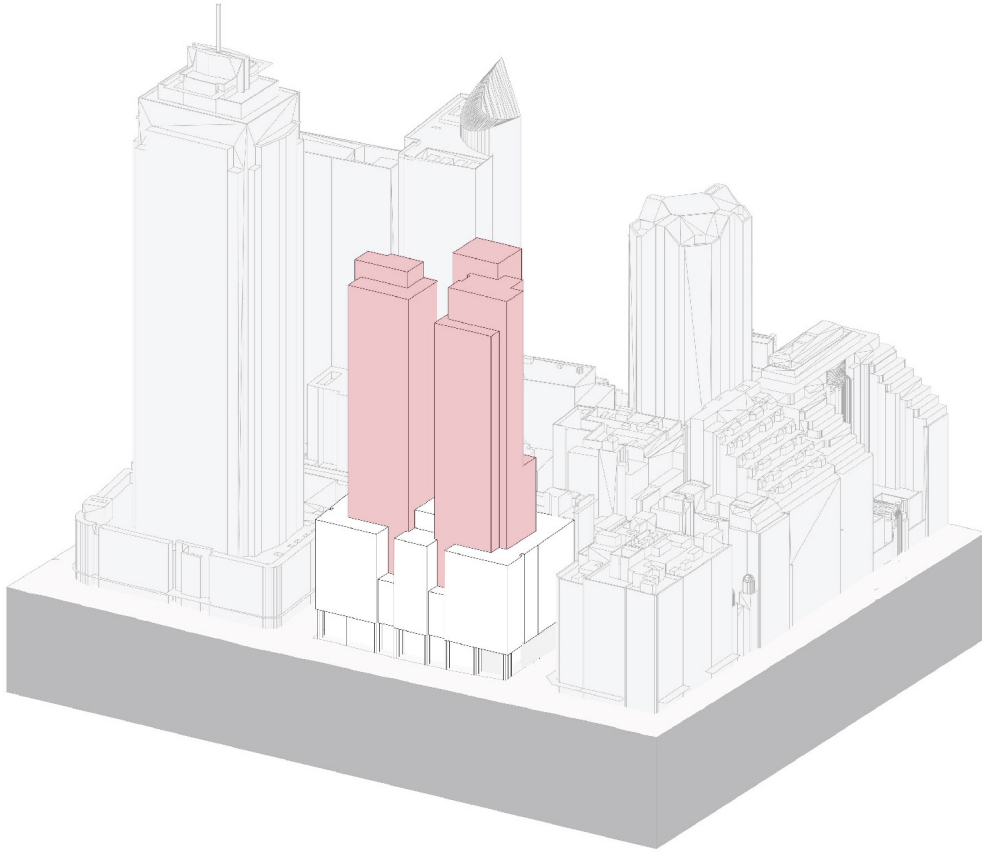


Figure 8 - Indicative Built Form above the Podium

Source: Concept SSDA Design Report - Pitt Street North OSD, Architectus

Public Domain and Place



Figure 9 – Artists impression of public domain

Contribute to a high amenity, well-considered and articulated public domain that addresses the significance of the site and the complexity of high pedestrian activity in a relatively constrained location. Provide a strong relationship between Pitt Street Station North and South and pursue innovative opportunities to maximise activation of the spaces within the site and fronting the street network.

This is to be achieved through:

1. Enhancing the quality of the public domain, including provision of widened footpaths, new street trees, paving upgrades and public art.
2. Providing space for customers in a busy pedestrian environment by recessing station entries to widen the pavement and provision of uncluttered movement corridors, including minimum footpath width requirements from the building line to the back of kerb line of:
 - a) 3.3m on Pitt Street and Castlereagh Street
 - b) 10.5m on Park Street(See Figure 10: Design for efficient pedestrian access and demarcation of uses).
3. Reinforcing the importance of Park Street as a primary City avenue and east-west connection by locating the main entry points to Sydney Metro stations on this street.
4. Providing a strong, well demarcated street address to each building through strong form modulation and well activated ground floors (See Figure 10: Design for efficient pedestrian access and demarcation of uses).
5. Innovative design solutions to maximise activation within a constrained street frontage, including capturing opportunities along Castlereagh and Pitt Street. Activation opportunities should investigate a range of offerings that attract users to the place and includes a mix of building entrances and retail uses.
6. Promoting a safe & user-friendly environment including weather protection, security measures & wayfinding etc. This should include as a minimum:
 - a) Minimising opportunities for criminal and anti-social behaviour.
 - b) Incorporating awning cover that relates to surrounding buildings to create a continuous weather protection edge to all street frontages.
 - c) Seamless integration of all signage with the architectural character of the scheme and surrounding context, providing an elegant and uncluttered approach and coordinated with Metro and City of Sydney signage. Signage must integrate with City of Sydney DCP 2005 - Signage and Advertising Structures.
7. Reinforcing the east west connection between Hyde Park and the Town Hall Civic precinct, including maintaining existing views.
8. Considering the future evolution of the broader precinct, including pedestrian and visual connections with the proposed Town Hall Square.
9. Provision of public art, integrated and cohesive with the design of the built form which potentially recognises former uses and is coordinated with nearby public art, including the future 'Cloud Arch' and Metro public art.



Figure 10 - Design for efficient pedestrian access and demarcation of uses.

Source: Concept SSDA Design Report - Pitt Street North OSD, Architectus

LEGEND

- Unpaid Concourse
- Station Facilities
- Services & BOH
- OSD Hotel
- OSD Commercial Office
- OSD Residential Apartments

Movement and Connectivity



Figure 11 – Pedestrian activity around Pitt Street North site

Acknowledge the important movement and interchange function of Park Street and integrate the site's role as an entry point into the precinct. Prioritise pedestrian access, permeability and amenity within the development and across the precinct and facilitate legible, safe and convenient interchange opportunities across transport modes.

This is to be achieved through:

1. Mitigating pedestrian overcrowding through the use of additional footpath width along Park Street.
 2. Managing pedestrian flow at ground level through separation of lobbies and Metro entries to different street frontages.
 3. Clustering support services at ground level, including egress points, to simplify the articulation of the ground plane and ensure clarity between the various functions and lobbies.
 4. Integrating with the Sydney City Centre Access Strategy.
 5. Facilitating safe and adequate pedestrian space at adjoining road crossings and driveways, including provision of traffic management infrastructure as required.
 6. Designing to minimise cyclist conflict with vehicles and pedestrians.
 7. Providing clear and legible interchange with all transport modes, including:
 - a) Town Hall Station
 - b) City and South East Light Rail on George Street
 - c) Bus stops on Park Street, Bathurst Street, Castlereagh Street, and Elizabeth Street.
 - d) Bicycle parking facilities and the future cycle connection on Castlereagh Street.
 - e) Vehicle drop off and pick-up from Bathurst Street entry and taxi bays on Pitt Street and Park Street.
- (See Figure 12: Interchange Opportunities)
8. Consideration of views to the Park Street façade and station entry, particularly in relation to bus queuing along the frontage.
 9. Anticipating connections to the proposed Town Hall Square and other nearby developments.
 10. Strengthening East West connections, including as a connection to green space.
 11. Retaining existing and incorporating new street trees to reduce the heat island effect and supplement existing avenue planting.



Figure 12 - Interchange Opportunities

LEGEND

- Station site
- M Metro entry
- T Existing Train Station
- Existing Bus Access
- B Existing Bus Stop
- L Future Light Rail Stop
- 🚲 Proposed bike parking
- 🚲 Existing cycle route
- 🚲 Proposed cycle route
- 🚕 Proposed taxi bay
- K Proposed Kiss & Ride (existing short stay parking)
- Interchange movement

Integration and Legacy

Provide an OSD that seamlessly integrates all components of the development and is a positive legacy for future generations.

This will be achieved through:

1. Delivering a high standard of design and finish that promotes longevity and adaptability over time.
2. Functional integration of the various permissible uses with the Sydney Metro component should be seamless, simplifying the vertical division and coordination of services wherever possible.
 - a) Permissible uses should be functionally separated as much as possible at ground level to assist in pedestrian circulation and serviceability
(See Figure 13: Indicative separation of uses).
 - b) Back of house operations and services should be consolidated wherever possible while maintaining any required separation between the OSD and Sydney Metro (See Figure 14: Indicative Service Division).
 - c) Consider and allow for flexible future use of functional spaces & services coordination.

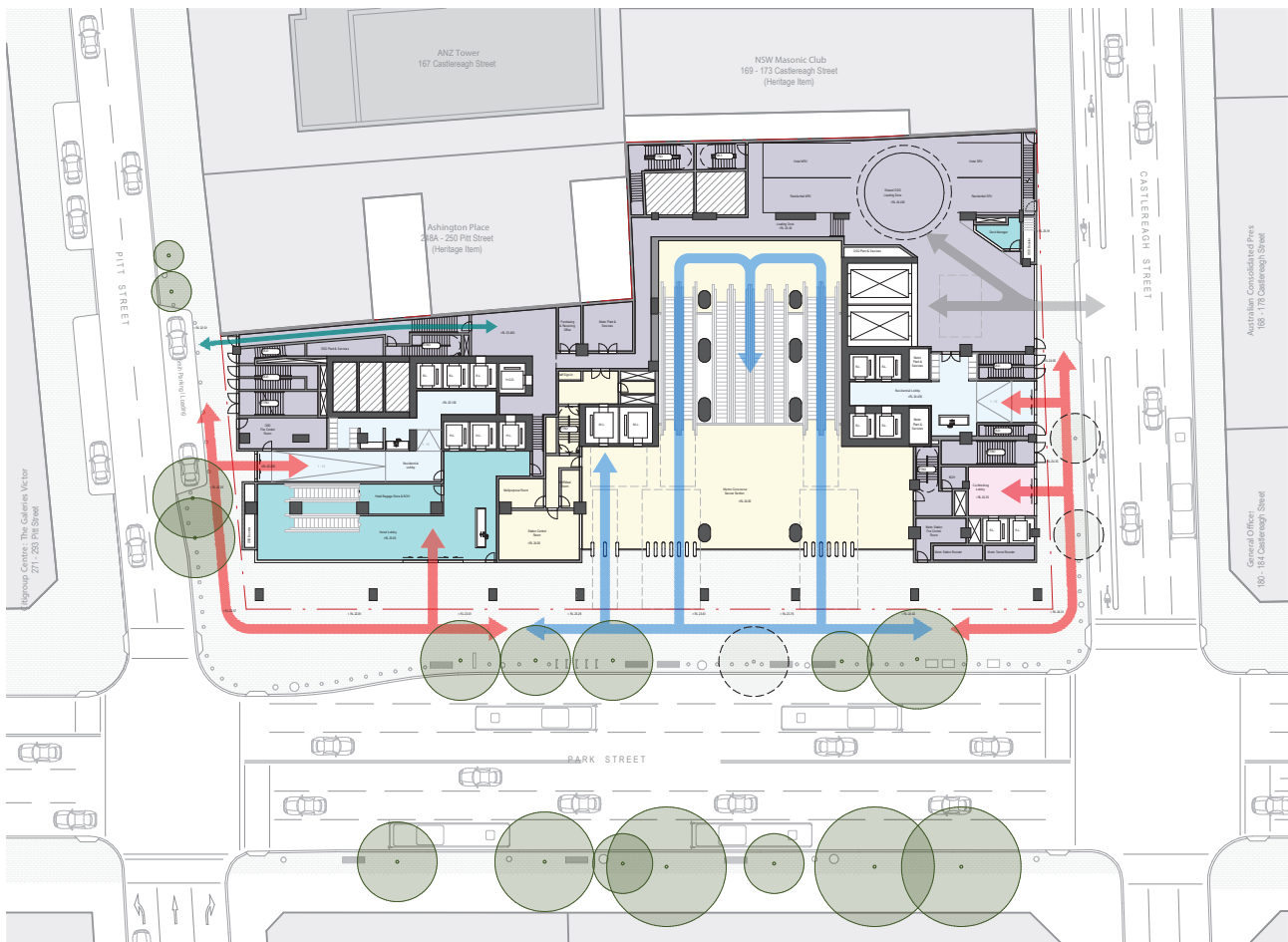


Figure 13 - Indicative separation of uses.

Source: Concept SSDA Design Report - Pitt Street North OSD, Architectus

3. Delivering an over-station development that:

- a) Does not have any adverse impact on the design and/or operation of the Sydney Metro Station;
- b) Is capable of complete demolition and reconstruction, or major maintenance or modification, without significant interference to the operation of the Sydney Metro Station;
- c) Will allow independent access, servicing and maintenance from normal station activities and operation;

- d) Integrates efficiently with the station structure;
- e) Achieves unity in design through connecting the station entry, podium and built form above the podium, as a single readable piece of architecture including to provide continuity and well considered transitions of bulk and scale between the station box and the over station development design;
- f) Provides visual connectivity between the OSD lobby and the public domain.

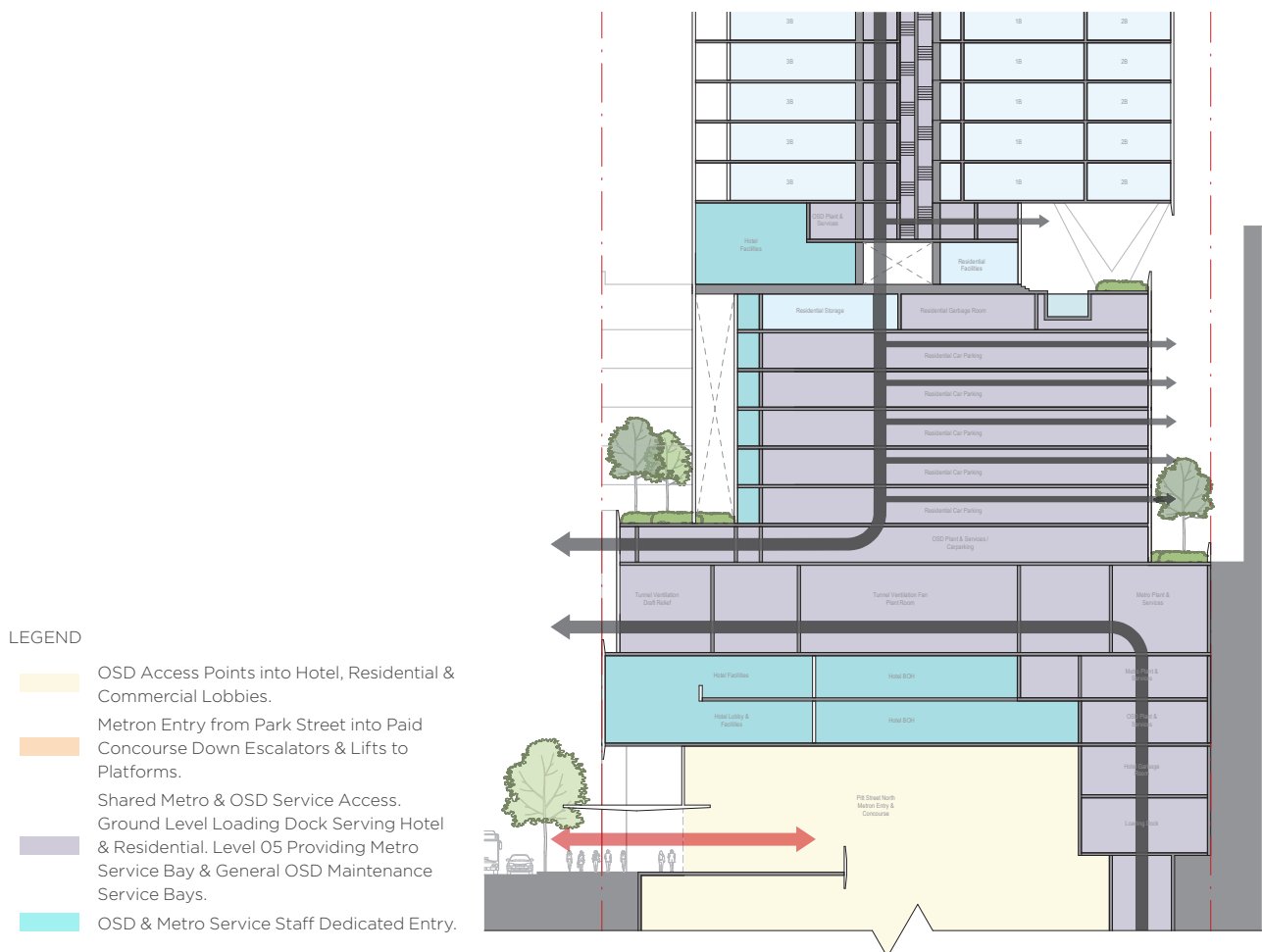


Figure 14 - Indicative Service Division

BENCHMARKS

Sydney Metro has identified benchmark projects that demonstrate the design quality aspirations for the two Pitt Street integrated station development sites.

These benchmarks have been selected to showcase the minimum quality expected in relation to:

1. Integrated design outcomes.
2. Built Form above the podium that showcases high quality design and contribute positively to the city skyline.
3. Architecture that responds to adjoining buildings and streetscape character and scale.
4. A design that provides a high quality public space that is integrated, connected, active, safe and comfortable for customers and pedestrians.
5. A design that fulfils the needs of a civic station entry and a high quality OSD entry with associated servicing.
6. Materials and finishes that are high quality and appropriate to the context.
7. Integration of joyful public art and public domain elements that contribute to a good experience of the place.
8. Well considered strategies in façade and services integration that contribute towards best practice sustainable outcomes.

Each benchmark has been chosen to endorse a variety of design outcomes as outlined in the table below. Further details of these projects are provided in the Pitt Street Design Quality Benchmarks and are to be used to guide design outcomes for the over-station development.

Benchmark	Wynyard Place 10 Carrington St, Sydney	Lumiere' Bathurst St, Sydney	AHL Headquarters + Hilton hotel 478 & 488 George St, Sydney	5 Martin Place	Upper House 520 Swanston St, Carlton, Melbourne	Nishi building 25 Edinburgh Ave, Canberra, ACT
Integrated design	✓	✓	✓	✓	✓	✓
Positive contribution to skyline	✓	✓	✓	✓	✓	
Streetscape character and scale	✓	✓	✓	✓	✓	
High quality public space	✓	✓		✓		
Civic station entry and high quality OSD entry	✓	✓		✓		✓
High quality materials and finishes	✓	✓	✓	✓		✓
Public art and public domain elements	✓	✓				✓
Best practice sustainability	✓			✓		✓





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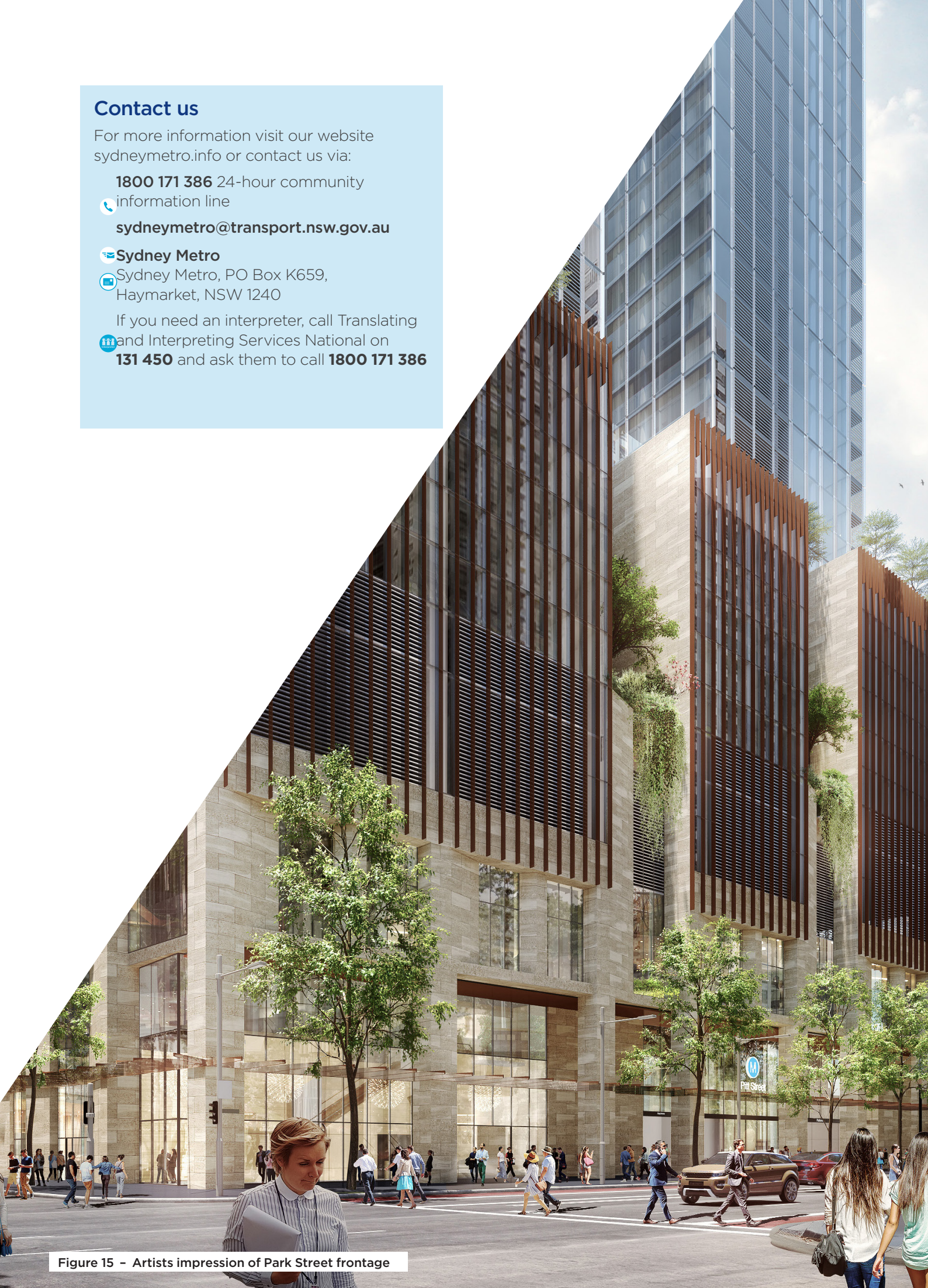


Figure 15 - Artists impression of Park Street frontage



UPDATED VIEW IMPACT ANALYSIS

APPENDIX B





Sydney Metro City & South west

Pitt Street North Over Station Development:

Private View Analysis from 27 Park St and 197 Castlereagh Street

Applicable to:	Sydney Metro City & Southwest
Author:	Grant Kolln
Owner	Sydney Metro
Status:	Final
Version:	2
Date of issue:	24 October 2018
Review date:	
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1. Purpose of this report

1.1 Background

This report supports a concept State Significant Development application (concept SSD application) submitted to the Department of Planning and Environment (DPE) pursuant to Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act). The concept SSD application is made under section 4.22 of the EP&A Act.

Sydney Metro is seeking to secure concept approval for a mixed use tower above the northern portal of Pitt Street Station, otherwise known as the over station development (OSD). The concept SSD application seeks consent for a building envelope and its use for residential accommodation, visitor accommodation and commercial premises, maximum gross floor area (GFA), pedestrian and vehicular access, circulation arrangements and associated car parking as well as the strategies and design parameters for the future detailed design of development.

Sydney Metro proposes to construct the OSD as part of an integrated station development (ISD) package, which would result in the combined delivery of the station, OSD and public domain improvements. The station and public domain elements form part of a separate planning approval for Critical State Significant Infrastructure (CSSI) approved by the Minister for Planning on 9 January 2017.

As the development is within a rail corridor, is associated with railway infrastructure and is for the purposes of residential or commercial premises with a Capital Investment Value of more than \$30 million, the project is State Significant Development (SSD) pursuant to Schedule 1, clause 19(2)(a) of the *State Environmental Planning Policy (State and Regional Development) 2011* (SRD SEPP). The full extent of the proposed development is also State Significant Development by virtue of clause 8(2) of the SRD SEPP.

This report has been prepared to respond to the Secretary's Environmental Assessment Requirements (SEARs) issued for the concept SSD application for Pitt Street North on 30th November 2017 which state that the Environmental Impact Statement (EIS) is to address the following requirements:

1. Environmental Planning Instruments, Policies and Guidelines
2. Land Use, Gross Floor Area and Floor Space Ratio
3. Design Excellence
4. Built Form and Urban Design
5. Integration with Sydney Metro Station Infrastructure
6. Amenity
7. Heritage
8. Transport, Traffic, Parking and Access
9. Ecologically Sustainable Development

-
10. Biodiversity
 11. Public Benefits, Contributions and / or Voluntary Planning Agreement
 12. Prescribed Airspace for Sydney Airport
 13. Utilities
 14. Staging
 15. Consultation

1.2 Overview of the Sydney Metro in its context

The New South Wales (NSW) Government is implementing *Sydney's Rail Future*, a plan to transform and modernise Sydney's rail network so that it can grow with the city's population and meet the needs of customers in the future (Sydney Metro, 2012). Sydney Metro is a new standalone rail network identified in *Sydney's Rail Future*.

Sydney Metro is Australia's biggest public transport project, consisting of Sydney Metro Northwest (Stage 1), which is scheduled for completion in 2019 and Sydney Metro City & Southwest (Stage 2), which is scheduled for completion in 2024.

Sydney Metro West is expected to be operational in the late 2020s. (Refer to **Figure 1**).



Figure 1: Sydney Metro alignment map

Stage 2 of Sydney Metro 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.

The project also involves the delivery of eight new metro stations, including at Pitt Street. Once completed, Sydney Metro will have the ultimate capacity for 30 trains an hour (one every two minutes) through the CBD in each direction - a level of service never seen before in Sydney.

On 9 January 2017, the Minister for Planning approved the Sydney Metro City & Southwest - Chatswood to Sydenham application lodged by Sydney Metro as a Critical State Significant Infrastructure project (reference SSI 15_7400), hereafter referred to as the CSSI Approval.

The CSSI Approval includes all physical work required to construct the CSSI, including the demolition of existing buildings and structures on each site. Importantly, the CSSI Approval also includes provision for the construction of below and above-ground structures and other components of the future ISD (including building

infrastructure and space for future lift cores, plant rooms, access, parking and building services, as relevant to each site). The rationale for this delivery approach, as identified within the CSSI application, is to enable the ISD to be more efficiently built and appropriately integrated into the metro station structure.

The EIS for the Chatswood to Sydenham component of the Sydney Metro City & Southwest project identified that the OSD would be subject to a separate assessment process.

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

- Modification 1- Victoria Cross and Artarmon Substation which involves relocation of the Victoria Cross northern services building from 194-196A Miller Street to 50 McLaren Street together with inclusion of a new station entrance at this location referred to as Victoria Cross North. 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.
- 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. It is noted that if the Macquarie proposal does not proceed, the modification (if approved) would be surrendered. This modification application was approved on 22 March 2018.
- Modification 4 - Sydenham Station and Sydney Metro Trains Facility South which incorporated 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.

Given the modifications, the CSSI Approval is now approved to operate to Sydenham Station and also includes the upgrade of Sydenham Station.

The remainder of Stage 2 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 part of the project, referred to as the Sydenham to Bankstown Upgrade, is the subject of a separate CSSI Application (Application No. SSI 17_8256) which is currently being assessed by the DP&E.

1.3 Planning relationship between Pitt Street Station and the OSD

While the northern portal of Pitt Street Station and the OSD will form an Integrated Station Development, the planning pathways defined under the *Environmental Planning and Assessment Act 1979* require separate approval for each component of the development. In this regard, the approved station works (CSSI Approval) are subject to the provisions of Part 5.1 of the EP&A Act (now referred to as Division 5.2) and the OSD component is subject to the provisions of Part 4 of the EP&A Act.

For clarity, the approved station works under the CSSI Approval included the construction of below and above ground structures necessary for delivering the station and also enabling construction of the integrated OSD. This included but is not limited to:

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

The vertical extent of the approved station works above ground level is defined by the 'transfer slab' level (which for Pitt Street North is defined by RL 48.00), above which would sit the OSD. This delineation is illustrated in

Figure 2 below.

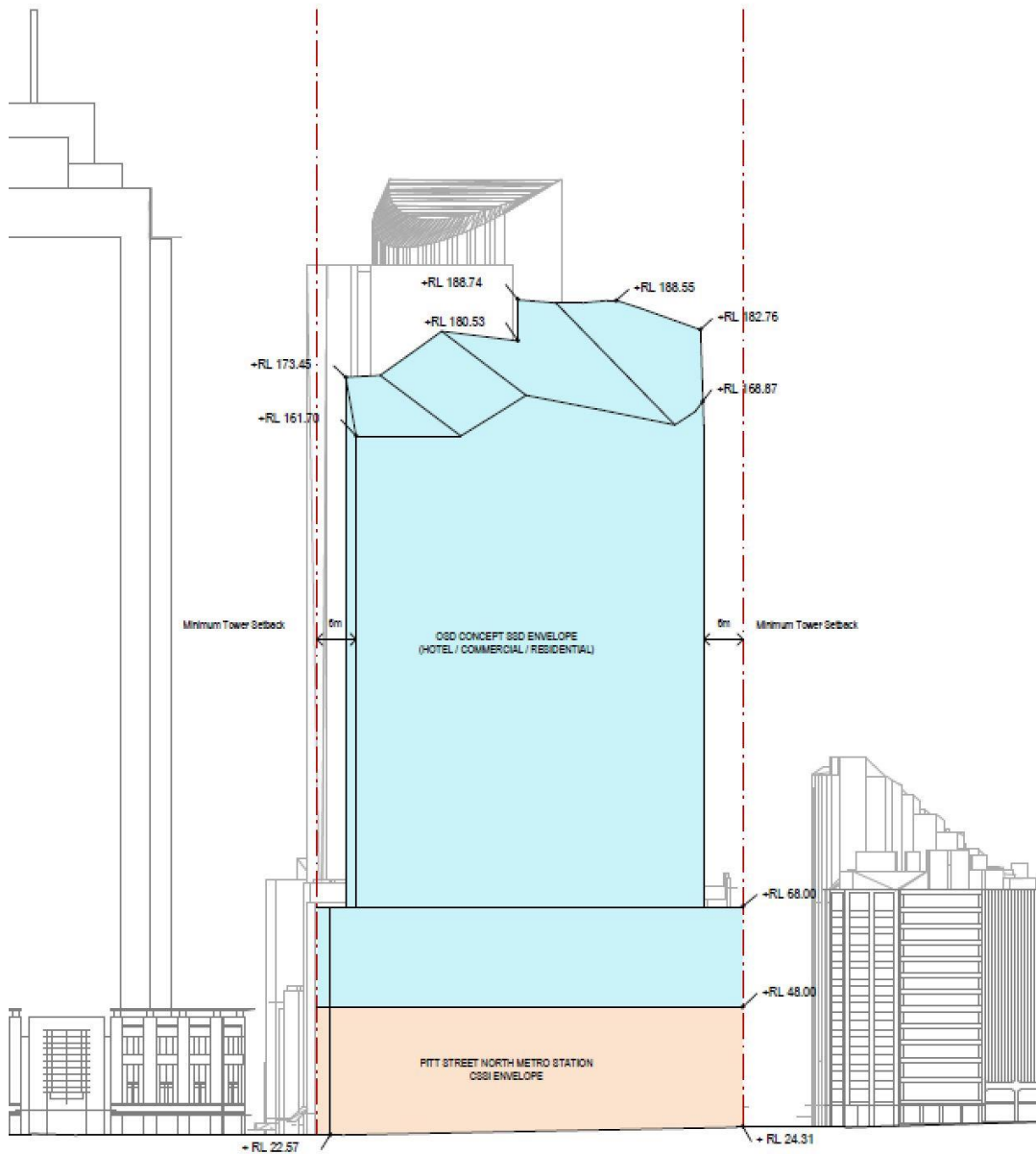


Figure 2: Delineation between station and OSD

The CSSI Approval also establishes the general concept for the ground plane of Pitt Street Station including access strategies for commuters, 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.

Since the issue of the CSSI Approval, Sydney Metro has undertaken sufficient design work to determine the space planning and general layout for the station and identification of those spaces within the station area that would be available for the OSD. In addition, design work has been undertaken to determine the technical requirements for the structural integration of the OSD with the station. This level of design work has informed the concept proposal for the OSD. It is noted that ongoing design development of the works to be delivered under the CSSI Approval would continue with a view to developing an Interchange Access Plan (IAP) and Station Design Precinct Plan (SDPP) for Pitt Street Station to satisfy Conditions E92 and E101 of the CSSI Approval.

The public domain improvement works around the site would be delivered as part of the CSSI Approval.

1.4 The Site

The Pitt Street North OSD site is located at the southern portion of the Sydney CBD block bounded by Pitt Street, Park Street and Castlereagh Street, above the northern portal of the future Pitt Street Station (refer to **Figure 3** below).



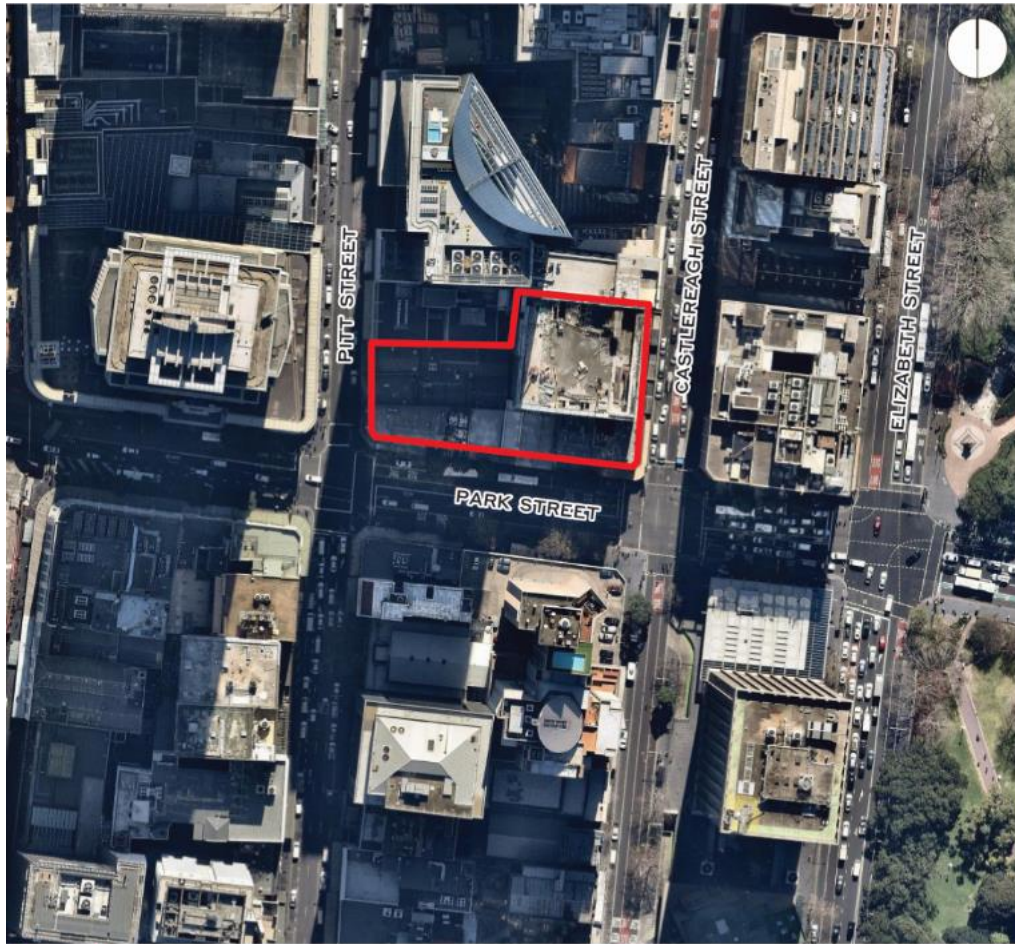
Figure 3: Pitt Street Station location plan

The site is located in the City of Sydney Local Government Area. The site (refer to **Figure 4** below) is irregular in shape, has a total area of approximately 3,150 square metres and has street frontages of approximately 28 metres to Pitt Street, 81 metres to Park Street and 48 metres to Castlereagh Street.

The site address is 175-183 Castlereagh Street, Sydney and comprises the following properties:

- Lot 3 in DP 74952
- Lot 1 in DP 229365
- Lot 2 in DP 900055
- Lot 1 in DP 596474
- Lot 17 in DP 1095869
- Lot 2 in DP 509677
- Lot 1 in DP 982663

- Lot 2 in DP 982663
- Lot 3 in DP 61187
- Lot 1 in DP 74367



 The site

Figure 4: Aerial photo of Pitt Street North

1.5 Overview of the proposed development

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 5
- a maximum building height of approximately Relative Level (RL) 188.73 which equates to approximately 43 storeys including a podium height of RL68 (approximately 45m), 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, including flexibility to enable a change in the composition of uses in accordance with the floorspace provisions of the SLEP 2012
- conceptual use of the building envelope for a range of uses including commercial office space, visitor accommodation and residential accommodation
- 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 E.

Pitt Street Station is to be a key station on the future Sydney Metro network, providing access to the Sydney Central Business District (CBD). The proposal combines the metro station with a significant mixed use tower, contributing to the Sydney skyline. The OSD would assist in strengthening the role of Central Sydney as the key centre of business in Australia and would contribute to the diversity, amenity and sustainability of the CBD.

It is noted that Pitt Street Station southern portal OSD has been subject to a separate application, and does not form part of this concept SSD application.

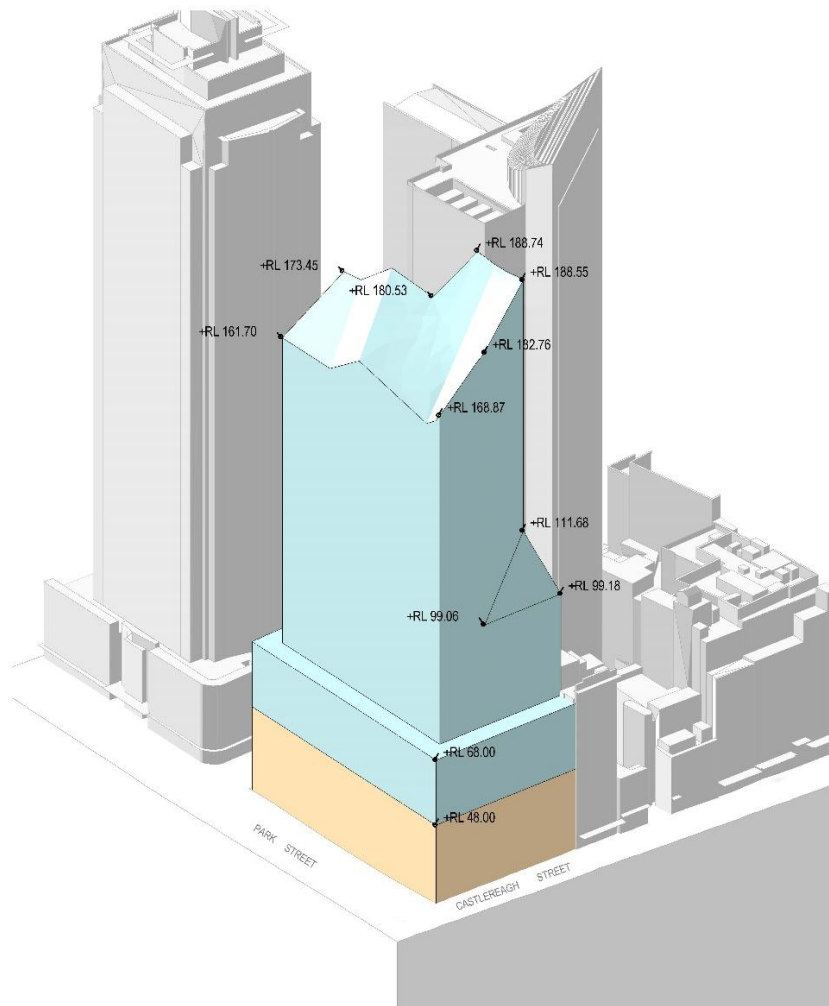


Figure 5: Pitt Street North OSD building, including OSD components (orange) and station box (grey)



Figure 6: Pitt Street North OSD indicative design, as seen from eastern, southern and western elevations

1.6 Staging and framework for managing environmental impacts

Sydney Metro proposes to procure the delivery of the Pitt Street North Integrated Station Development in one single package, which would entail the following works:

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

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

Three possible staging scenarios have been identified for delivery of the Integrated Station Development:

1. 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 in 2024.

2. Scenario 2 – the station is constructed first and ready for operation in 2024. OSD construction may still be incomplete or soon ready to commence after station construction is completed. This means that some or all OSD construction is likely to still be underway upon opening of the station in 2024.
3. Scenario 3 – the station is constructed first and ready for operation in 2024. The OSD is built at a later stage, with timing yet to be determined. This creates two 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 site at the earliest date possible (i.e. on or near 2024 when the station is operational). However, given the delivery of the OSD could be influenced by property market forces, Scenarios 2 or 3 could also occur, where there is a lag between completion of the station component of the ISD (station open and operational), and a subsequent development.

The final staging for the delivery of the OSD would be resolved as part of the detailed SSD application(s).

For the purposes of providing a high level assessment of the potential environmental impacts associated with construction, the following have been considered:

- Impacts directly associated with the OSD, the subject of this SSD application
- Cumulative impacts of the construction of the OSD at the same time as the station works (subject of the CSSI Approval).

Given the integration of the delivery of the Sydney Metro City & Southwest metro station with an OSD development, Sydney Metro proposes the framework detailed in **Figure 7** to manage the design and environmental impacts, consistent with the framework adopted for the CSSI Approval, which 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

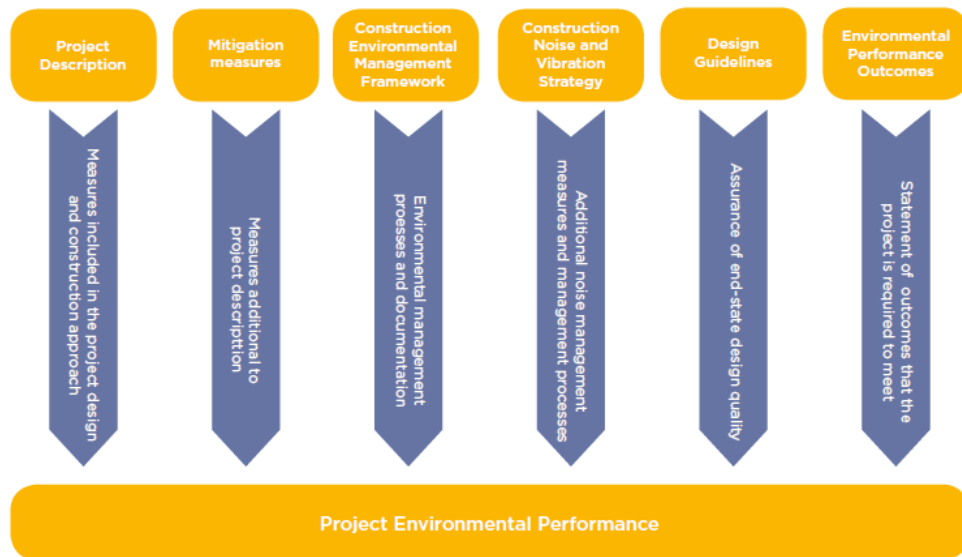


Figure 7: Project approach to environmental mitigation and management

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 section, 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).

2. View Impact Study

2.1. Background

This document was prepared by Virtual Ideas for visual impact assessment analysis and includes a description of the processes used to create the enclosed images and illustrate the accuracy of the results.

Virtual Ideas is a highly experienced architectural visualisation company that regularly prepares 3D visualisation media for use in visual impact assessments for planning and development applications.

Our approach to creating view and visual impact media follows the prescribed methodology as established by relevant government planning authorities and is focused on most accurately communicating the proposed design and visual impact of a development.

Our methodologies and results have been inspected by various court appointed experts in a variety of cases and have always been found to be accurate and acceptable.

2.2. Overview

The general process of creating accurate photomontage and 3D renderings begins with the creation of an accurate, real-world scale digital 3D model.

Our 3D model was constructed incorporating the Pitt Street North envelope massing 3D model and supporting documentation supplied by Architectus.

A surveyed 3D model of the surrounding Sydney CBD context was referenced to position the cameras in our virtual 3D model.

By using the surveyed Sydney CBD model, we were able to achieve a level of accuracy to within 0.1m of the equivalent real-world position.

Subsequent renderings from the model can then be used to represent accurate form and visual impact.

2.3. Methodology

Selection of Camera Lens

For visual analysis purposes, the view images have been presented at 24mm camera lens lengths.

The 24mm camera lens view provides a moderately wide field of view, which can allow for the inclusion of surrounding context in which to assess the visual impact of a structure. Please refer to “Appendix B - Camera Lenses for Photomontages” for a more extensive discussion of the camera lens selection.

3D Model

We used the supplied 3D model of the proposed Pitt Street North building envelope.

Notes on images

The photomontages are also showing the indicative building massing at the following addresses for the purpose of visual assessment of the future surrounding city scape:

- Greenland Centre, 115 Bathurst Street
- 116 Bathurst Street

2.4. Description of collected data

To create the 3D model and private view analysis, a variety of information was collected.

This includes the following:

- 1) Pitt Street OSD Envelope model
 - Created by: Architectus
 - Format: FBX file

- 2) Surveyed 3D context model
 - Created by: AAM Group
 - Format: 3DS MAX file

Conclusion

It is my opinion as an experienced, professional 3D architectural and landscape renderer that the images provided accurately portray the level of visibility and impact of the proposed building envelope.

Opinions expressed in this verification report are made with regard to Division 2 of Part 31 of the Uniform Civil Procedure Rules and the Expert Witness Codes of Conduct in Schedule 7 of the Uniform Civil Procedure Rules, which I have read and agree to be bound by.

Yours sincerely,
Grant Kolln

A handwritten signature in black ink, appearing to read 'Grant Kolln'.

2.5. CV of Grant Kolln, Director of Virtual Ideas

Personal Details

Name: Grant Kolln
DOB: 07/09/1974
Company Address: Suite 71, 61 Marlborough St, Surry Hills, NSW, 2010
Phone Number: 02 8399 0222

Relevant Experience

2003 - Present Director of 3D visualisation studio Virtual Ideas. During this time I have worked on many visual impact studies for legal proceedings in various different types of industries including architectural, industrial, mining, landscaping, and several large public works projects. This experience has enables us to create highly accurate methodologies for the creation of our visual impact media and report creation.

1999 - 2001 Project Manager for global SAP infrastructure implementation - Ericsson, Sweden

1999 - 1999 IT Consultant - Sci-Fi Channel, London

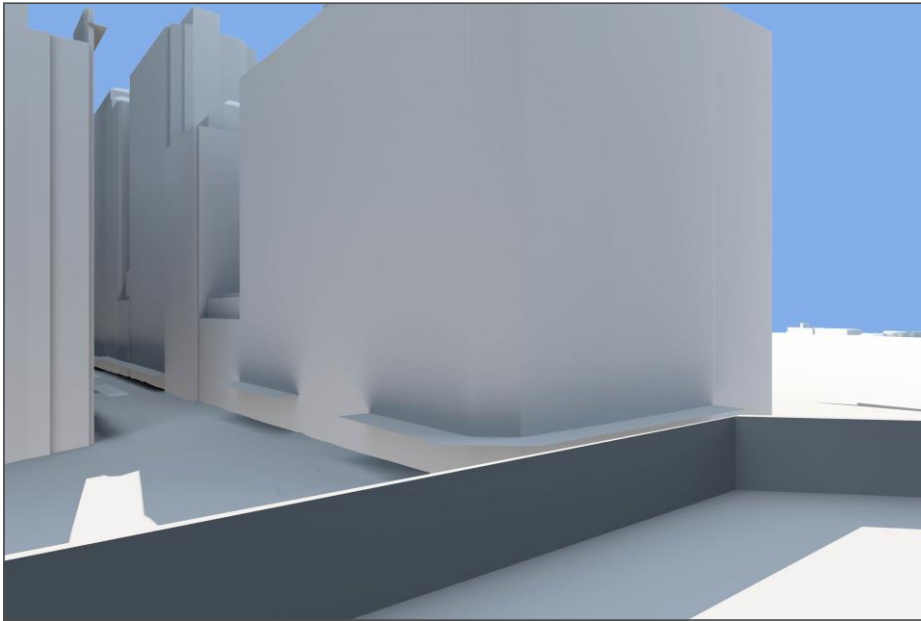
1994 - 1999 Architectural Technician, Thomson Adsett Architect, Brisbane QLD.

Relevant Education / Qualifications

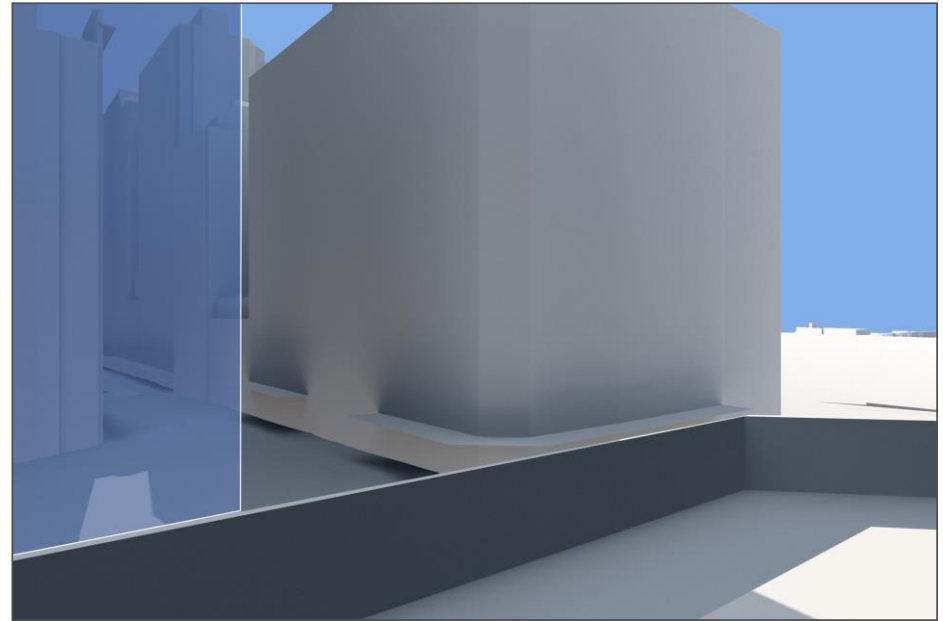
1997 Advanced Diploma in Architectural Technology, Southbank TAFE, Brisbane, QLD

2.6. 27 Park St - Low Rise - Northeast

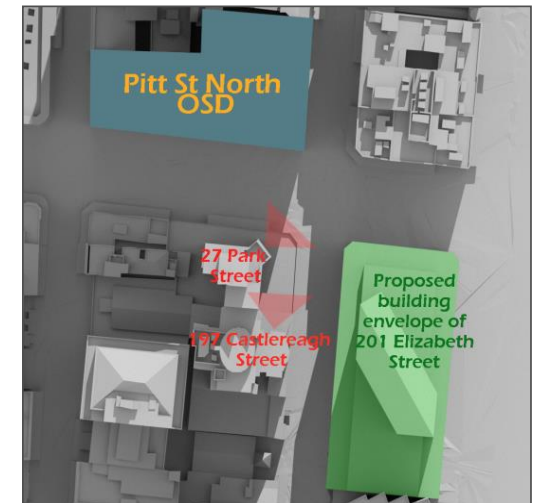
Existing - 24mm



With proposed Pitt Street OSD envelope - 24mm

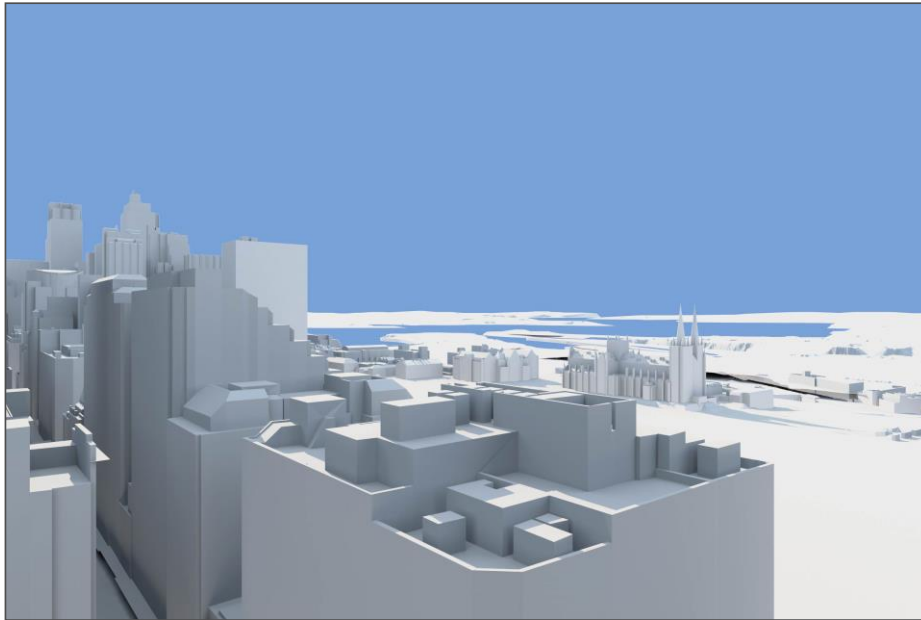


Camera Height RL

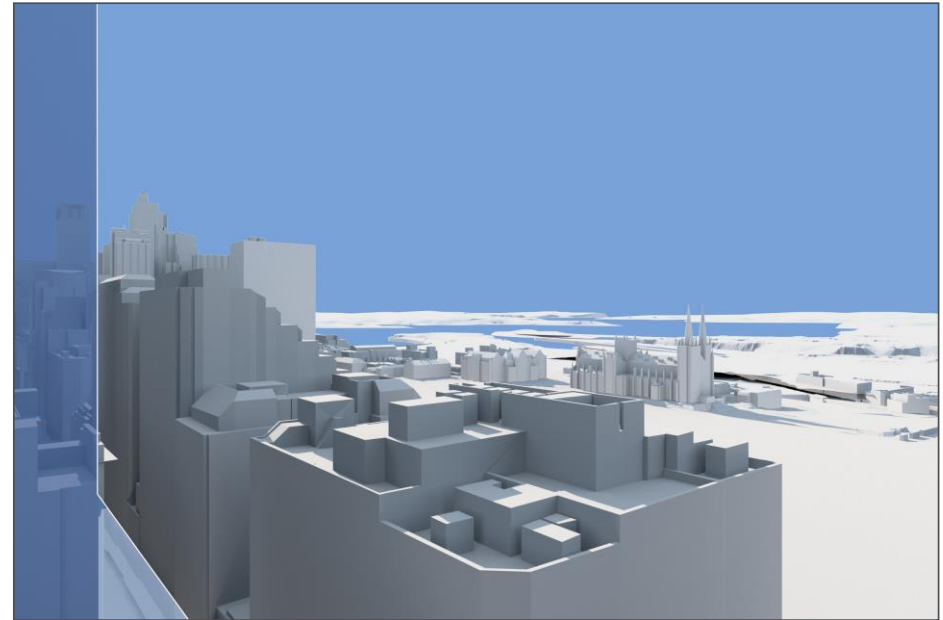


2.7. 27 Park St - Mid Rise - Northeast

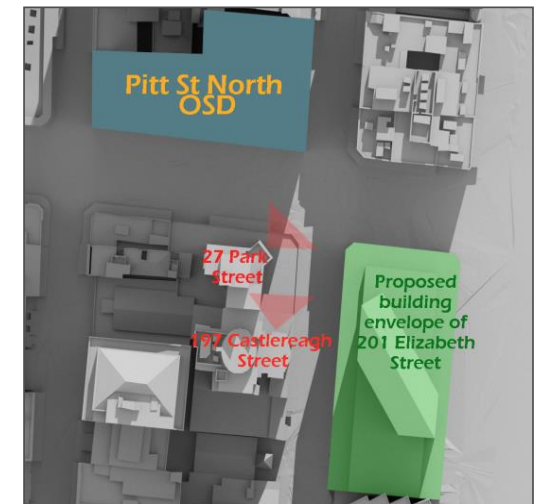
Existing - 24mm



With proposed Pitt Street OSD envelope - 24mm

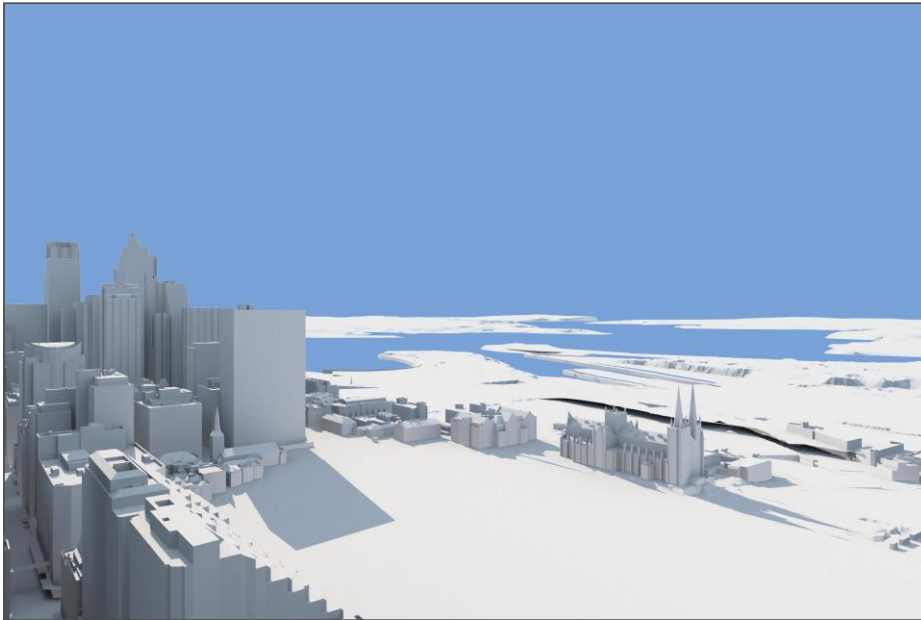


Camera Height RL

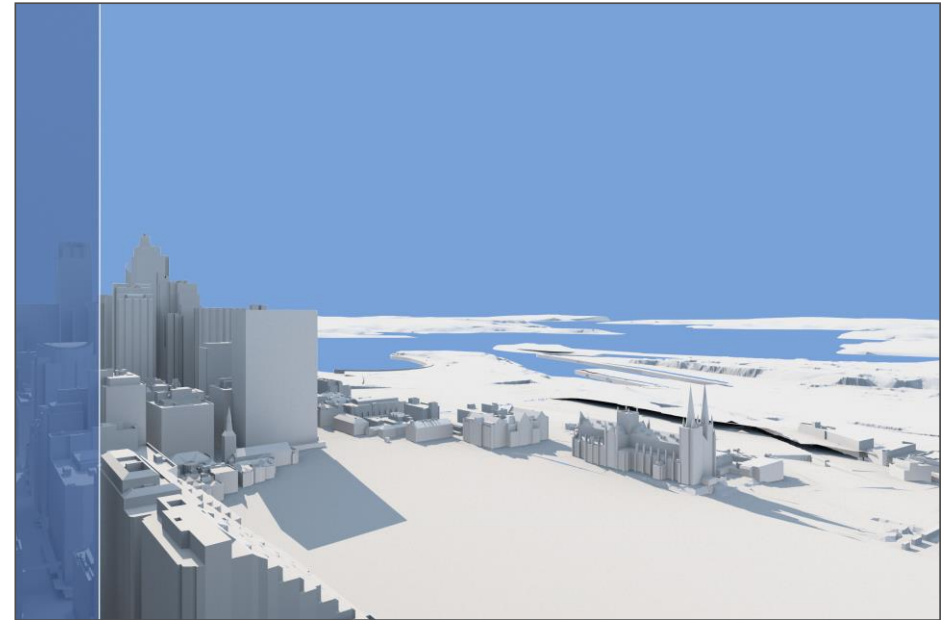


2.8. 27 Park St - High Rise - Northeast

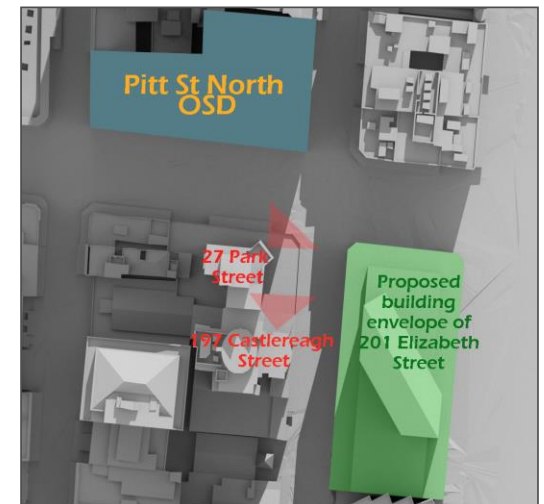
Existing - 24mm



With proposed Pitt Street OSD envelope - 24mm

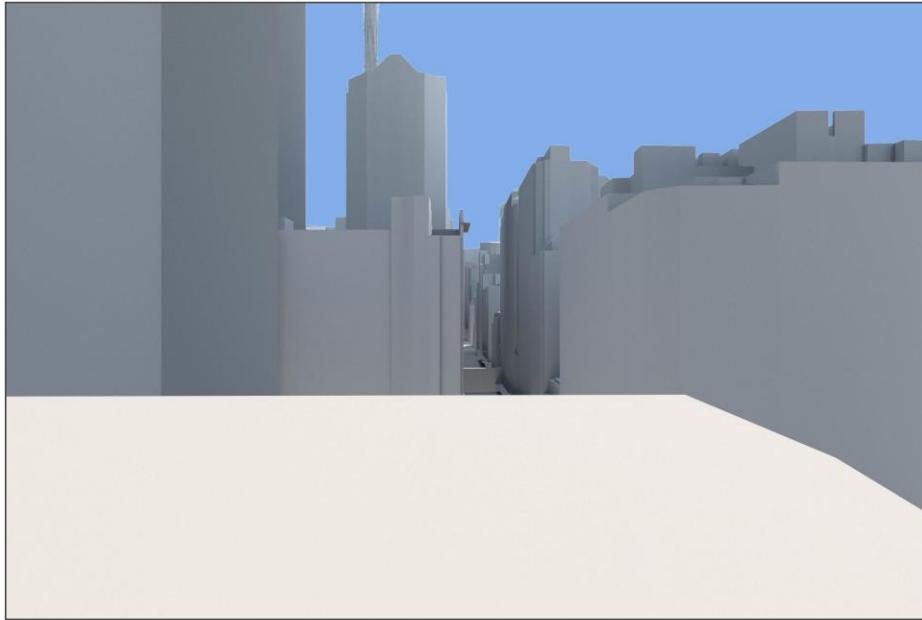


Camera Height RL

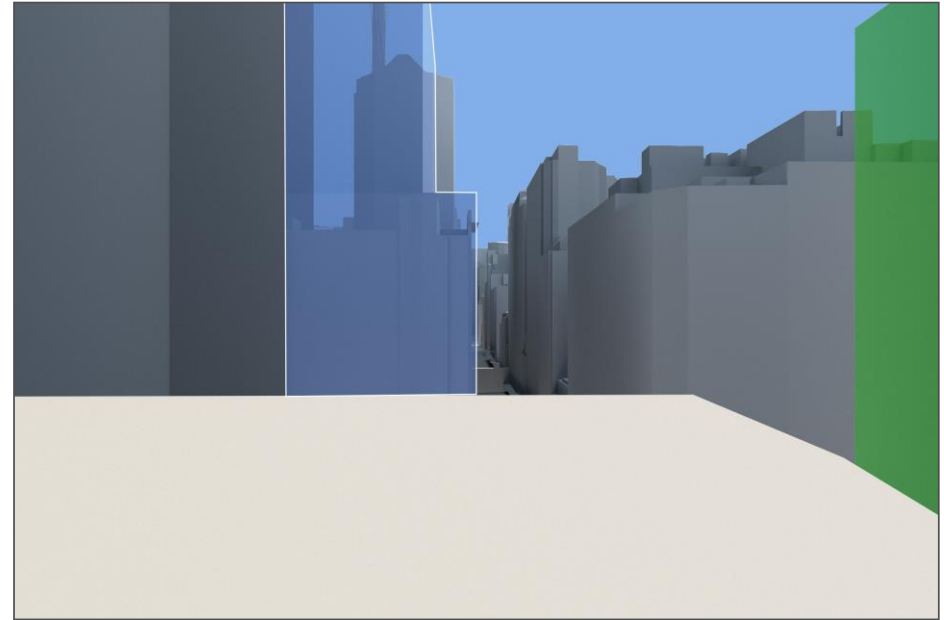


2.9. 197 Castlereagh St - Low Rise - North

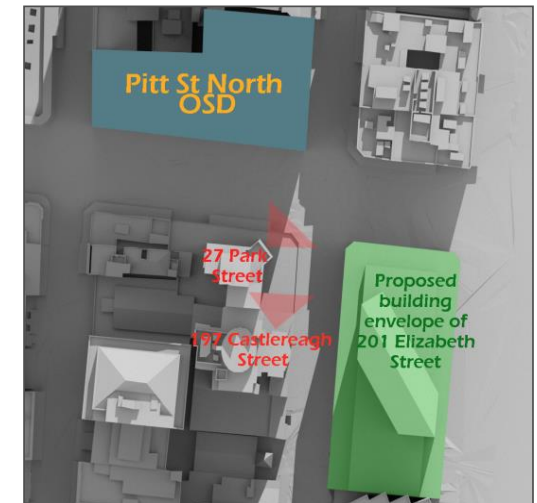
Existing - 24mm



With proposed Pitt Street OSD envelope - 24mm

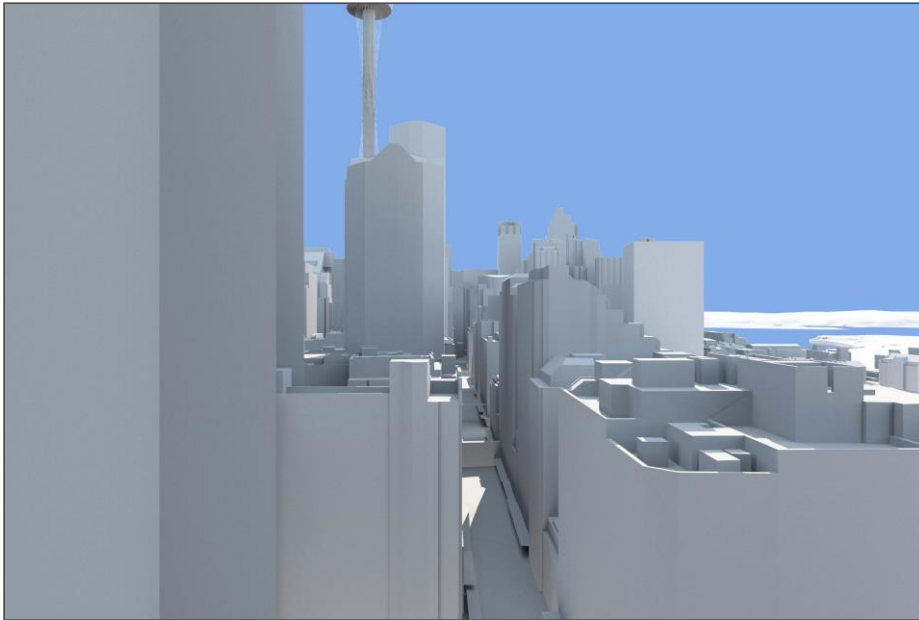


Camera Height RL

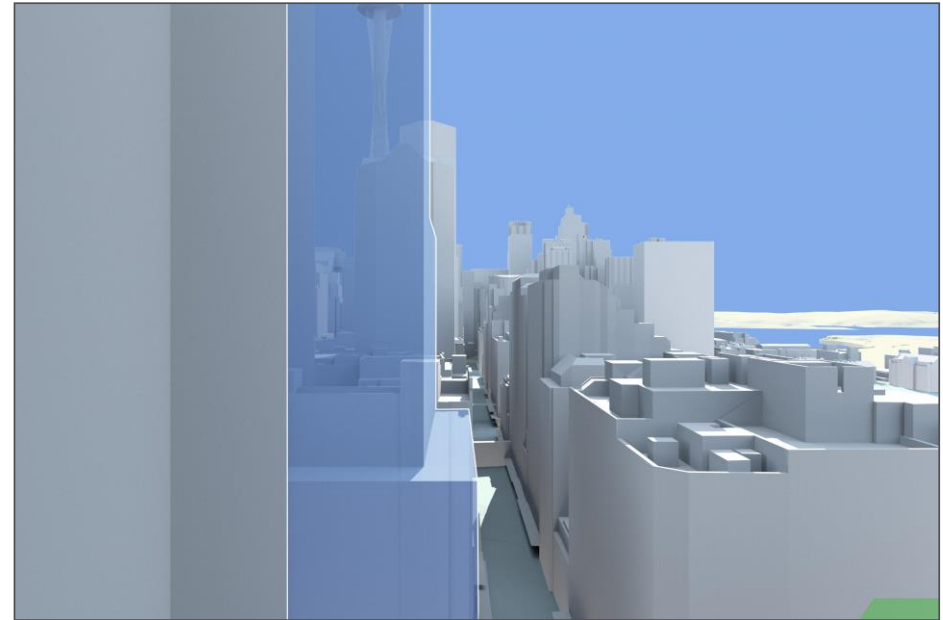


2.10. 197 Castlereagh St - Mid Rise - North

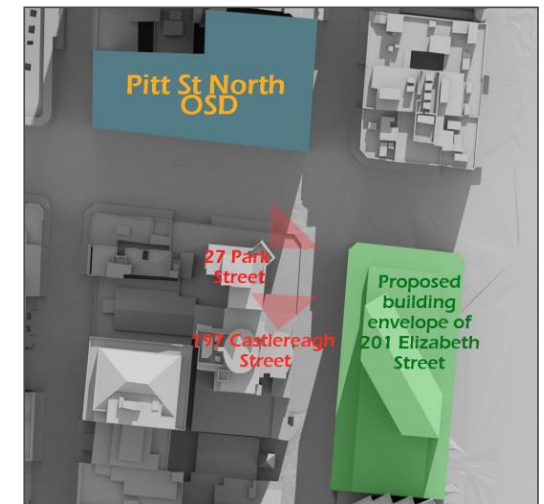
Existing - 24mm



With proposed Pitt Street OSD envelope - 24mm

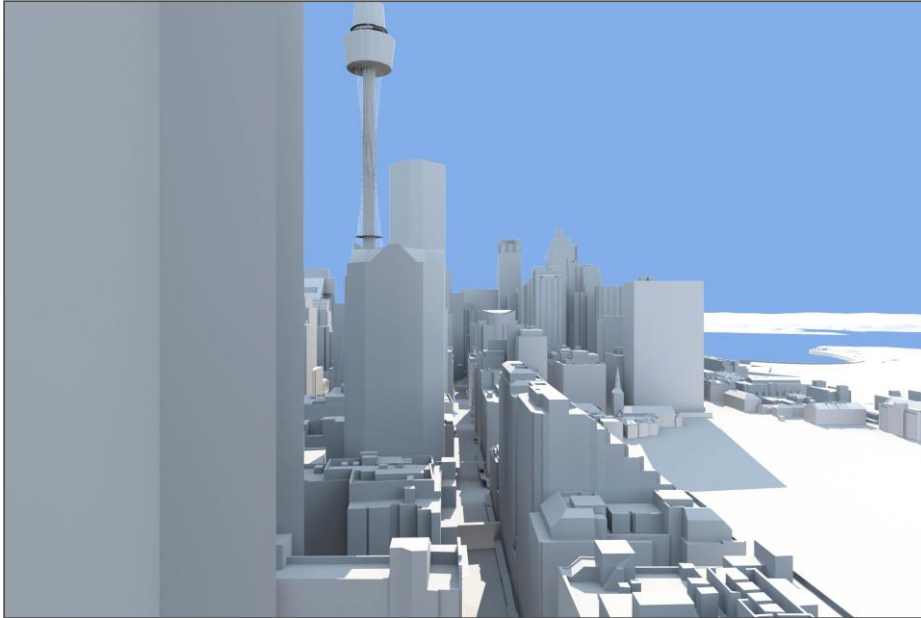


Camera Height RL

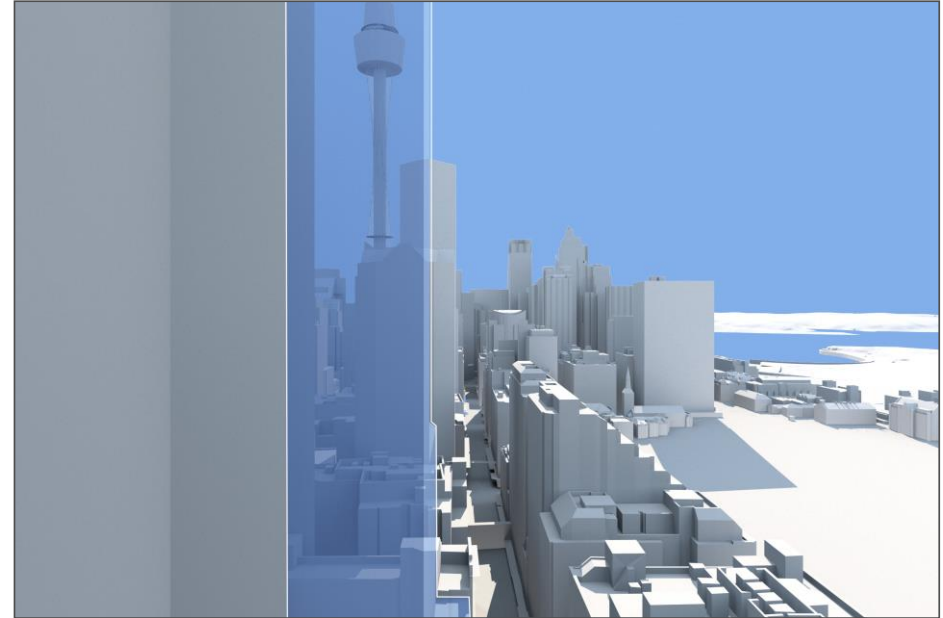


2.11. 197 Castlereagh St - High Rise - North

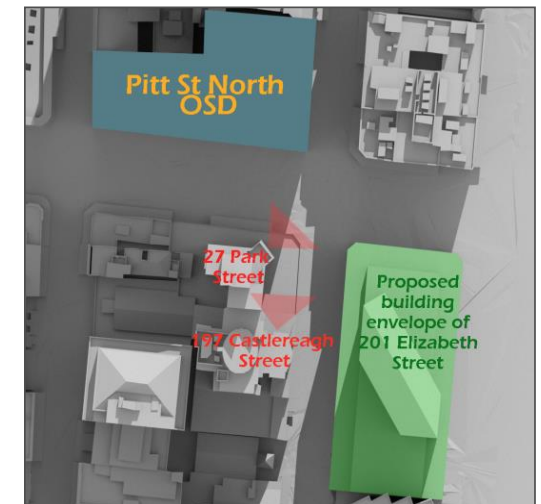
Existing - 24mm



With proposed Pitt Street OSD envelope - 24mm



Camera Height RL



3. Appendix A - Camera Lenses for Photomontages

The intention of a photomontage rendering is to visually communicate how proposed built form sits in respect to its surroundings. To achieve this, a digitally rendered image from a digital 3D model is accurately superimposed into a digital photograph to provide an accurate representation in terms of light, material, scale, and form.

Camera lens selection also plays an important part in creating a photomontage that communicates visual impact. There are several things to consider with respect to lens selection.

Field of View of the Human Eye

The field of view of the human eye is a topic that varies depending on the source of information. In many cases, the field of view of the eye is stated to be 17mm. Other opinions claim a smaller field of view of around 22-24mm.

Whichever the case, it is accepted that the human eye has a wide field of view. When a person stands close to a subject - for instance a building - their field of vision can potentially read all of the top, sides and bottom of the building simultaneously in a single glance.

In addition to this, the human eye can change focus and target direction extremely rapidly, allowing a person to view a large structure in a very short period of time, effectively making the perceived field of view even larger.

The Perspective of the human eye

It is difficult to accurately reproduce what the human eye sees by the means of a printed image. The eye's image sensor - the retina - is curved along the back surface of the eyeball, whereas the sensor on a camera is flat. Consequently, the perspective of a photograph can look quite different to how a person views a scene in the real world, especially when comparing to a photo captured with a wide camera lens.

In digital photography circles, it is widely accepted that using a longer lens (approximately 50mm) reduces the amount of perspective in an image and therefore more closely replicates what the human eye would see in reality. This, however, only addresses how the eye perceives perspective and does not consider the field of view of the eye.

If a photo is taken of a scene using a 50mm camera lens, printed out and then held up in front of the viewer against the actual view at the same location as the photo was taken, it is unmistakable that the human eye can see much more of the surrounding context than is captured within the photo.

Changing the field of view on a digital camera

The main difference in using a longer lens vs a wider lens is the amount of information that is displayed at the edges of the subject. Changing the lens to a smaller FOV produces the same result as cropping in on the wide angle image, providing that the position and the angle of the camera remains constant while taking the photographs.

In short, a lens with a wider field of view does not create an image that has incorrect perspective, it simply means that the perspective is extended at the edges of the image showing more of the surrounds in the image.

Summary

With regards to visual assessment, there is no definitive solution for camera lens selection.

Longer lenses produce images that are more faithful to the perspective of the human eye, though the field of view is more limited, making it difficult to capture the entirety of a subject or enough of the surrounding context in which the subject resides.

Conversely, the perspective of wider camera lenses can make subjects appear further away than they would appear through the perspective of the human eye. This also limits a persons ability to accurately assess visual impact.

For these reasons, Virtual Ideas has taken the view that it is not possible to exactly replicate the real world view of the human eye in an image created with a camera and for visual impact photomontages, camera lenses are selected that strike a balance between these two considerations and can accurately display the built form in its surroundings.

The most effective way to accurately gauge visual impact and achieve a real world understanding of scale, is to take prints of the photomontages to the exact site photography locations and compare the prints with the scale of the existing built form.

SOLAR ACCESS IMPACT ADDENDUM

APPENDIX C





Concept SSDA Design Report - Addendum

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1.0

Introduction

A more detailed solar impact analysis has been conducted for Pitt Street North to provide further analysis of the proposal's impact to solar access, views and amenity of the residential properties at 27 Park Street and 197-199 Castlereagh Street. These include tabulated information on 2 hours direct sunlight as per ADG requirements.

This report will indicate a detailed solar analysis of the building facades as well as individual apartment levels to both 27 Park Street and 197-199 Castlereagh Street. It will highlight which units are no longer compliant as a result of the Pitt Street OSD development and which are no longer compliant as a result of the revised location of the 201 Elizabeth Street proposal.

2.0 Solar Access Analysis - 27 Park Street

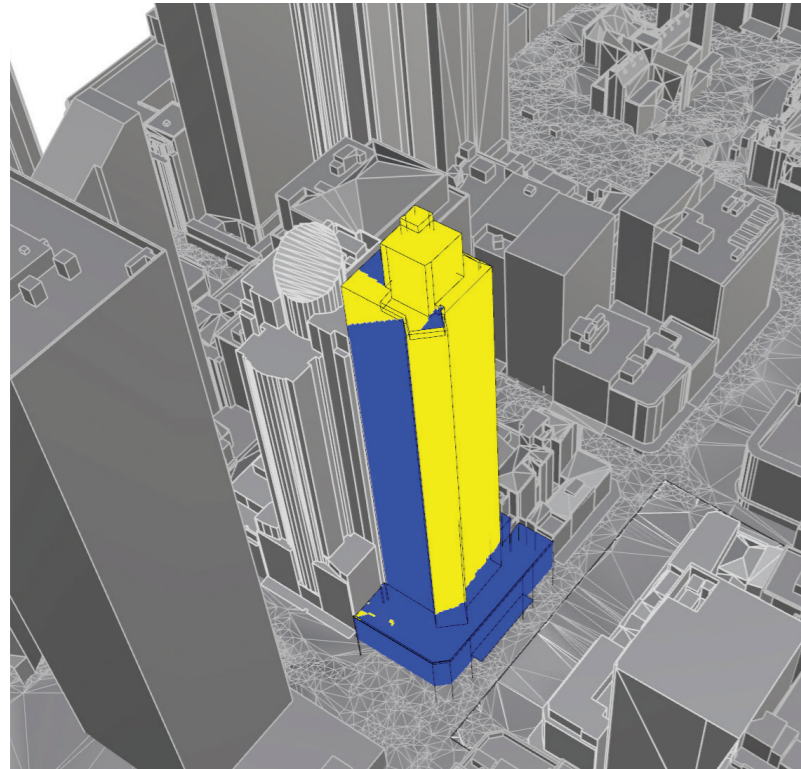
2.1

Introduction

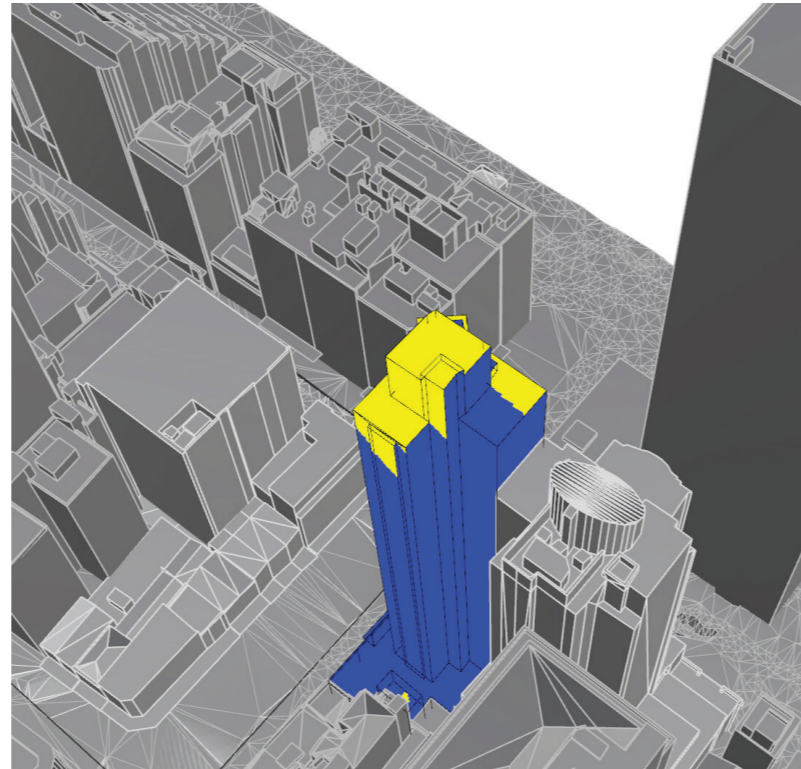
27 Park Street receives additional overshadowing on its northern and western facades as a result of the proposed OSD envelope. The northern façade exposure is reduced from 4 hours solar access to 1-3 hours, impacting approximately 30 of the 40 tower levels. The western façade is similarly impacted, with solar exposure reduced from 1 hour to zero on approximately 30 of the 40 tower levels. In detail the analysis shows that a total of 47 units will no longer receive a minimum of 2 hours of direct sunlight (2m² as per ADG).

This reduces the overall compliant percentage from 86% to 60%. According to ADG requirements a residential building should achieve a minimum of 70% compliant units. The envelope of the proposed development at 201 Elizabeth Street has no impact on the solar access of 27 Park Street.

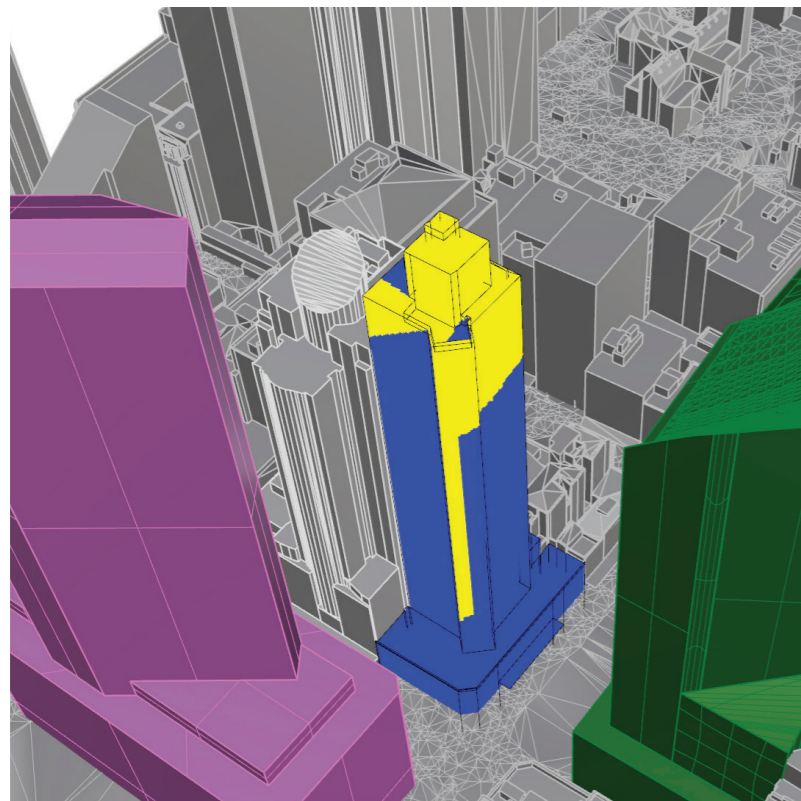
Solar Impact Analysis | 27 Park St | Planning Envelope



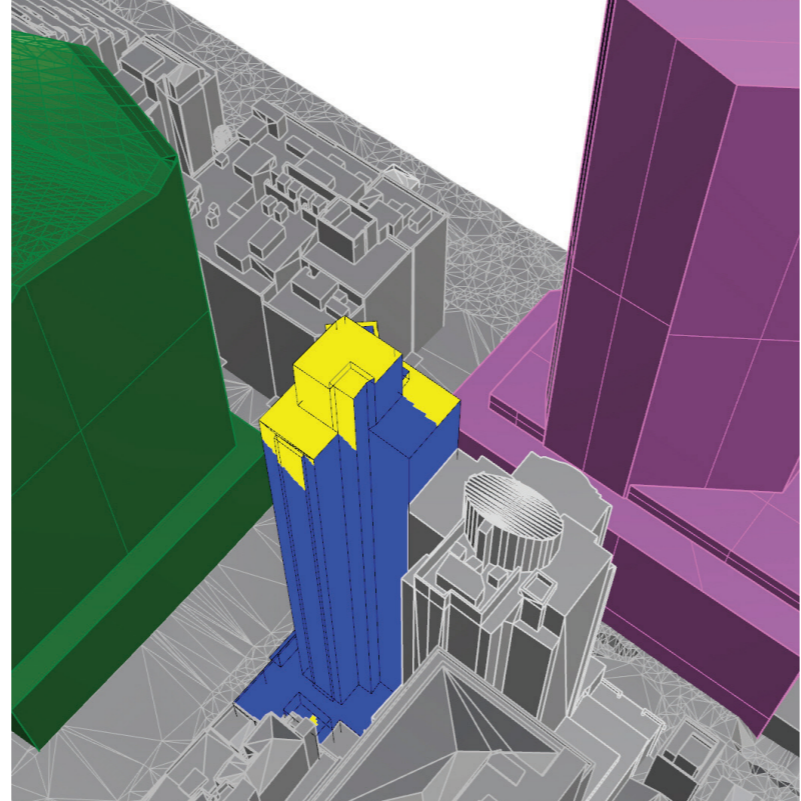
27 Park St | Existing | NE



27 Park St | Existing | SW



27 Park St | Proposed | OSD + 201 [ENVELOPE] | NE



27 Park St | Proposed | OSD + 201 [ENVELOPE] | SW

LEVELS	No. APARTMENTS PER LEVEL	No. APARTMENTS CURRENTLY COMPLIANT - 2HR MIN	No. APARTMENTS COMPLIANT WITH OSD +201 ENVELOPE	No. APARTMENTS LOST DUE TO OSD+201 ENVELOPE
1	-	-	-	-
2	-	-	-	-
3	-	-	-	-
4	-	-	-	-
5	-	-	-	-
6	-	-	-	-
7	-	-	-	-
8	-	-	-	-
9	-	-	-	-
10	-	-	-	-
11	-	-	-	-
12	-	-	-	-
13	-	-	-	-
14	-	-	-	-
15	-	-	-	-
16	8	5	2	3
17	8	5	2	3
18	7	5	2	3
19	8	5	2	3
20	7	5	2	3
21	6	4	1	3
22	8	5	2	3
23	7	5	2	3
24	8	5	2	3
25	8	5	2	3
26	6	4	1	3
27	7	5	2	3
28	7	5	2	3
29	7	5	2	3
30	5	3	3	0
31	6	4	1	3
32	6	4	1	3
33	7	5	3	2
34	5	3	3	0
35	4	3	3	0
36	7	5	5	0
37	7	5	5	0
38	8	7	7	0
39	4	4	4	0
40	5	5	5	0
41	5	6	6	0
42	5	6	6	0
43	3	3	3	0
44	3	3	3	0

TOTAL	182	134	84	47
%	-	-	60%	26%

*RESULTS UPDATED SINCE LAST REPORT

HOTEL PARK REGIS CITY CENTRE, FROM LEVELS 6 TO 15

NO IMPACT

Total hours the development receives direct sunlight during the hours of 9am – 3pm on June 21

- Less than 2 hours.
- 2 hours or more.
- 201 Elizabeth Envelope
- OSD Envelope

**6 UNITS
LEVEL 21,26,31,32**

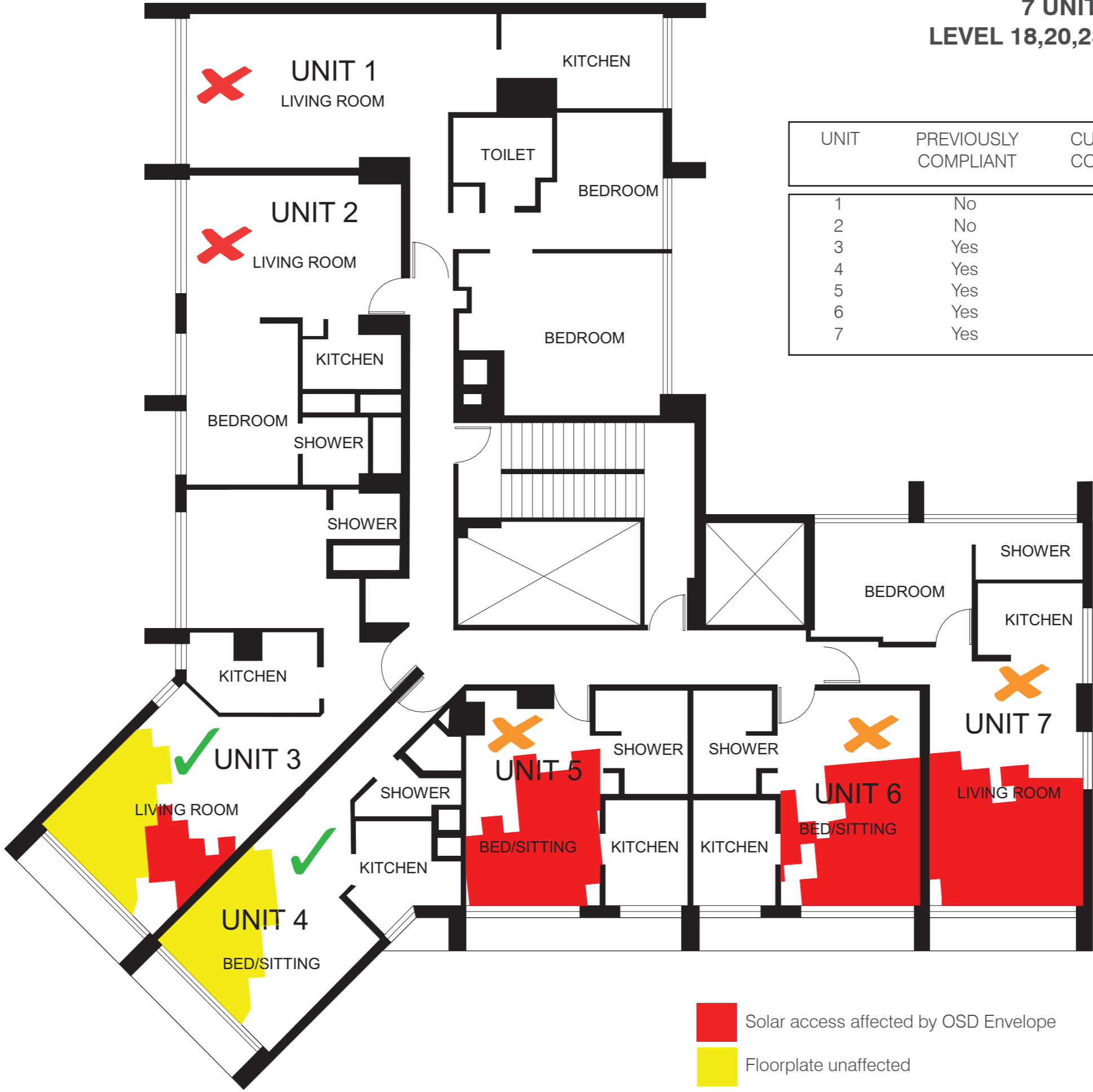


UNIT	PREVIOUSLY COMPLIANT	CURRENTLY COMPLIANT	AREA LOST (M ²) (APPROXIMATE)
1	No	No	0
2	No	No	0
3	Yes	Yes	5
4	Yes	No	12
5	Yes	No	14
6	Yes	No	21

Red and Yellow fill represent 2 hours (Minimum) solar access between 9 am and 3 pm.

Solar access affected by OSD Envelope
 Floorplate unaffected

7 UNITS
LEVEL 18,20,23,27,28,29



UNIT	PREVIOUSLY COMPLIANT	CURRENTLY COMPLIANT	AREA LOST (M ²) APPROXIMATE
1	No	No	0
2	No	No	0
3	Yes	Yes	5
4	Yes	Yes	0
5	Yes	No	12
6	Yes	No	14
7	Yes	No	21

Red and Yellow fill represent 2 hours (Minimum) solar access between 9 am and 3 pm.

Solar access affected by OSD Envelope
 Floorplate unaffected

8 UNITS
LEVEL 16,17,19,22,24,25



UNIT	PREVIOUSLY COMPLIANT	CURRENTLY COMPLIANT	AREA LOST (M ²) APPROXIMATE
1	No	No	0
2	No	No	0
3	No	No	0
4	Yes	Yes	5
5	Yes	Yes	0
6	Yes	No	12
7	Yes	No	14
8	Yes	No	21

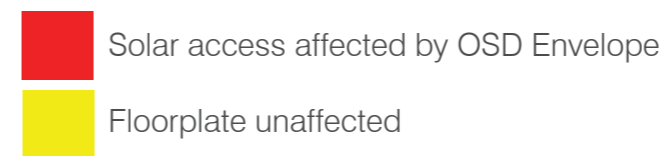
Red and Yellow fill represent 2 hours (Minimum) solar access between 9 am and 3 pm.

Solar access affected by OSD Envelope
 Floorplate unaffected

**7 UNITS
LEVEL 33**



Red and Yellow fill represent 2 hours (Minimum) solar access between 9 am and 3 pm.



**5 UNITS
LEVEL 30,34**



UNIT	PREVIOUSLY COMPLIANT	CURRENTLY COMPLIANT	AREA LOST (M ²) APPROXIMATE
1	No	No	0
2	No	No	0
3	Yes	Yes	2.5
4	Yes	Yes	0
5	Yes	Yes	20

Red and Yellow fill represent 2 hours (Minimum) solar access between 9 am and 3 pm.

■ Solar access affected by OSD Envelope
■ Floorplate unaffected

**4 UNITS
LEVEL 35**



UNIT	PREVIOUSLY COMPLIANT	CURRENTLY COMPLIANT	AREA LOST (M ²) APPROXIMATE
1	No	No	0
2	Yes	Yes	1.5
3	Yes	Yes	4.0
4	Yes	Yes	13.25

Red and Yellow fill represent 2 hours (Minimum) solar access between 9 am and 3 pm.

Solar access affected by OSD Envelope
 Floorplate unaffected

**7 UNITS
LEVEL 36**



UNIT	PREVIOUSLY COMPLIANT	CURRENTLY COMPLIANT	AREA LOST (M ²) APPROXIMATE
1	No	No	0
2	No	No	0
3	Yes	Yes	0
4	Yes	Yes	0
5	Yes	Yes	0
6	Yes	Yes	2.5
7	Yes	Yes	11

Red and Yellow fill represent 2 hours (Minimum) solar access between 9 am and 3 pm.

■ Solar access affected by OSD Envelope
■ Floorplate unaffected

**7 UNITS
LEVEL 37**



UNIT	PREVIOUSLY COMPLIANT	CURRENTLY COMPLIANT	AREA LOST (M ²) APPROXIMATE
1	No	No	0
2	No	No	0
3	Yes	Yes	0
4	Yes	Yes	0
5	Yes	Yes	0
6	Yes	No	0
7	Yes	No	7.75

Red and Yellow fill represent 2 hours (Minimum) solar access between 9 am and 3 pm.

Solar access affected by OSD Envelope
 Floorplate unaffected

3.0 Solar Access Analysis - 197-199 Castlereagh Street

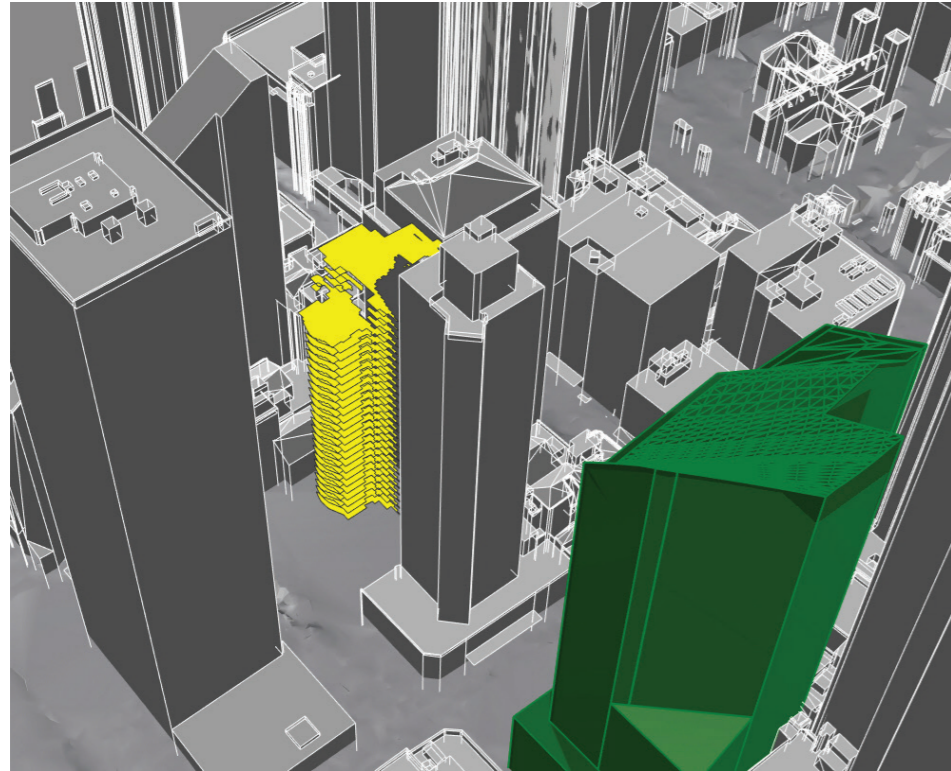
3.1

Introduction

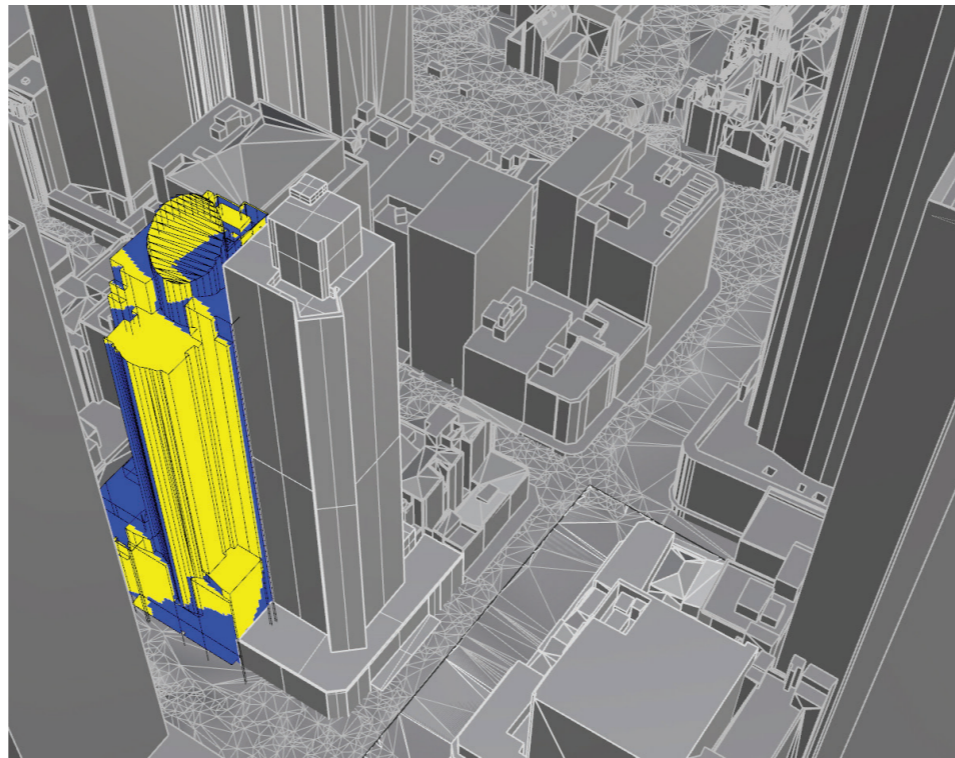
After careful examination of the solar impacts of the approved building envelope of Pitt Street North OSD, it was concluded that there was no overshadowing impact on 197-199 Castlereagh Street building. This is due to the proximity of the 27 Park Street building.

There is some minor overshadowing caused by 201 Elizabeth Street's approved envelope on 197-199 Castlereagh Street building. However, this is only to the podium area and does not impact any residential floor plates. This is highlighted in the images below.

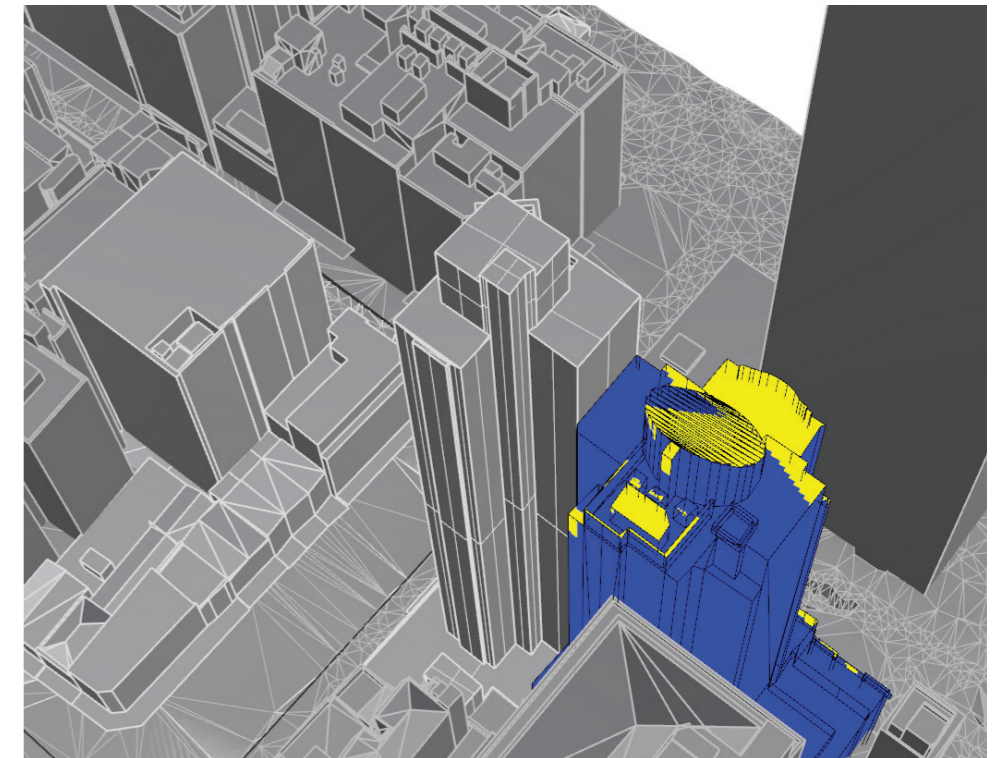
Solar Impact Analysis | 197-199 Castlereagh St | Planning Envelope



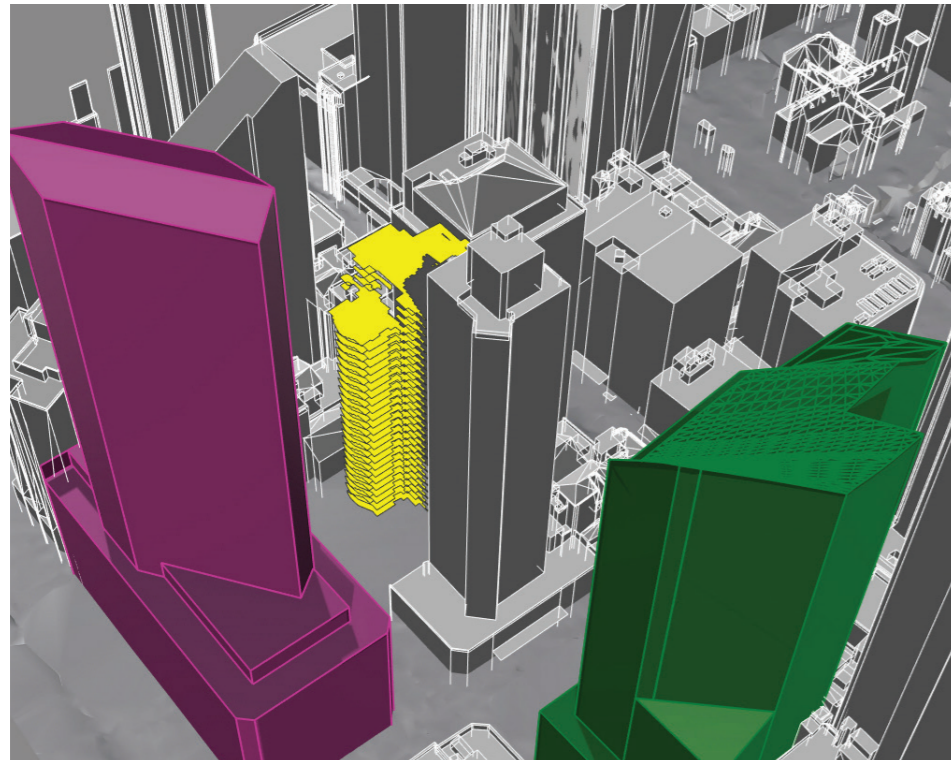
197-199 Castlereagh St | Existing | Tower Floorplates only | NE



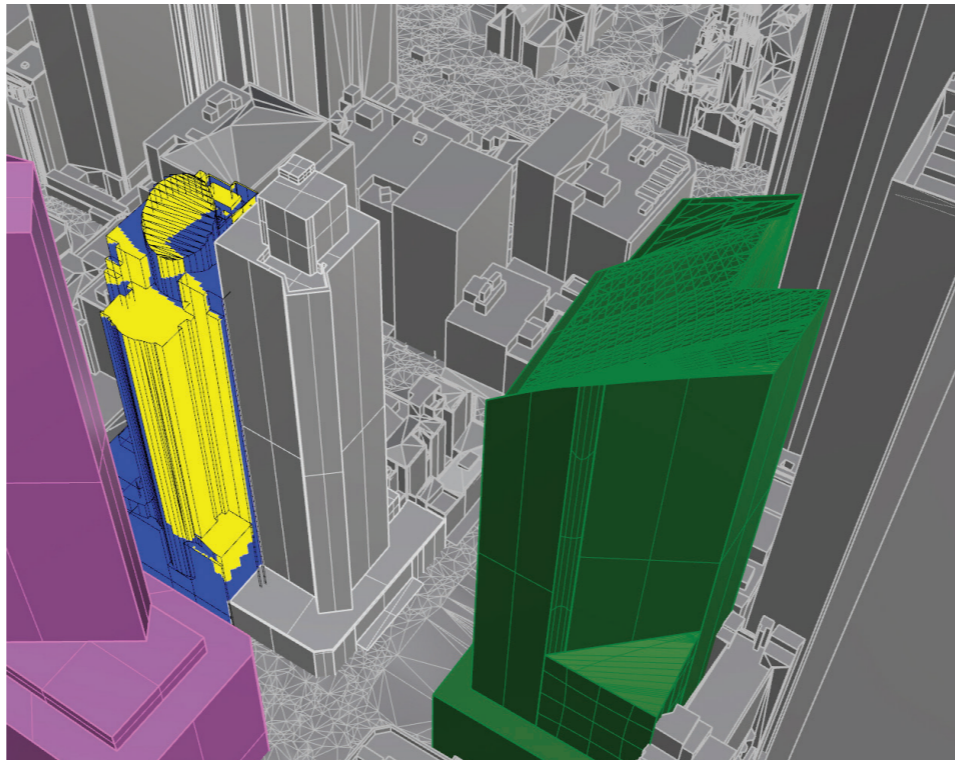
197-199 Castlereagh St | Existing | NE



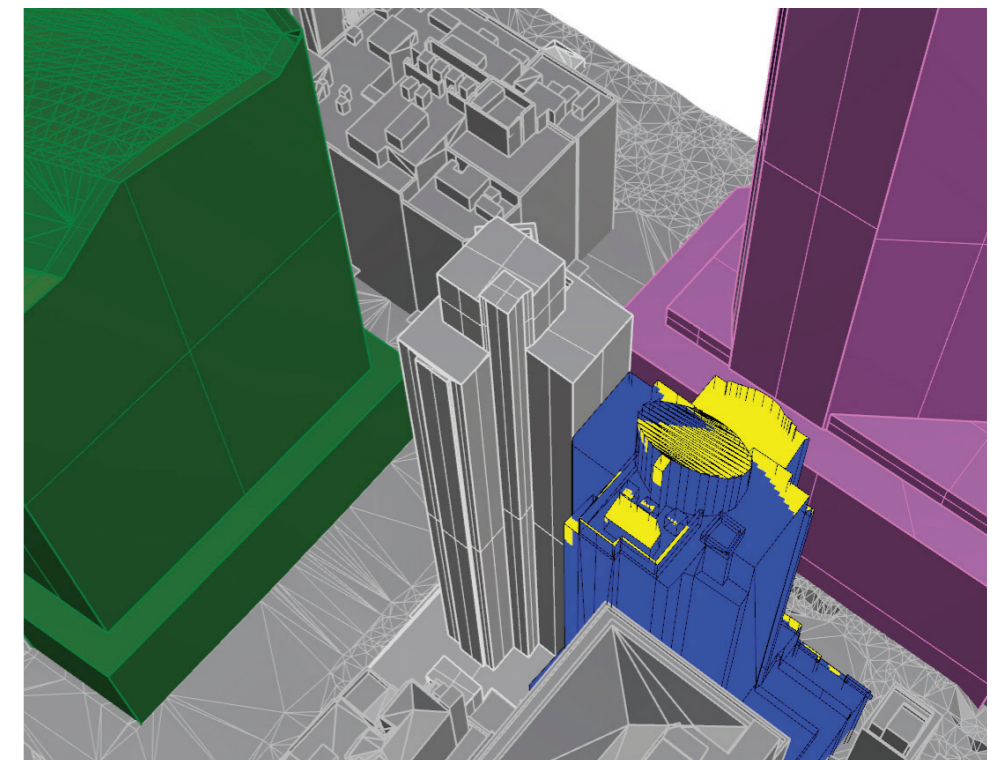
197-199 Castlereagh St | Existing | SW



197-199 Castlereagh St | Proposed | OSD + 201 [ENVELOPE] | Tower Floorplates only | NE



197-199 Castlereagh St | Proposed | OSD + 201 [ENVELOPE] | NE



197-199 Castlereagh St | OSD + 201 [ENVELOPE] | SW



201 Elizabeth Envelope



OSD Envelope

Total hours the development receives direct sunlight during the hours of 9am – 3pm on June 21



Less than 2 hours.



2 hours or more.

4.0

Conclusion

Due to the Pitt Street North over station development (OSD) the 27 Park Street building is no longer ADG solar access compliant. The previous score of 86% has been reduced to 60%. However, the envelope of the proposed development at 201 Elizabeth Street does not contribute to this percentage decrease.

The solar access to the residential component of 197-199 Castlereagh Street is not changed by the proposed OSD envelope.

architectus™

UPDATED ESD REPORT

APPENDIX D



23 October 2018

OSD Planning Team
Sydney Metro
Level 41, 680 George Street, Sydney NSW 2000

OSD PITT STREET NORTH DEVELOPMENT ENVIRONMENTAL TARGETS ADDENDUM NO.1

Further to submission the Concept Design Report for the Pitt Street North Over Station Development (OSD) issued by LCI dated 23rd July 2018. We provide notice of an addendum to the environmental targets proposed for the development.

In consideration of Council's submission, Sydney Metro has revised and updated the proposed minimum performance targets for Pitt Street North, as follows:

If the entire site is a residential building:

- 5 Star Green Star
- BASIX 40 Energy
- Exceed minimum compliance with BASIX Water. While a higher target will be sought through the Tender process and during design development, there are limited opportunities / space for the additional water saving / reuse features which would enable better performance in this area.

If the entire site is a commercial / office building:

- 6 Star Green Star
- 5 Star NABERS Energy
- 3.5 Star NABERS Water

If the entire site is a hotel:

- 5 Star Green Star
- 4 Star NABERS Energy, or equivalent energy efficient performance
- 3 Star NABERS Water, or equivalent water efficient performance

In a scenario where Pitt Street North is predominantly residential with a hotel podium, proposed minimum performance targets would be as follows:

- 5 Star Green Star
- For the residential portion:
 - BASIX 40 Energy
 - Exceed minimum compliance with BASIX Water.
- For the hotel portion:
 - 4 Star NABERS Energy, or equivalent energy efficient performance
 - 3 Star NABERS Water, or equivalent water efficient performance

We trust this meets with your approval.



Kind regards

Yours faithfully,

A handwritten signature in blue ink, appearing to read 'Lester Partridge'.

Lester Partridge

Director

LCI Consultants

lester.partridge@lciconsultants.com.au

M: +61 411 575 938

Cc Ms Silvia Cupik - Architectus



**COMMUNITY
CONSULTATION
INFORMATION SESSION
CONTACT INFORMATION**

APPENDIX E





Pitt Street integrated station development

Better connecting our global city with new places to live, work and play in the heart of Sydney.

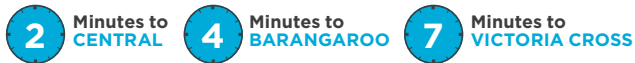
Sydney Metro is Australia's biggest public transport project.

This new standalone railway will deliver 31 metro stations and 66 kilometres of new metro rail, revolutionising the way Australia's biggest city travels.

The NSW Government has identified stations on the Sydney Metro system which can be better integrated with the areas around them and buildings above them, creating world-class places that will shape our city's future.

There are two concept proposals for above Pitt Street Station – one on the corner of Park and Pitt Street, referred to as Pitt Street North and one on the corner of Bathurst and Pitt Street, referred to as Pitt Street South.

The concept for Pitt Street North is a 43-storey mixed use building which could house a hotel, apartments and commercial office space. The concept for Pitt Street South is a 35-storey building which could house apartments or commercial office space.



sydneymetro.info
facebook.com/sydneymetro



Community information sessions

The Sydney Metro team will hold four community information sessions, while the concept State Significant Development applications for both Pitt Street North and Pitt Street South are on exhibition until 12 September 2018.

Expert members of the project team will be available to answer any questions you have. There is no need to make a booking – and you can call in at any time.

Tuesday, 28 August 2018 11am–2pm	Wesley Conference Centre 220 Pitt Street, Sydney
Thursday, 30 August 2018 4–7pm	Primus Hotel 339 Pitt Street, Sydney
Tuesday, 4 September 2018 11am–2pm	Primus Hotel 339 Pitt Street, Sydney
Thursday, 6 September 2018 4–7pm	Wesley Conference Centre 220 Pitt Street, Sydney

Better connecting our global city with new places to live, work and play in the heart of Sydney.

Sydney Metro is Australia's biggest public transport project. It will transform Sydney, delivering more trains and faster services for customers across the network.

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The concept proposal for the Pitt Street North site is a 43-storey mixed use building which could house a hotel, apartments and commercial office space.

The concept proposal for the Pitt Street South site is a 35-storey building which could house apartments or commercial office space.

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**COMMUNITY
INFORMATION SESSIONS
AO BOARDS**



Welcome to this information session

Our staff will be happy to assist you



Revolutionising how we travel



The customer is at the centre of the Sydney Metro rail product.

Key benefits

Metro delivers improved connectivity across multiple levels:

- moving more people faster than ever before
- fast and easy to change to trains, buses, ferries and light rail
- making it fast and easy to move around a growing city
- making a big city better connected
- aligning and integrating with other city-building transport projects
- opening up options for work, education, health care and much more
- taking the guesswork out of travel – no need to plan, just turn up and go.

Australia's biggest public transport project



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 1800 171 386

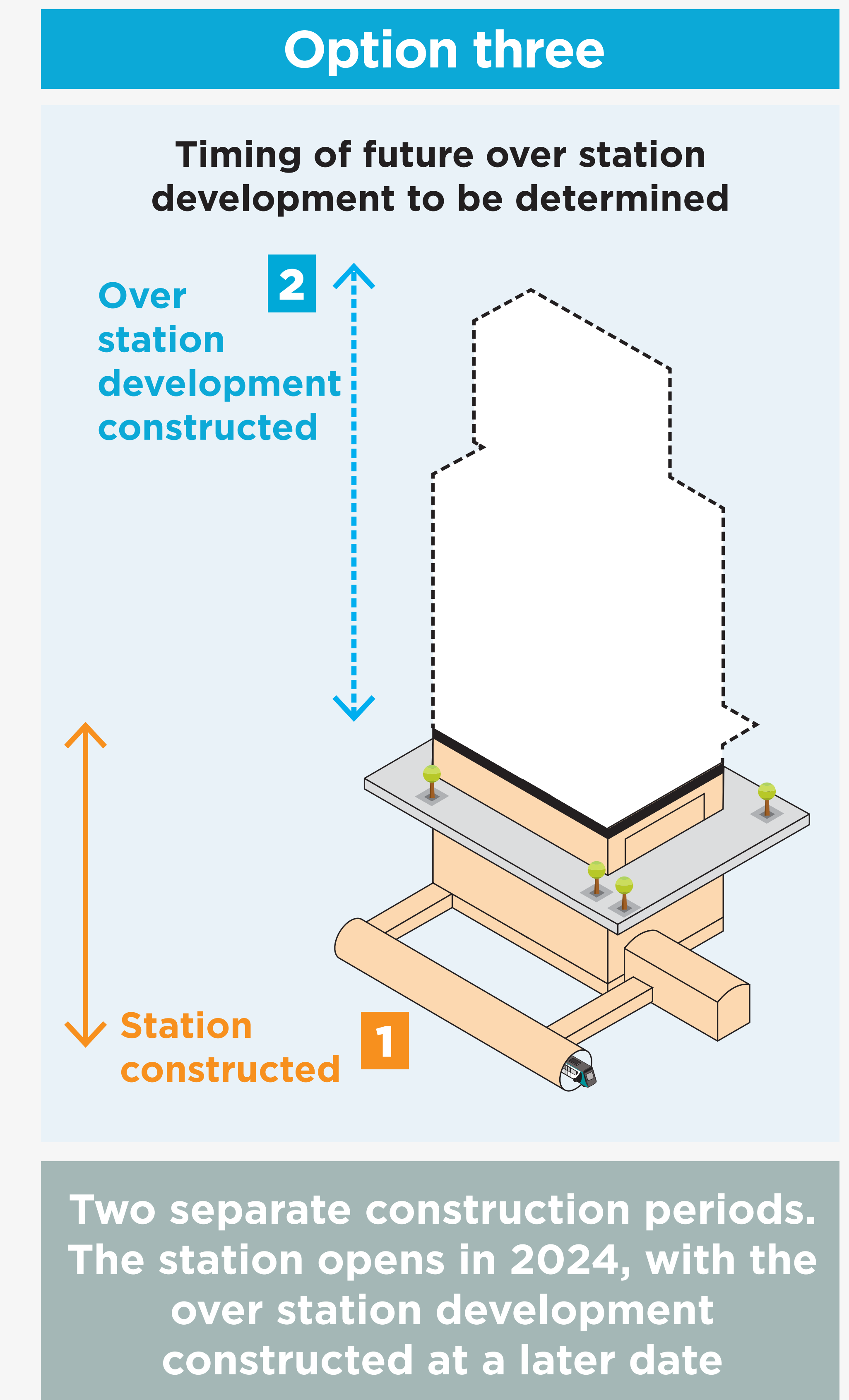
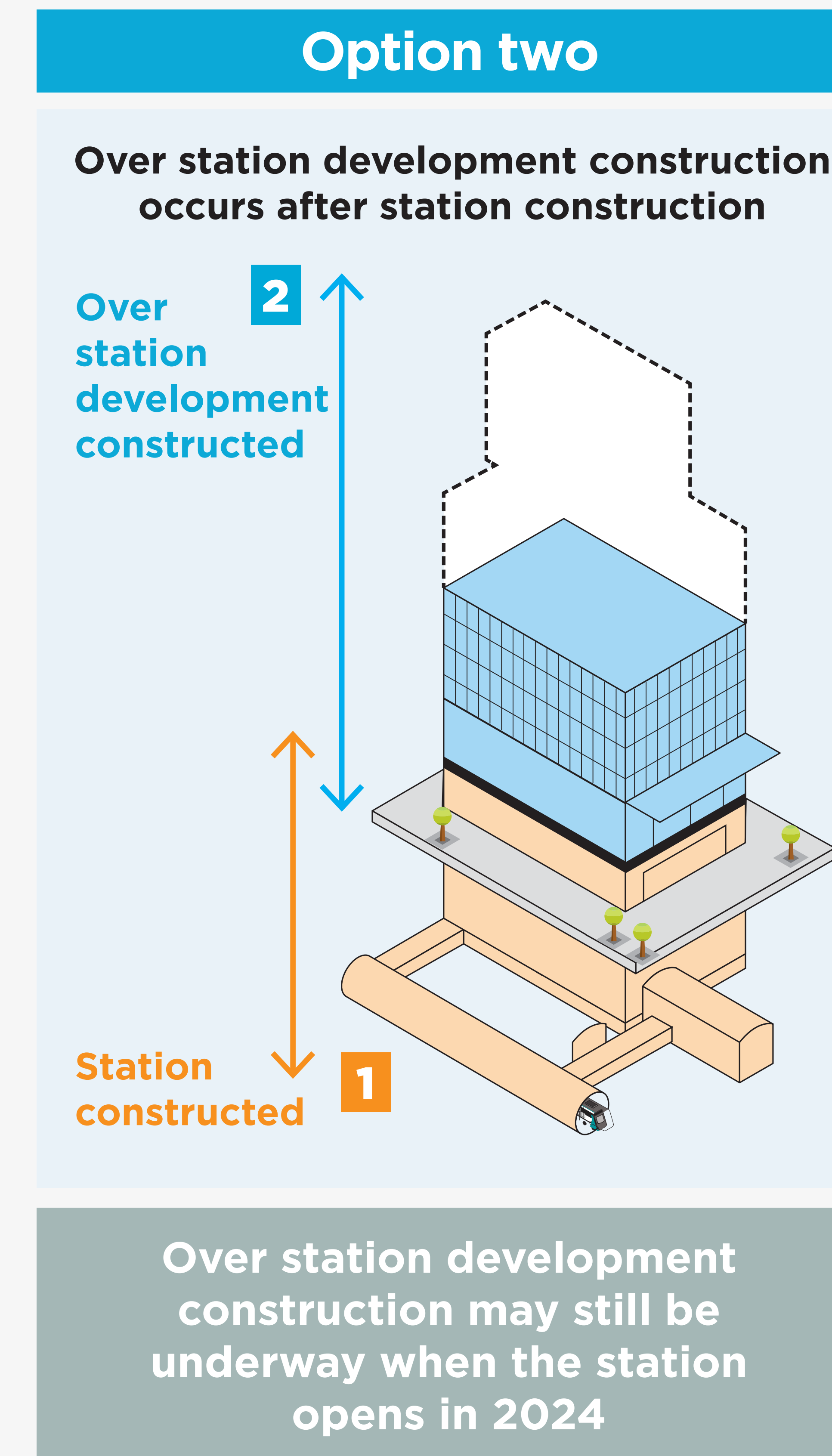
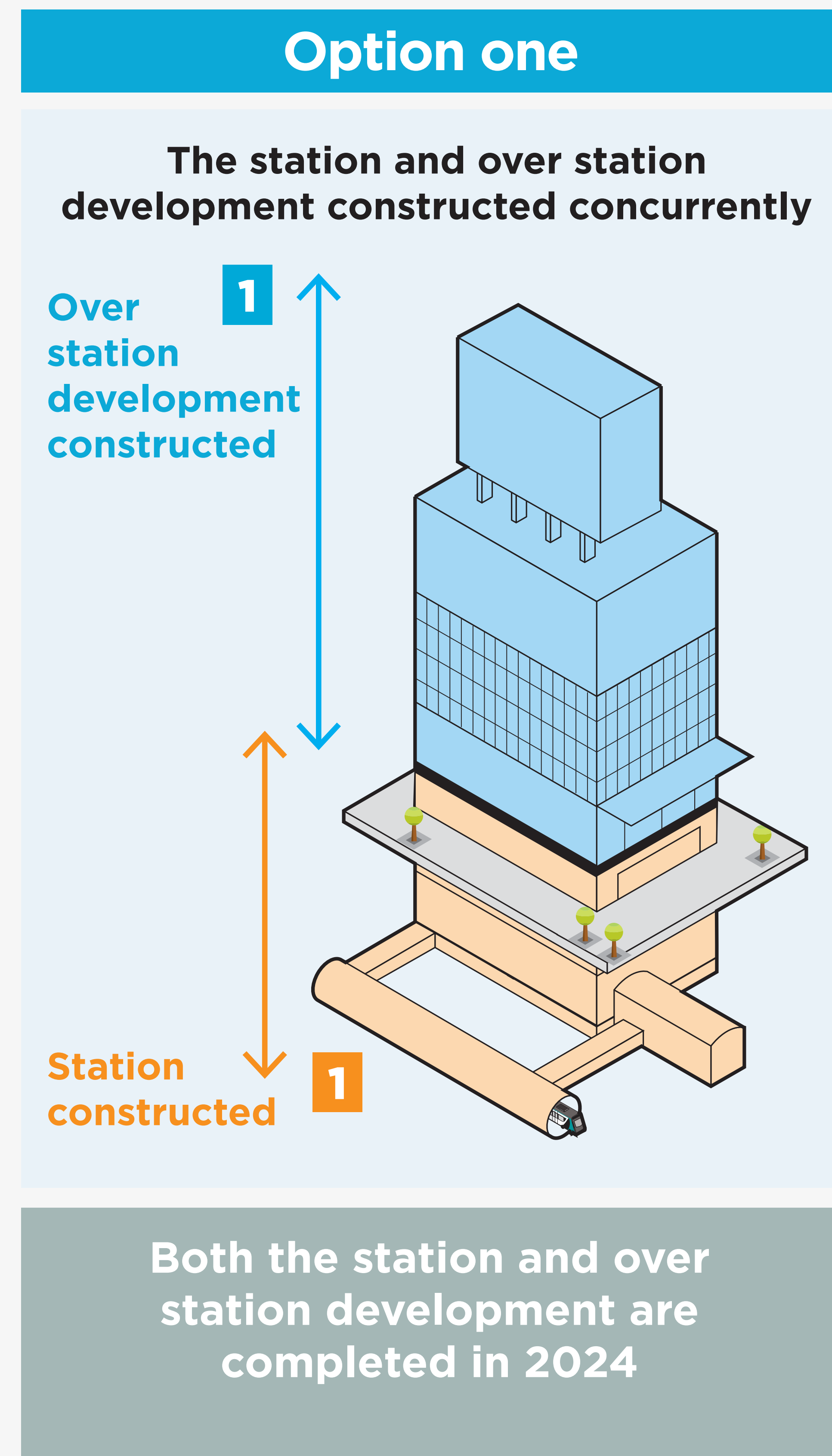
Integrated station developments

As the new metro stations are built underground, the over station developments can be built above them at the same time.

This helps reduce community impacts and the length of time required to deliver the outcomes of integrated station developments.

The metro stations have been designed so that work on the over station developments can start while the station construction is underway. This integrated approach means buildings can be completed close to when Sydney Metro City & Southwest services start in 2024.

Option one is preferred because it delivers the integrated development at the earliest date and minimises construction impacts.



Excellence in design



New city icons

- Development that shapes Sydney's growth and identity
- Contributing to Sydney's reputation for design excellence
- Leaving a lasting legacy



Vibrant public places

- Welcoming and inclusive places for social and cultural interaction
- Opportunities to create places and buildings that celebrate Sydney's culture and values
- Contributing to the vibrant and accessible streets and open space around stations



Integrated and inclusive

- Maximising opportunities for land use and transport integration
- Meeting the increasing demand for well-located residential, commercial, retail and community precincts
- Contributing to economic growth through appropriate land use outcomes
- Supporting opportunities for the expansion, improvement and activation of public open spaces



Designed for the future

- Buildings and surrounding spaces will be of the highest quality, exceeding community expectations now and into the future
- New infrastructure and public spaces will be durable, hard wearing and easy to maintain
- Sustainability will be embedded into initiatives



Safety and accessibility

- Day and night time activation will make precincts vibrant, including safe access
- A sense of security will ensure people can see and be seen

Reimagining the heart of the city

The Pitt Street integrated station development will better connect our global city, with new places to live, work and play in the heart of Sydney.



Artist's impression of the Pitt Street North integrated station development

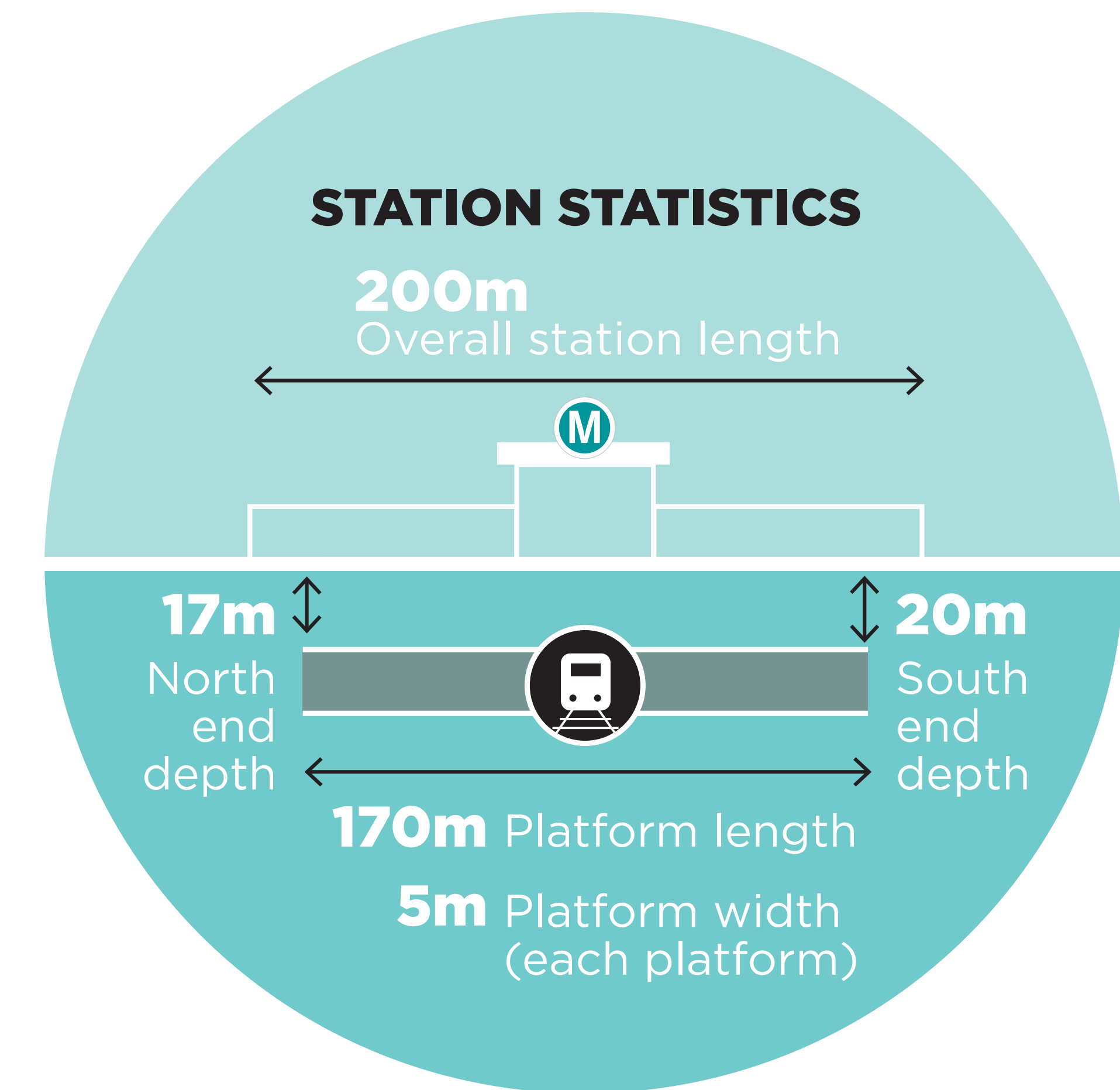


sydneymetro.info
1800 171 386

Pitt Street integrated station development

- 2** Minutes to **CENTRAL**
- 4** Minutes to **BARANGAROO**
- 7** Minutes to **VICTORIA CROSS**

00:04
A train every four minutes in the peak - with ultimate capacity for a train every two minutes in each direction



9400 PEOPLE
 will move through Pitt Street Station in the morning peak

UP TO 1800 PERMANENT JOBS

UP TO 600 NEW HOMES

UP TO 200 HOTEL ROOMS

Nearby transport interchanges



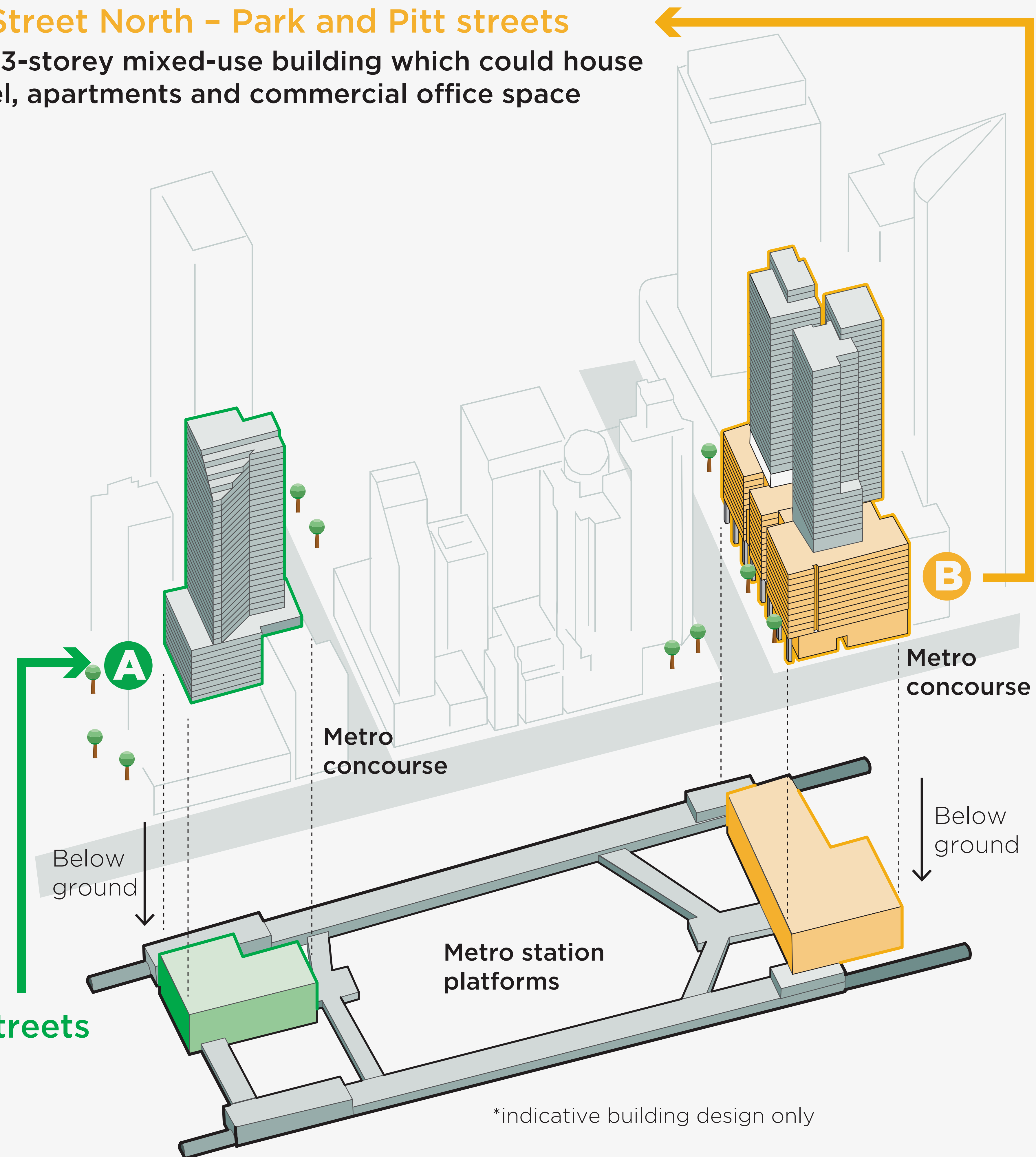
Pitt Street integrated station development

There are two concept proposals for above Pitt Street Station – one on the corner of Park and Pitt streets at the northern entry to Pitt Street Station and one on the corner of Bathurst and Pitt streets at the southern entry to Pitt Street Station.

These sites are referred to as Pitt Street North and Pitt Street South. Each concept proposal is being assessed separately and has its own State Significant Development application and Environmental Impact Statement.

Pitt Street North – Park and Pitt streets

One 43-storey mixed-use building which could house a hotel, apartments and commercial office space



Pitt Street South – Bathurst and Pitt streets

One 35-storey building which could house apartments or commercial office space

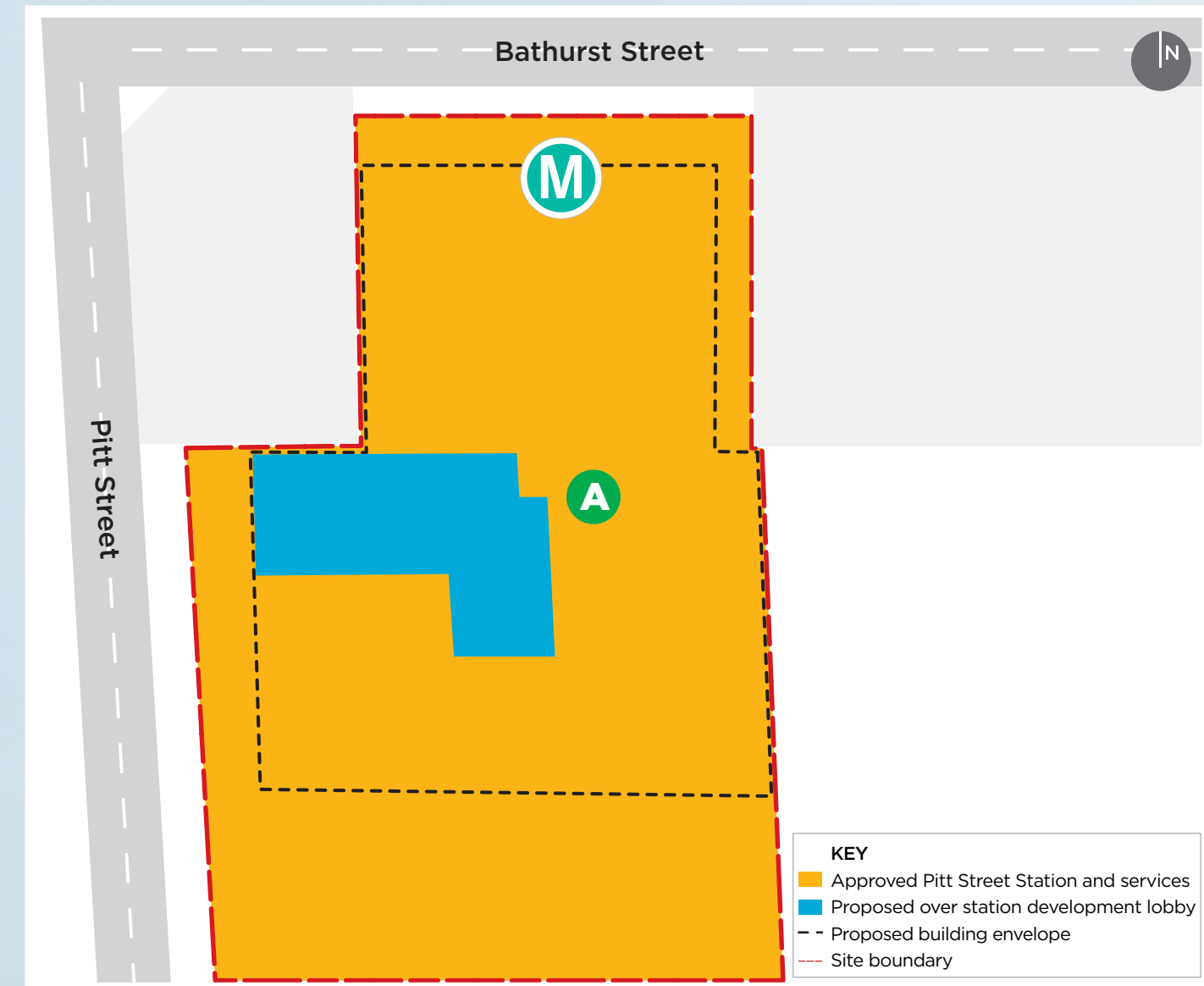
Pitt Street concept proposals



A

Pitt Street South

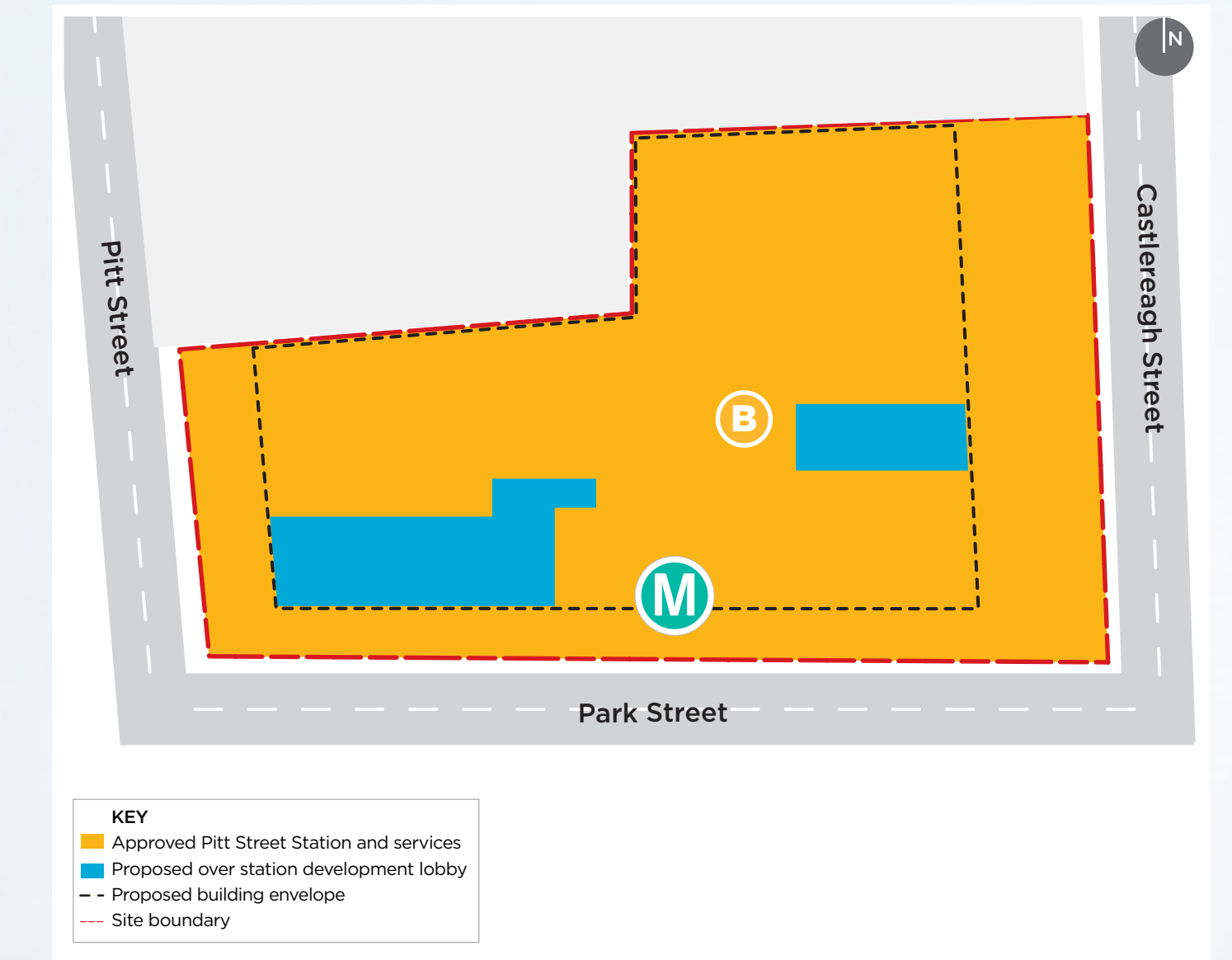
One 35-storey building which could house apartments or commercial office space



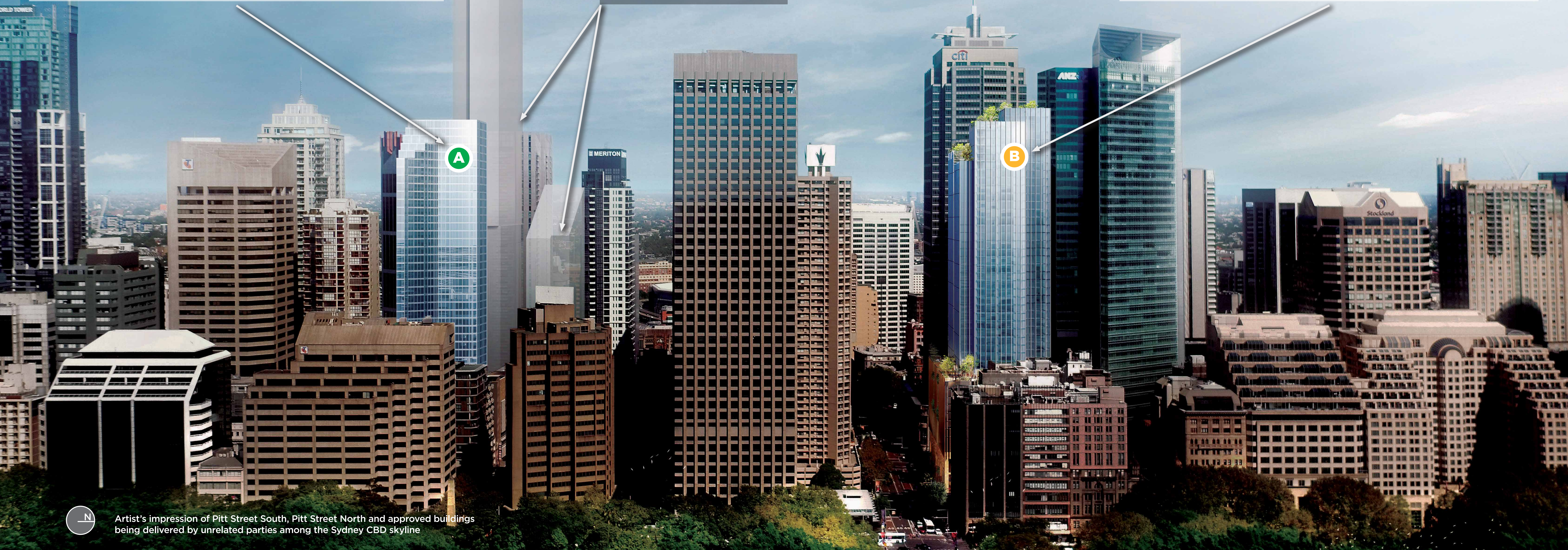
B

Pitt Street North

One 43-storey mixed-use building which could house a hotel, apartments and commercial office space



Approved buildings being delivered in the immediate area by unrelated parties



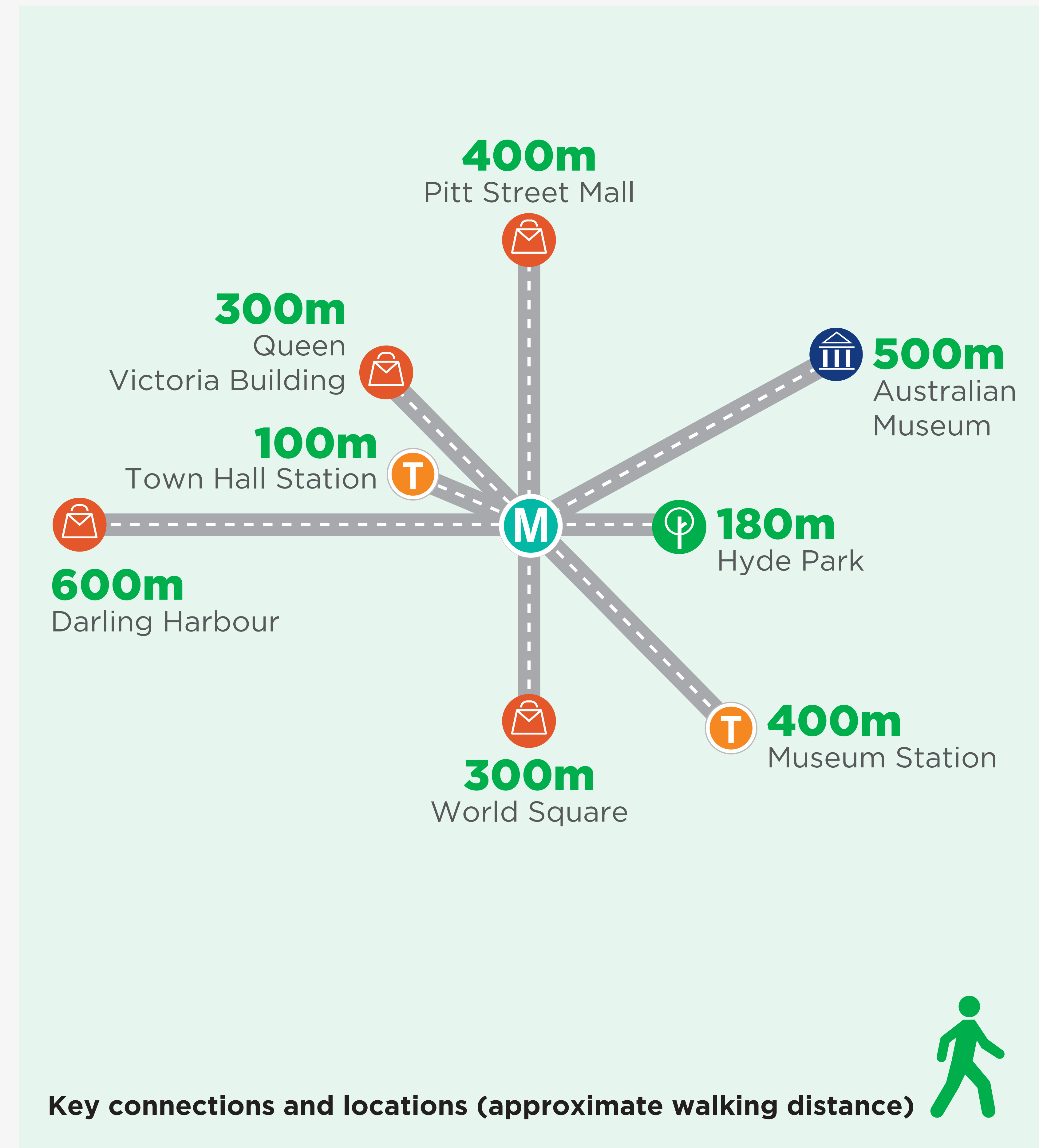
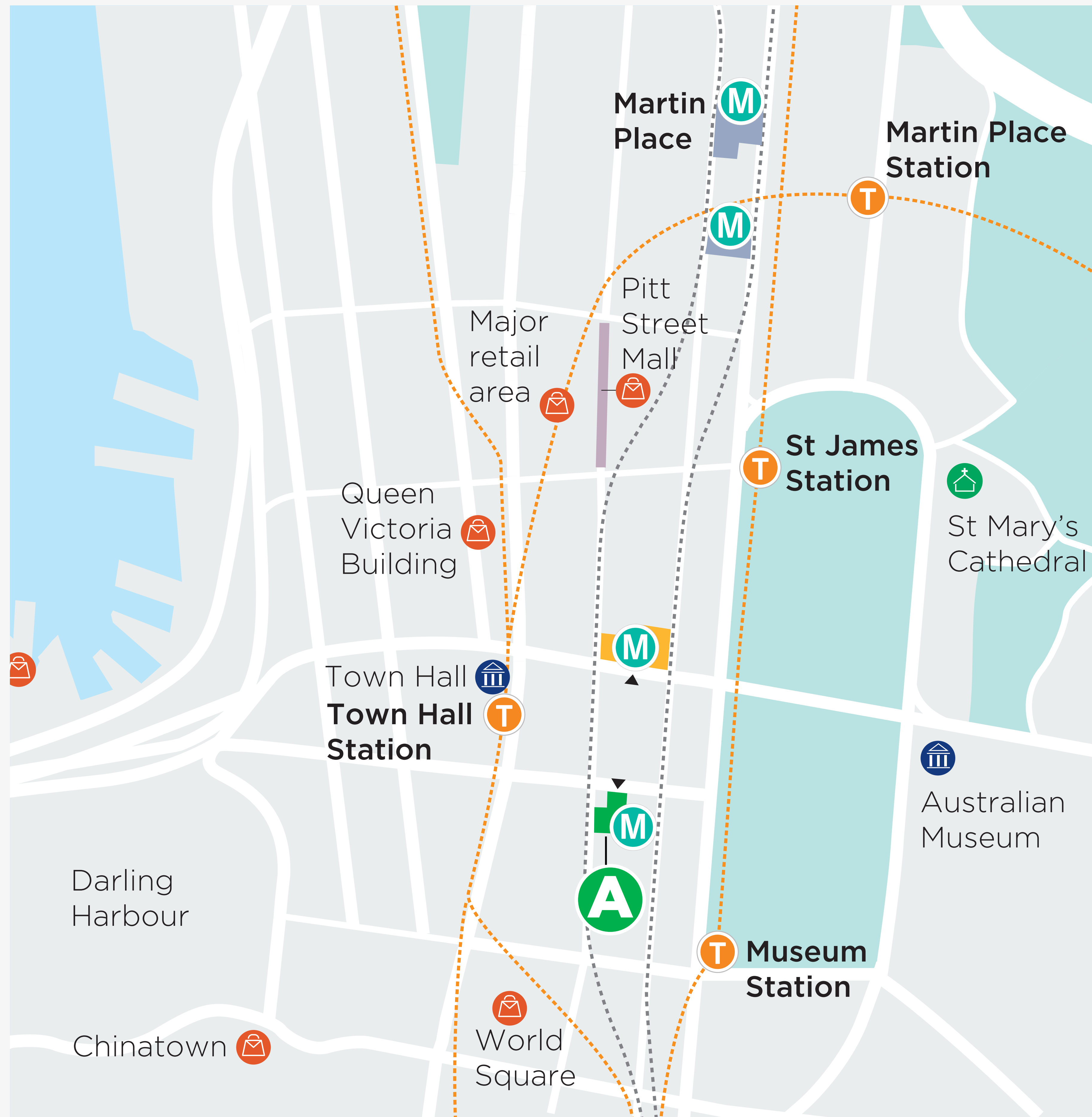
Artist's impression of Pitt Street South, Pitt Street North and approved buildings being delivered by unrelated parties among the Sydney CBD skyline



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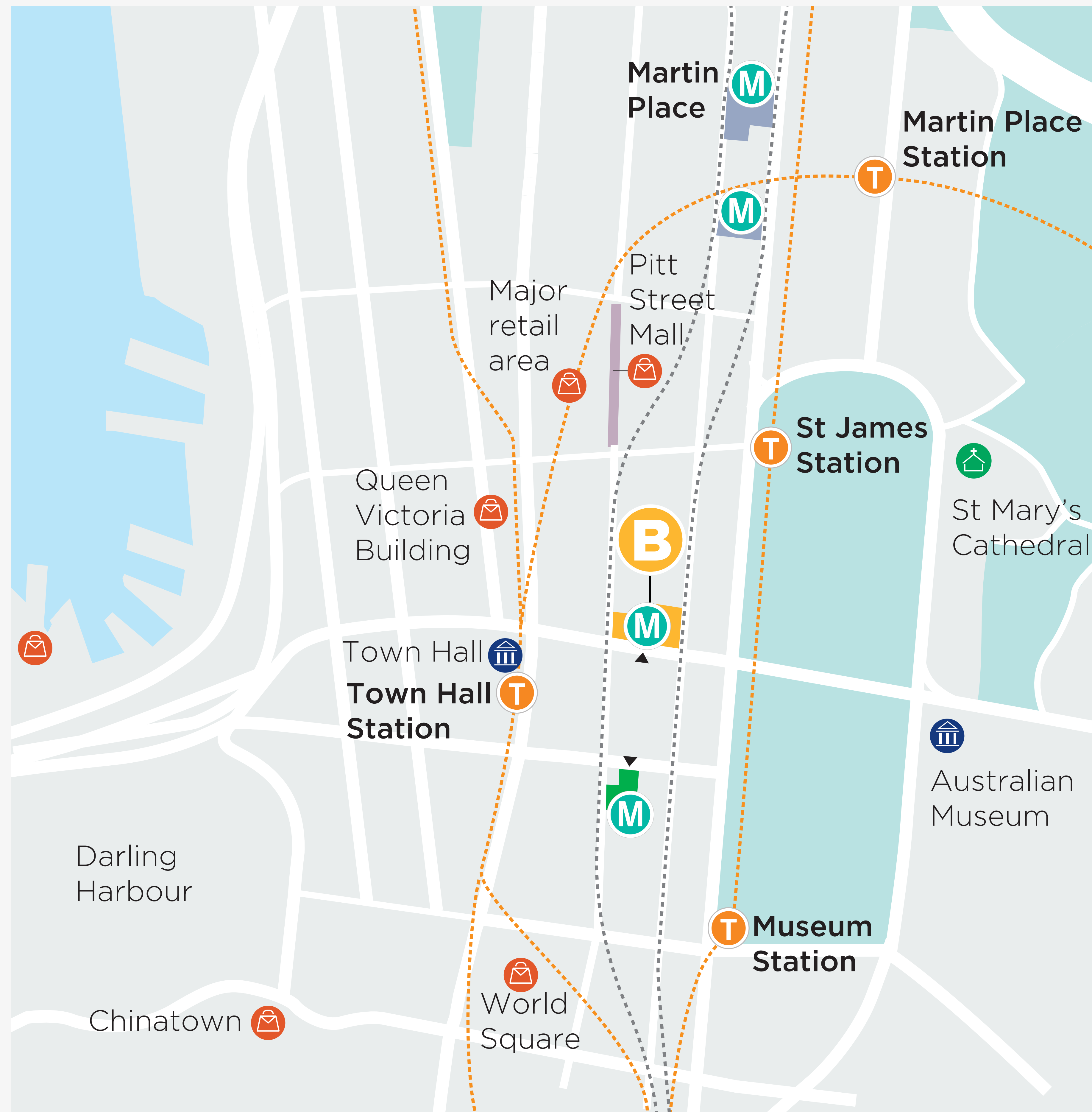
Pitt Street South

Bathurst and Pitt streets



Pitt Street North

Park and Pitt streets



Pitt Street North Environmental Impact Statement

The Environmental Impact Statement for Pitt Street North contains information about the proposed buildings above the new metro station at Pitt Street, as well as an assessment of possible environmental impacts. This is a summary of the key aspects of the Environmental Impact Statement.



The building

The concept includes a 43-storey mixed use building that will integrate with the metro station below. Building uses will include up to 1,500 square metres of office space, up to 300 apartments and up to 200 hotel rooms.

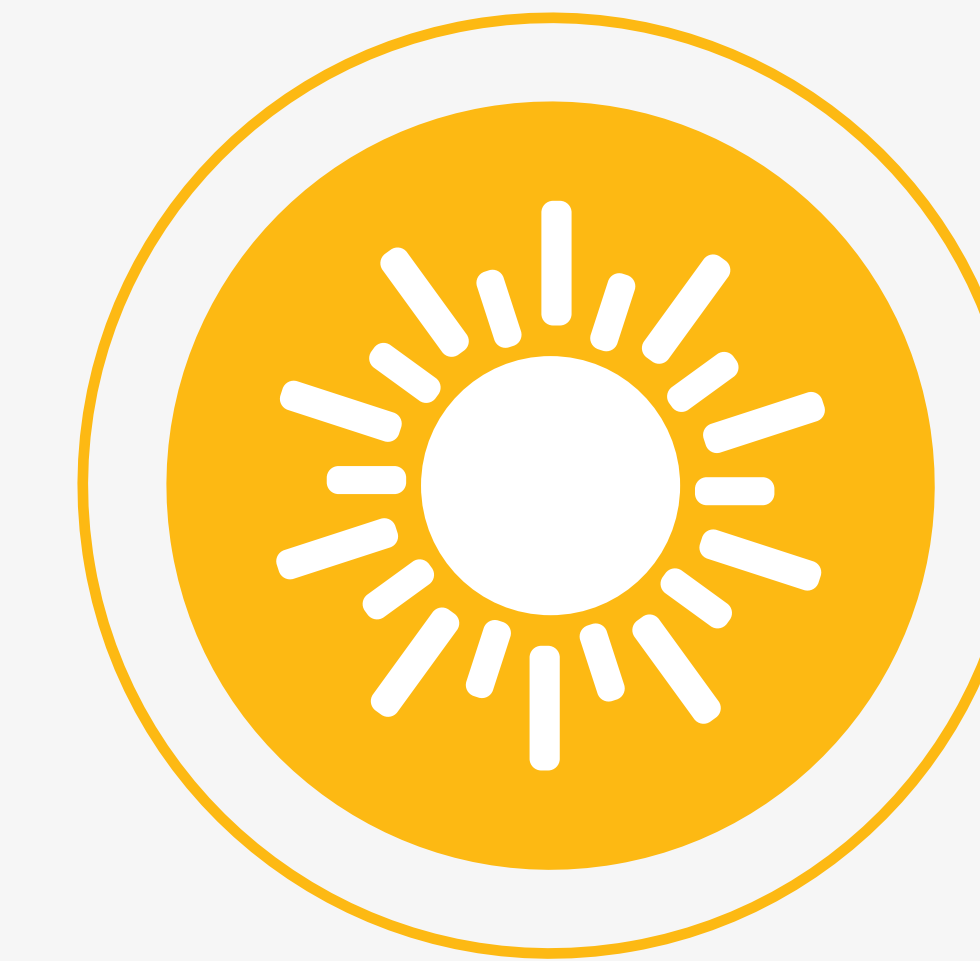


Views

The most prominent view of the Pitt Street North building will be from the east, where it will not be obscured by other buildings. This includes views of the building from Hyde Park. From most vantage points, the building is consistent with the city skyline and the high rise character of the Sydney CBD.

Two residential buildings to the south, 27 Park Street and 197 Castlereagh Street, will have changed views to the north and north-west as a result of the Pitt Street North building. Some apartments in 27 Park Street will see the top portion of the Pitt Street North building where they now see sky.

Views towards Hyde Park, Sydney Harbour or North Head from 27 Park Street will not be impacted. At 197 Castlereagh Street there will be reduced views of Piccadilly Tower, Sydney Tower and the MLC Centre.



Overshadowing

The building will not have any significant overshadowing impacts on the majority of surrounding residential apartments; however it will cause increased overshadowing to lower level residential apartments on the western side of the future building at 201 Elizabeth Street.

The building will also cause increased overshadowing to the northern side of the residential building at 329 Pitt Street and the north and western facing facades of 27 Park Street.

Pitt Street North Environmental Impact Statement



Traffic impacts

Traffic impacts for the Pitt Street North building will also be relatively minor, with provision for about 50 car spaces and loading and servicing facilities.

There are not expected to be any adverse impacts on the performance of the surrounding road network from traffic generation at the site.



Heritage

The Pitt Street North building will have heritage buildings nearby including the Criterion Hotel, the National Building and the Masonic Club.

Significant views to, from or between heritage items will not be reduced or obstructed when compared to the buildings previously on the site.



Mitigation measures

Mitigation measures have been outlined to manage the impacts for each stage of future design development and construction for the Pitt Street South and Pitt Street North buildings.

These mitigation measures include:

- adhering to the principles outlined in the design excellence strategy, including a design that demonstrates quality and best practice against international standards
- strategies to protect and enhance local heritage and ensure the development achieves a positive heritage outcome for the buildings



Hyde Park

- implementing best-practice sustainability initiatives during design and construction, which could include installation of acoustic treatments to internal and external elements of the buildings
- measures to minimise noise and vibration once the buildings are in operation, including reducing noise at the loading docks and any acoustic treatment required for plant and equipment
- wind-tunnel testing to model wind speeds and inform mitigation strategies
- an assessment of building façade treatments and their sun reflection potential on motorists and pedestrians
- development of strategies to mitigate potential privacy impacts on nearby residential apartments
- adherence to recommendations in the traffic impact assessments to mitigate any traffic impacts
- waste management strategies
- site accessibility provisions
- a Construction Environmental Management Framework to identify and mitigate construction impacts - this will include mitigation measures to manage noise, vibration, dust and traffic.

Pitt Street South Environmental Impact Statement

The Environmental Impact Statement for Pitt Street South contains information about the proposed buildings above the new metro station at Pitt Street, as well as an assessment of possible environmental impacts. This is a summary of the key aspects of the Environmental Impact Statement.



The building

The concept includes a 35-storey building that will integrate with the metro station below. The building will include up to 16,250 square metres of office space and 11 car spaces, or up to 159 residential apartments and 34 car spaces.



Views

The most prominent long-distance views of the proposed envelope will be from the east, where the building will not be obscured by other buildings. The building is well suited to the surrounding context and will not interrupt any key public view corridors across the Sydney CBD.

Some of the apartments in the Princeton Apartments, Century Towers and the future Greenland Centre residential apartment buildings will have changed views, mostly at the mid-rise levels of the buildings.



Overshadowing

The building will not have any significant overshadowing impacts on the majority of surrounding residential apartments; however it will cause increased overshadowing of some units on the northern side of the Princeton Apartments.

These impacts were addressed at the time of the Princeton Apartments development. The original building approval for the Princeton Apartments required that potential occupants with north facing windows be notified that views and sun access from those windows will be affected by any development on the proposed site.

Pitt Street South Environmental Impact Statement



Traffic impacts

Traffic impacts for the Pitt Street South building will be relatively minor, with provision for about 34 car spaces and loading and servicing facilities.

There are not expected to be any adverse impacts on the performance of the surrounding road network from traffic generation at the site.



Heritage

The Pitt Street South building will have heritage buildings nearby including the Edinburgh Castle Hotel, the Metropolitan Fire Brigade building, the former Speedwell House, the former YMCA building and the former Sydney Water building, now the Primus Hotel.

Significant views to, from or between heritage items will not be reduced or obstructed when compared to the buildings previously on the site.



Mitigation measures

Mitigation measures have been outlined to manage the impacts for each stage of future design development and construction for the Pitt Street South and Pitt Street North buildings.

These mitigation measures include:

- adhering to the principles outlined in the design excellence strategy, including a design that demonstrates quality and best practice against international standards
- strategies to protect and enhance local heritage and ensure the development achieves a positive heritage outcome for the buildings



The Edinburgh Castle Hotel heritage building next to the proposed Pitt Street South integrated station development

- implementing best-practice sustainability initiatives during design and construction, which could include installation of acoustic treatments to internal and external elements of the buildings
- measures to minimise noise and vibration once the buildings are in operation, including reducing noise at the loading docks and any acoustic treatment required for plant and equipment
- wind-tunnel testing to model wind speeds and inform mitigation strategies
- an assessment of building façade treatments and their sun reflection potential on motorists and pedestrians
- development of strategies to mitigate potential privacy impacts on nearby residential apartments
- adherence to recommendations in the traffic impact assessments to mitigate any traffic impacts
- waste management strategies
- site accessibility provisions
- a Construction Environmental Management Framework to identify and mitigate construction impacts - this will include mitigation measures to manage noise, vibration, dust and traffic.

The planning process

What is a concept approval?

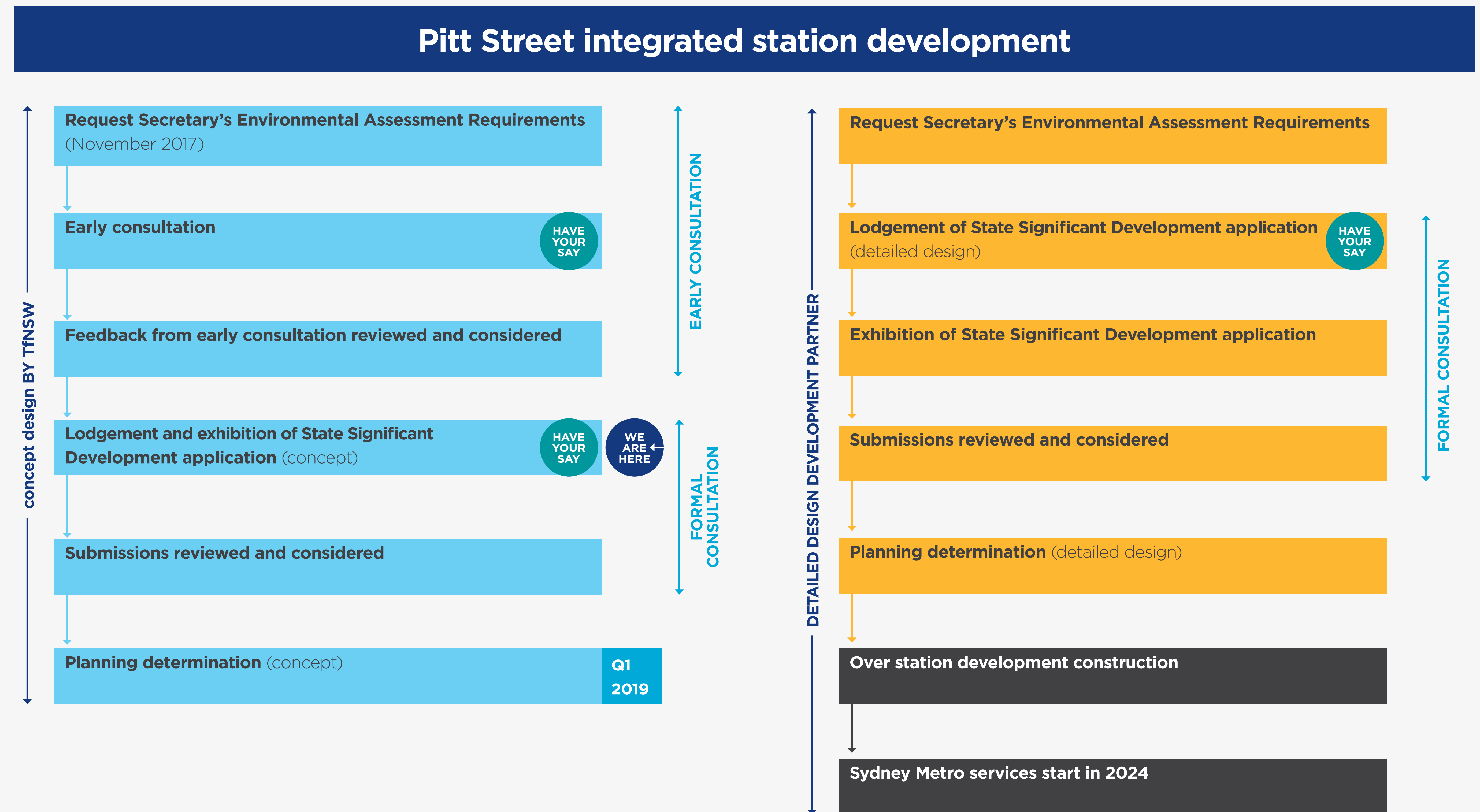
The concept State Significant Development application is the first stage in the planning assessment process. This stage of the approval process includes an assessment of the building envelopes and potential environmental impacts, including height and possible impacts on neighbouring land. The concept application is not sought for any construction or other physical work.

The next stage is to refine and develop the design, including the final architecture for the building. This is called a detailed State Significant Development application.

Following a competitive tender process, Sydney Metro will select a contractor to build the development. This contractor will prepare and submit the detailed State Significant Development applications.

The planning process

Two concept State Significant Development applications, including Environmental Impact Statements, have been submitted to the NSW Department of Planning and Environment, for determination by the NSW Minister for Planning.



Have your say

The community, government agencies and project stakeholders can make a submission on one or both of the concept State Significant Development applications to the NSW Department of Planning and Environment.

At the end of exhibition, the Department will collate submissions and publish them on its website.

If you do not want your name made available to Sydney Metro, or to appear on the Department's website, please clearly state this in your submission(s).

Your submission(s) must reach the NSW Department of Planning and Environment by 12 September 2018 and must include:

1. Your name and address
2. The name of your application
3. The application number(s) that your submission is relevant to:
 - SSD_8876 (Pitt Street South)
 - SSD_8875 (Pitt Street North)**If you wish to comment on both applications you will need to submit two separate submissions.**
4. A brief statement on whether you support or object to the proposal(s)
5. The reasons why you support or object to the proposal(s).

Your submission(s) should be marked **Attention: Director, Key Sites Assessments** and can be sent via:

Website: majorprojects.planning.nsw.gov.au and follow the 'on exhibition' links


Post to: Director, Key Sites Assessments
Department of Planning and Environment
GPO Box 39, SYDNEY, NSW 2001



Contact us

Keeping in touch

For more information visit our website sydnymetro.info or contact us via

 **1800 171 386** 24-hour community information line

 **sydnymetro@transport.nsw.gov.au**

 Sydney Metro, PO Box K659, Haymarket, NSW 1240

Translating and Interpreting Service

If you require the services of an interpreter, please contact the **Translating and Interpreting Service on 131 450** and ask them to call **Sydney Metro on 1800 171 386**. The interpreter will then assist you with translation.

আপনার, একজন দোভাষীর (ইন্টারপ্রেটার) সেবা-সাহায্য আবশ্যিক হলে, অনুগ্রহ করে **১৩১ ৪৫০** নং এ ট্রান্সলেটিং এন্ড ইন্টারপ্রেটিং সার্ভিস এর সাথে যোগাযোগ করুন, এবং **১৮০০ ১৭১ ৩৮৬** নং এ সিডনী মেট্রো কে কল করতে তাদের বলুন। তখন অনুবাদ/ভাষান্তরে, দোভাষী আপনাকে সাহায্য করবে।

如果您需要翻译服务, 请致电131 450 翻译和口译服务, 让他们打 1800 171 386 给悉尼地铁, 翻译员然后将帮助您进行翻译。

Εάν χρειάζεστε τις υπηρεσίες διερμηνέα, παρακαλείσθε να επικοινωνήσετε με την Υπηρεσία Μεταφραστών και Διερμηνέων στο **131 450** και ζητήστε τους να καλέσουν το **Sydney Metro** στο **1800 171 386**. Ο διερμηνέας θα σας βοηθήσει στη μετάφραση.

통역서비스가 필요하시면, 번역 및 통역 서비스 (Translating and Interpreting Service) 전화 **Translating and Interpreting Service on 131 450** 에 연락하시어 Sydney Metro 전화 **1800 171 386** 에 연결해달라고 요청하십시오. 통역관이 통역을 도와 드릴 것입니다.

إذا كنتم بحاجة إلى خدمات مترجم، يرجى الاتصال بخدمة الترجمة الكتابية والشفهية على الرقم **131 450** واطلبوا منهم الاتصال بمترو سيدني على الرقم **1800 171 386**. وبعد ذلك سيقوم المترجم بمساعدتكم في الترجمة.

Nếu quý vị cần dịch vụ thông dịch viên, xin liên lạc **Dịch vụ Thông Phiên Dịch (Translating and Interpreting)** ở số **131 450** và yêu cầu gọi Sydney Metro ở số **1800 171 386**. Sẽ có thông dịch viên giúp cho quý vị việc thông dịch.

यदि आपको दूभाषिए की सेवाओं की जरूरत है, तो कृपया अनुवाद एवं दूभाषिया सेवा (**Translating and Interpreting Service**) से **131 450** पर संपर्क करें और उन्हें सिडनी मेट्रो **1800 171 386** पर कॉल करने का निवेदन करें। फिर दूभाषिया अनुवाद में आपकी मदद करेगा।

Artist's impression Pitt Street Station

EIS OVERVIEW DOCUMENT

APPENDIX G






Pitt Street Over Station Development

CONCEPT STATE SIGNIFICANT DEVELOPMENT APPLICATION
ENVIRONMENTAL IMPACT STATEMENT OVERVIEW

AUGUST 2018



The Pitt Street integrated station development will better connect our global city, with new places to live, work and play in the heart of Sydney.



Sydney Metro is Australia's biggest public transport project. This new stand-alone railway will deliver 31 metro stations and 66 kilometres of new metro rail, revolutionising the way Australia's biggest city travels.

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

Pitt Street Station has been identified as a prime location for an integrated station development.

The Pitt Street integrated station development is made up of Pitt Street Station and two separate building proposals above the new station entries. These buildings will be located on the corner of Pitt and Park streets and on the corner of Pitt and Bathurst streets.

The Pitt Street integrated station development will connect people with employment, transport and some of Sydney's key destinations. It will be a hive of commerce and lifestyle opportunities, with new homes and hotel spaces.

As the new metro station is built underground, the integrated station development can be built above it at the same time. This helps reduce community impacts, and allows for the buildings to be completed close to when Sydney Metro City & Southwest services start in 2024.

Sydney Metro received planning approval for Pitt Street Station in January 2017, and is now seeking two concept State Significant Development approvals for the buildings above the north and the south entrances to the station, these are also known as over station developments.

This overview document highlights key features of Sydney Metro, the Pitt Street integrated station development and concepts for the over station developments above Pitt Street Station. It also summarises important elements of the Environmental Impact Statements for the over station developments. The full concept applications can be downloaded from majorprojects.planning.nsw.gov.au and sydneymetro.info.

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Premier's Message



Sydney Metro is one of the great global infrastructure projects of our times, not only revolutionising the way we get around our great city but also revitalising its potential for decades to come.

This world-scale investment will be a catalyst for growth well into the 21st century – mirroring the city-shaping projects of the great Dr JJC Bradfield of 100 years ago which have served us so well, like the Sydney Harbour Bridge and the underground city railway line.

Today, as Sydney Metro rapidly takes shape, we look to a strong and vibrant future for Australia's biggest city, underpinned by an unprecedented investment in new infrastructure like the \$20 billion-plus Sydney Metro.

Join us as we build tomorrow's Sydney.

A handwritten signature in black ink, appearing to read 'Gladys Berejiklian'.

Gladys Berejiklian MP

Premier of New South Wales

Minister's Message



Sydney's transformation is well and truly underway.

Australia's biggest public transport project is unlocking the potential of the nation's biggest city right before our eyes – 31 stations, 66 kilometres of new metro rail – on a scale comparable to anything being delivered around the world right now.

Sydney Metro is more than just a new mass transit system for tomorrow's Sydney; it's an investment in city-building and nation-building that will not just make getting around our great city faster and easier, but will shape its future potential for generations to come.

Welcome to tomorrow's Sydney – the journey is only just beginning.

A handwritten signature in black ink, appearing to read 'Andrew Constance'.

Andrew Constance MP

Minister for Transport and Infrastructure



The customer is at the centre of the Sydney Metro rail product.

The success of the Sydney Metro program of works relies not only on the step-change which comes with a new-generation metro rail service, but also on its effective integration into Greater Sydney.

The customer is at the centre of the metro rail product; Sydney Metro is delivering a level of transport service never before seen in Australia, but common in global cities.

Revolutionising how we travel

Sydney Metro will evolve with the city it will serve for generations to come.

Global Sydney's population will pass 6 million by 2036; an extra 1.7 million people will progressively move into Australia's biggest city, which will support an extra 840,000 jobs and 680,000 homes.

Sydney Metro will make it easier and faster to get around, boosting economic productivity by bringing new jobs and new educational opportunities closer to home.

Designed with customers at their centre, stations will be quick and easy to get in and out of; trains will be fast, safe and reliable; and technology will keep customers connected at every step of the journey.

A catalyst for growth, Sydney Metro will integrate with new communities and transform existing suburbs and economic centres. Services will start in 2019. Welcome aboard Australia's biggest public transport project.

Key benefits

Metro delivers improved connectivity across multiple levels:

- moving more people faster than ever before
- fast and easy to change to trains, buses, ferries and light rail
- making it fast and easy to move around a growing city
- making a big city better connected
- aligning and integrating with other city-building transport projects
- opening up options for work, education, health care and much more
- taking the guesswork out of travel – no need to plan, just turn up and go.

The biggest urban rail project in Australian history



Northwest

Sydney Metro Northwest alignment

OPEN
2019
↑

13
M

13 stations

P

4000 commuter
car parks

36 kilometres

City & Southwest

Sydney Metro City & Southwest alignment

OPEN
2024
↑

18
M

18 stations

New CBD
connections

30 kilometres,
including under
Sydney Harbour

West

Sydney Metro West study area

SECOND
HALF
2020s
↑

M

Connecting
Parramatta and
Sydney CBDs

Five key
precincts
served

3.2
MILLION

Western Sydney
population,
2036

Sydney Trains suburban network



**Opening
2019**

**Early
planning
underway**

**Opening
2024**

Over station developments

The Pitt Street integrated station development is made up of Pitt Street Station and two separate building proposals above the new station entries. These buildings are over station developments.

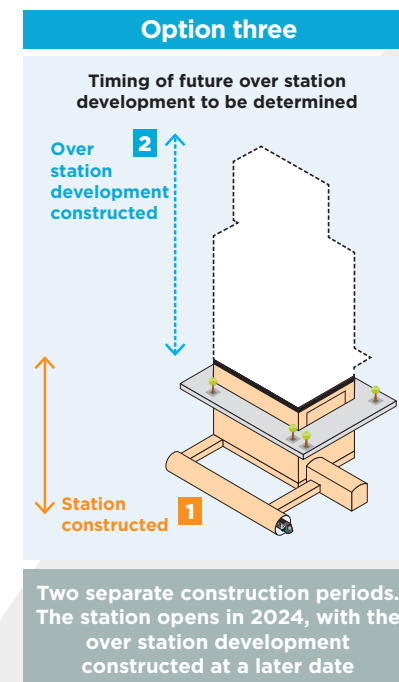
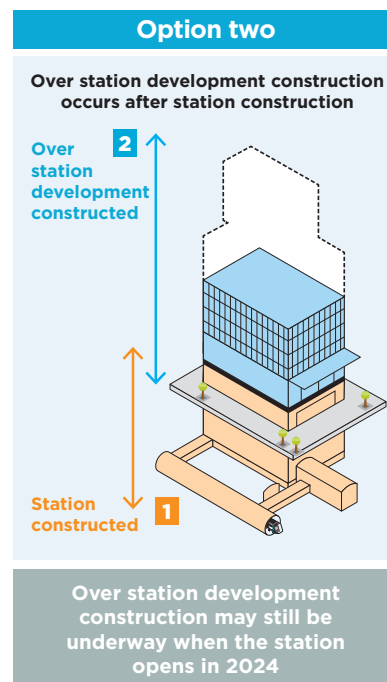
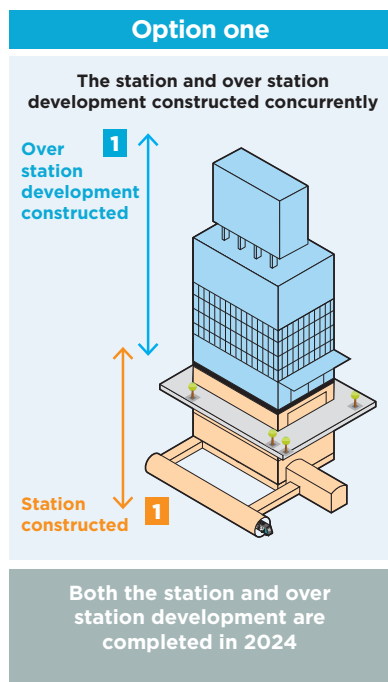
As the new metro stations are built underground, the over station developments can be built above them at the same time. This helps reduce community impacts and the length of time required to deliver the outcomes of integrated station developments. The metro stations have been designed so that work on the over station developments can start while the station construction is underway. This integrated approach means buildings can be completed close to when Sydney Metro City & Southwest services start in 2024.

Staging

Three possible staging options were identified for delivery of the over station development in relation to the metro station below:

- **Option one** – the station and over station development are constructed at the same time by constructing the transfer slab first and then building both the underground station and the building above. Both the station and over station development would be completed in 2024.
- **Option two** – the station is constructed first and ready for operation in 2024. Over station development construction occurs after station construction is completed. This means that over station development construction is likely to still be underway upon opening of the station in 2024.
- **Option three** – the station is constructed first and ready for operation in 2024. The over station development is built at a later stage, with timing yet to be determined. This creates two distinct construction periods for the station and over station development.

Option one is preferred because it delivers the integrated development at the earliest date and minimises construction impacts.



Excellence in design

Design excellence principles will support the placemaking and urban design requirements of integrated station developments.



New city icons

- Development that shapes Sydney's growth and identity
- Contributing to Sydney's reputation for design excellence
- Leaving a lasting legacy



Vibrant public places

- Welcoming and inclusive places for social and cultural interaction
- Opportunities to create places and buildings that celebrate Sydney's culture and values
- Contributing to the vibrant and accessible streets and open spaces around stations



Integrated and inclusive

- Maximising opportunities for land use and transport integration
- Meeting the increasing demand for well-located residential, commercial, retail and community precincts
- Contributing to economic growth through appropriate land use outcomes
- Supporting opportunities for the expansion, improvement and activation of public open spaces



Designed for the future

- Buildings and surrounding spaces will be of the highest quality, exceeding community expectations now and into the future
- New infrastructure and public spaces will be durable, hard wearing and easy to maintain
- Sustainability will be embedded into initiatives



Safety and accessibility

- Day and night-time activation will make precincts vibrant, including safe access
- A sense of security will ensure people can see and be seen

Reimagining the heart of the city

Sydney's new midtown

The Pitt Street integrated station development will provide a community and commercial office hub that is vibrant, attractive and accessible.

It will bring culture, commerce and community to the heart of the city centre and will connect with public spaces designed for socialising, walking or cycling.

Pitt Street integrated station development will be a destination on its own, bringing people together in an easy and connected way, all within minutes of some of Sydney's key destinations.

Attracting visitors, new employment and lifestyle opportunities, it will enhance our city's liveability and boost our local economy.

A new international standard of place

We now have an exciting opportunity to use global best practice and innovative design to create a new sense of place for this prime central business district (CBD) location.

Our specialist team is drawing inspiration from some of the most memorable city shaping global projects, including CIBC Square in Toronto, Hudson Yards in New York and Paddington Station in London.

What is placemaking?

Placemaking is a people-centred approach to planning and designing urban precincts. It strengthens the connection between people and the places they share. Placemaking brings together the physical, cultural and social aspects that define a place.

Pitt Street integrated station development will be a vibrant place that will help to strengthen communities, attract investment and enhance liveability.

It will also be a dynamic new place that will integrate with nearby restaurants, green spaces, plazas, buildings and other public spaces to invite greater community interaction.

A centre for opportunity

The Pitt Street integrated station development will be more than somewhere to catch the train – it will be a thriving and welcoming hub for everyone to enjoy.

Through a range of potential uses – residential, hotel, and office spaces – the buildings above the Pitt Street metro station will attract investment and provide new employment opportunities.

The buildings will provide up to 1800 ongoing jobs, all within easy reach of frequent accessible transport. Residents and visitors will enjoy all of the services and places that the CBD has on offer.

“ The Sydney CBD is set to undergo a major transformation and Sydney Metro is the catalyst for the revitalisation of the heart of the city. A new metro precinct at Pitt Street sets the stage for fresh investment, creating a dynamic new place where people will want to be – unlocking opportunities for future generations. ”

Patricia Forsythe, Executive Director, Sydney Business Chamber



Pitt Street integrated station development



2 Minutes to **CENTRAL**



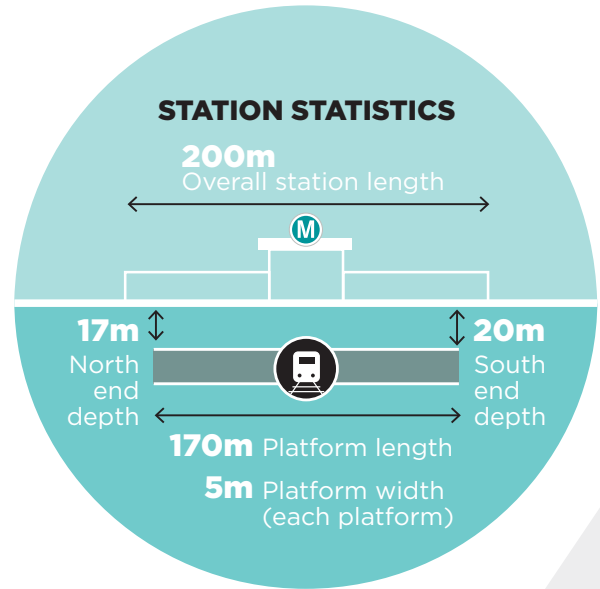
4 Minutes to **BARANGAROO**



7 Minutes to **VICTORIA CROSS**

00:04

A train every four minutes in the peak - with ultimate capacity for a train every two minutes in each direction



9400 PEOPLE
will move through Pitt Street Station in the morning peak

UP TO 1800 PERMANENT JOBS

UP TO 600 NEW HOMES

200

UP TO 200 HOTEL ROOMS

Nearby transport interchanges



Pitt Street North and Pitt Street South

There are two concept proposals for above Pitt Street Station - one on the corner of Park and Pitt streets at the northern entry to Pitt Street Station and one on the corner of Bathurst and Pitt streets at the southern entry to Pitt Street Station.

These sites are referred to as Pitt Street North and Pitt Street South. Each concept proposal is being assessed separately and has its own State Significant Development application and Environmental Impact Statement.

The buildings have been designed to be in keeping with the surrounding city scape and current development proposals for the city. The buildings will blend with the city skyline now and into the future.

Proposal A is an indicative design for a building to fit within the proposed building envelope, which is the subject of the Pitt Street South concept State Significant Development application.

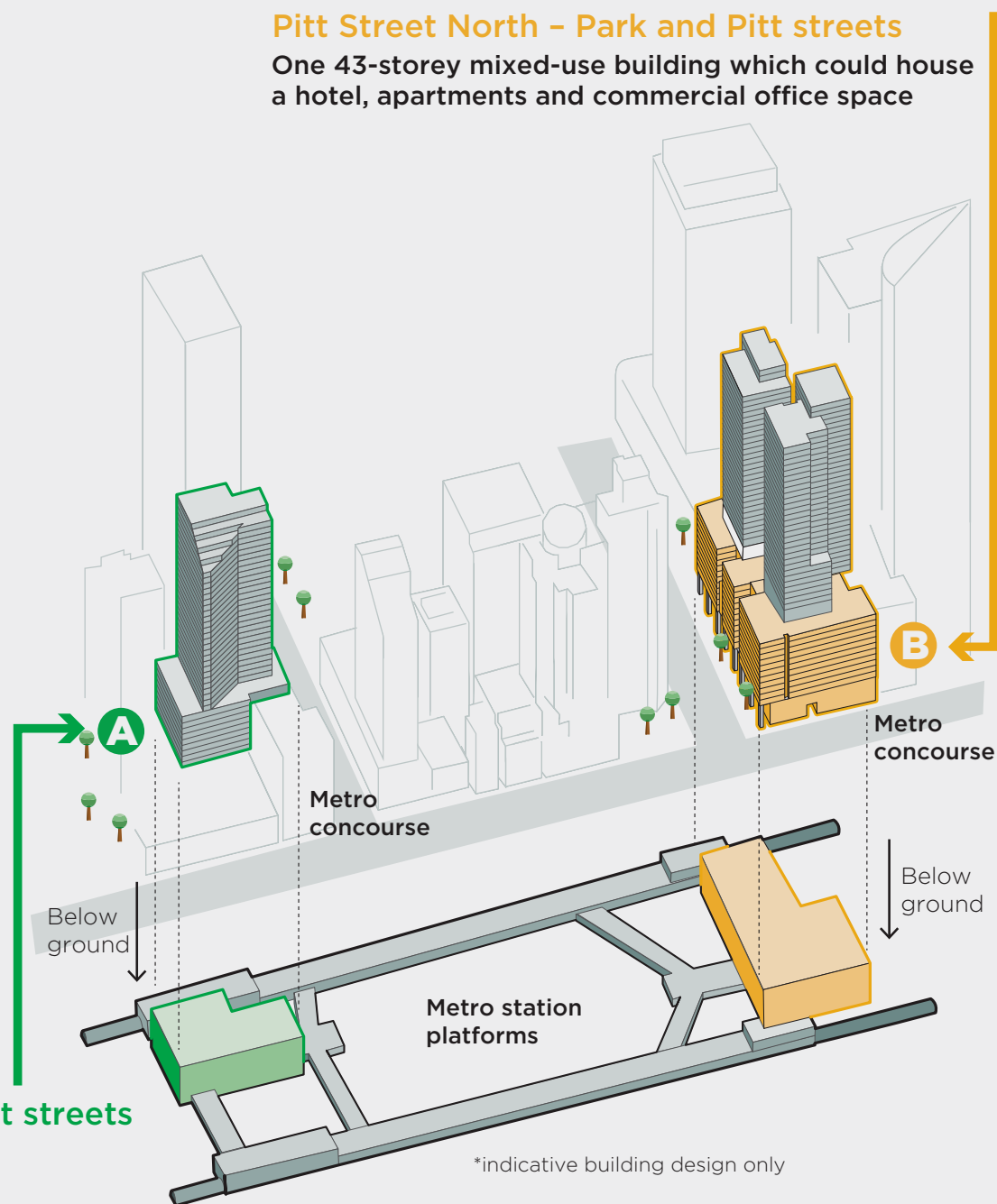
Proposal B is an indicative design for a building to fit within the proposed building envelope, which is the subject of the Pitt Street North concept State Significant Development application.

Pitt Street South – Bathurst and Pitt streets

One 35-storey building which could house apartments or commercial office space

Pitt Street North – Park and Pitt streets

One 43-storey mixed-use building which could house a hotel, apartments and commercial office space



Pitt Street concept proposals

Proposed Pitt Street South
integrated station development

Approved buildings being delivered in
the immediate area by unrelated parties

A





Proposed Pitt Street North integrated station development

B



A

Pitt Street South

One 35-storey building which could house apartments or commercial office space



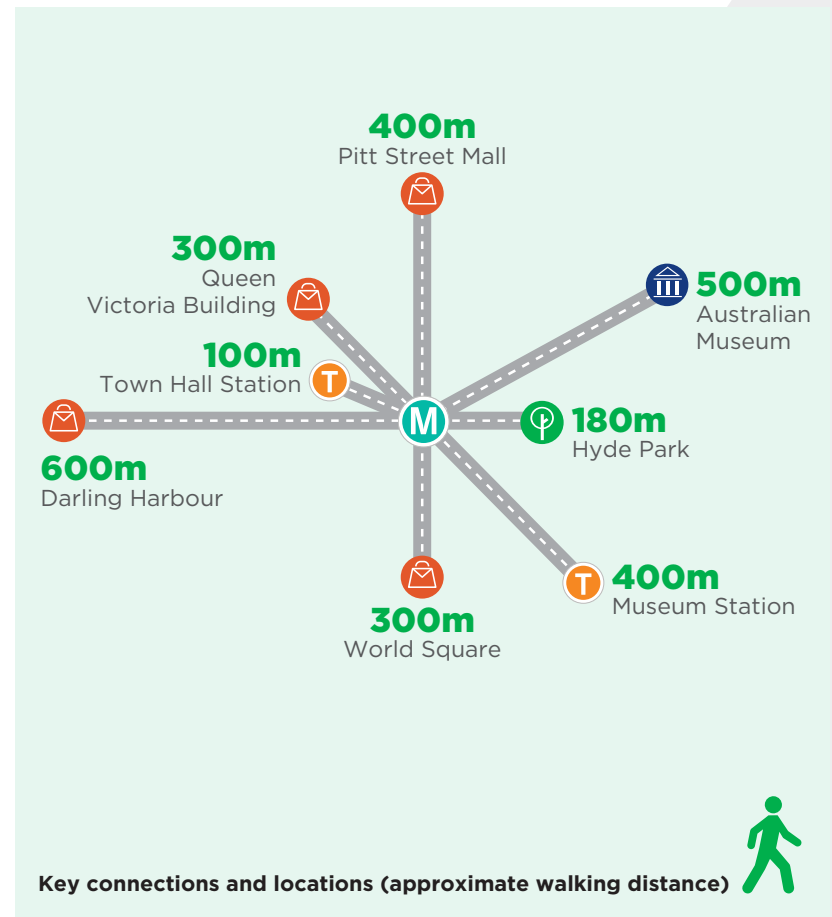
B

Pitt Street North

One 43-storey mixed-use building which could house a hotel, apartments and commercial office space

Pitt Street South

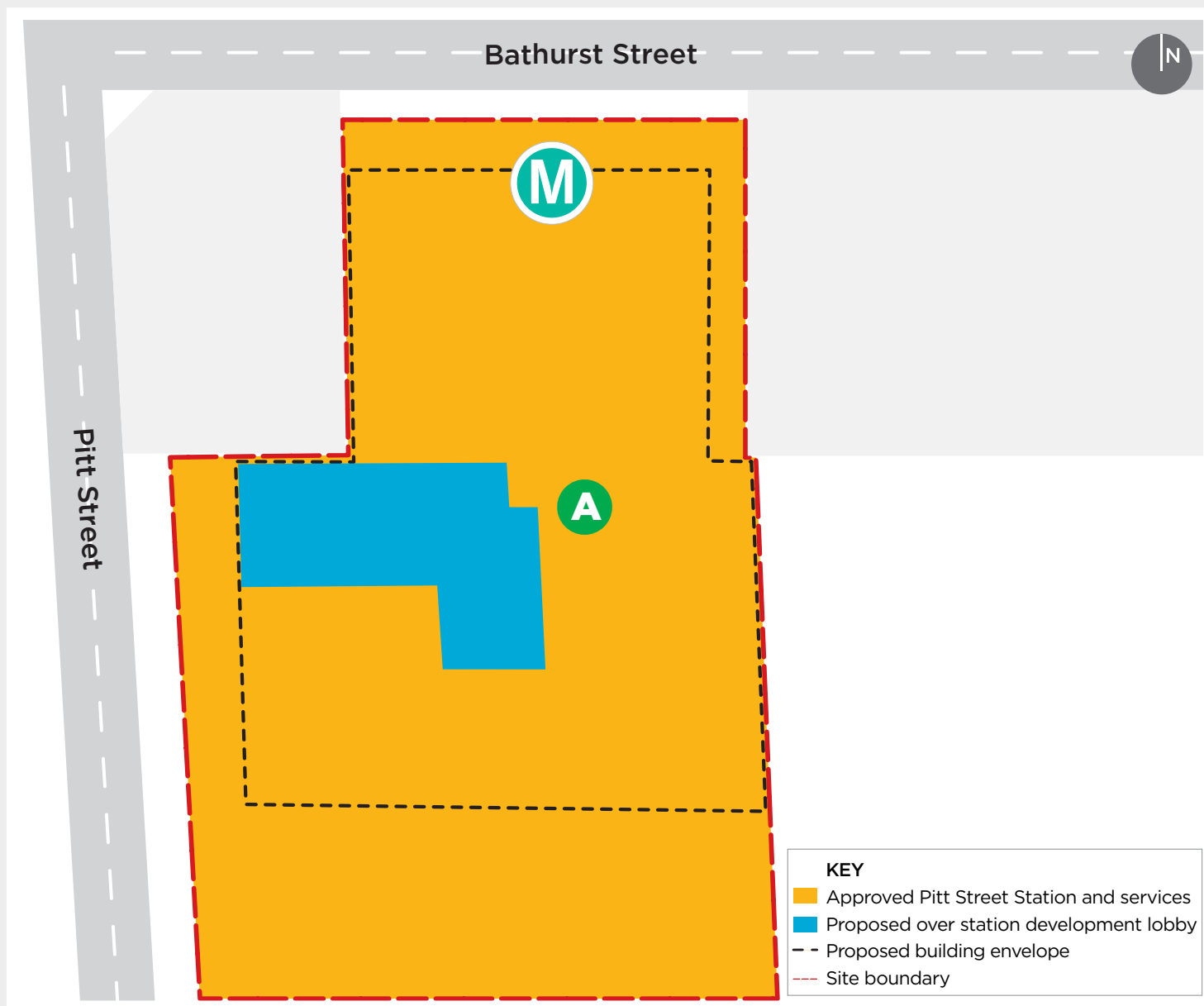
Bathurst and Pitt streets





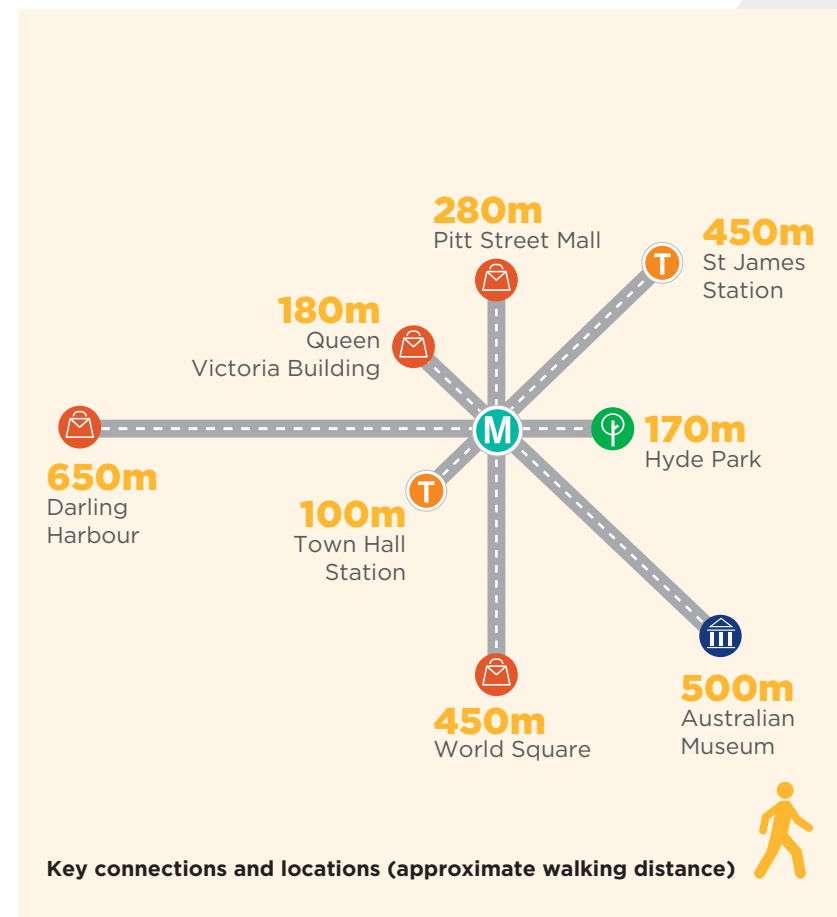
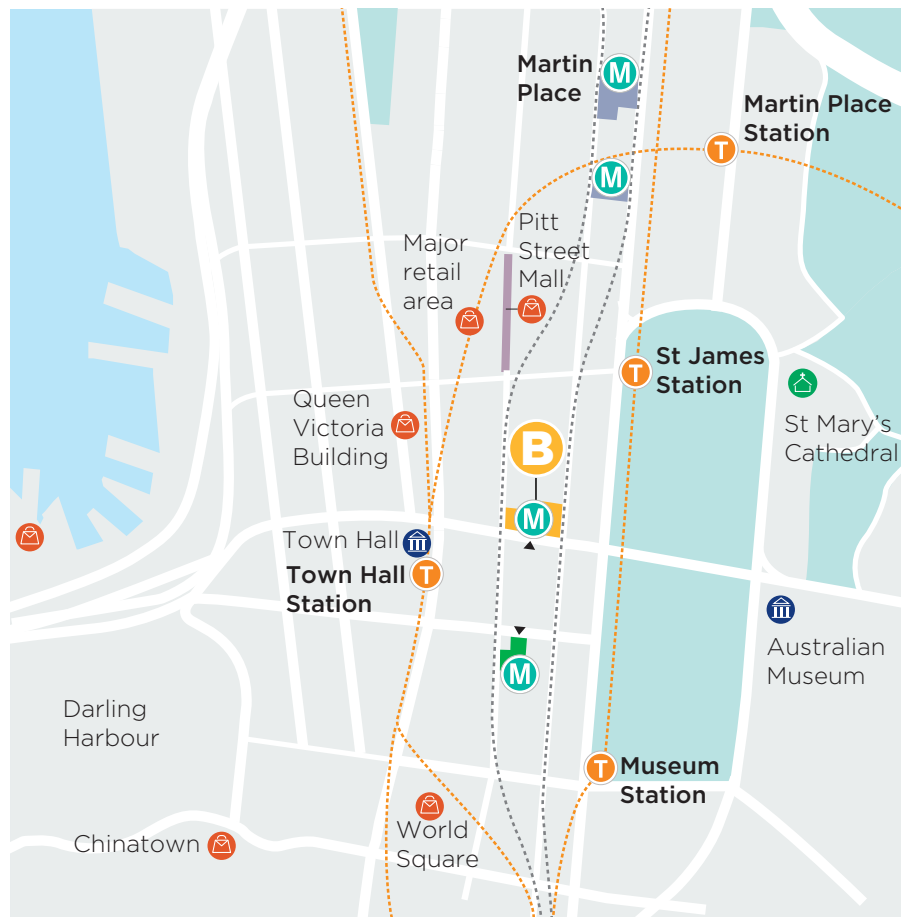
Proposed height and uses - Pitt Street South

One 35-storey building which could house apartments or commercial office space



Pitt Street North

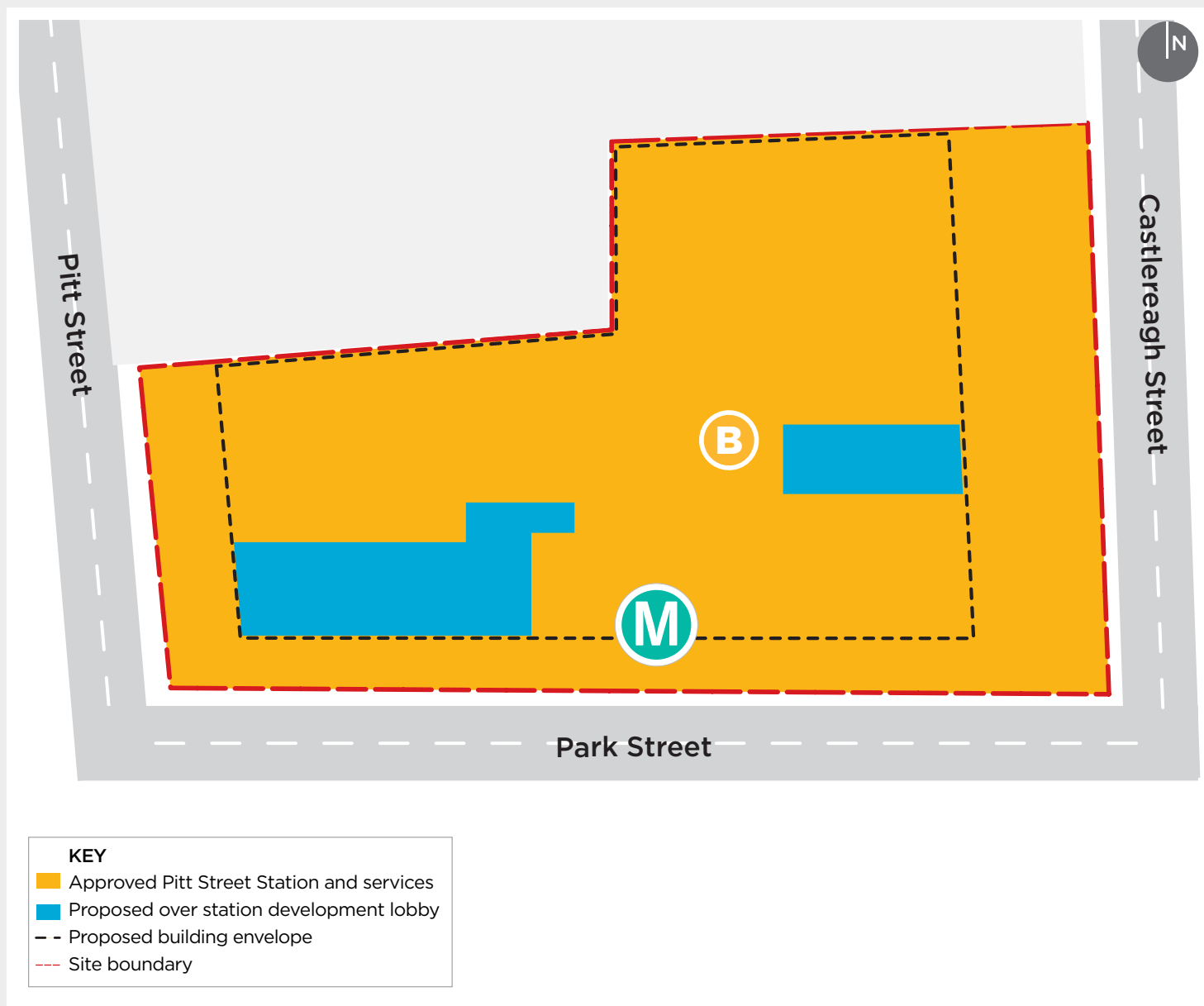
Park and Pitt streets





Proposed height and uses - Pitt Street North

One 43-storey mixed-use building which could house a hotel, apartments and commercial office space



KEY

- Approved Pitt Street Station and services
- Proposed over station development lobby
- Proposed building envelope
- Site boundary

What are the Environmental Impact Statements about?

The Environmental Impact Statements for Pitt Street South and Pitt Street North contain information about the proposed buildings above the new metro station at Pitt Street, as well as an assessment of possible environmental impacts. This document outlines the key aspects of the Environmental Impact Statements.

The buildings and location

The building envelopes have been designed to minimise overcrowding of the city skyline and contribute to the creation of a quality precinct in the Sydney CBD.

Building materials and architectural elements for both locations will be considered and developed as part of the detailed design.

Pitt Street South

The concept includes a 35-storey building that will integrate with the metro station below. The building will include up to 16,250 square metres of office space and 11 car spaces, or up to 159 residential apartments and 34 car spaces.

The building will be located on the southern portion of the block at the intersection of Pitt and Bathurst streets in an L-shape, to exclude the area above the heritage-listed Edinburgh Hotel. Frontages will be on Pitt Street and Bathurst Street. Refer to page 17 to see the layout.

Pitt Street North

The concept includes a 43-storey mixed use building that will integrate with the metro station below. Building uses will include up to 1,500 square metres of office space, up to 300 apartments and up to 200 hotel rooms.

The building will be located at the southern portion of the block between Pitt, Park and Castlereagh streets, occupying the full block width at the south. Refer to page 19 to see the layout.

Views

View impacts comply with the applicable planning controls including the Sydney Local Environmental Plan. View sharing principles have been considered when designing the buildings, and both buildings will be appropriately set back from adjoining properties. It should be noted that there are no provisions for new buildings to fully maintain private residential views and view changes outlined below are in keeping with the context of the Sydney CBD.

Pitt Street South

The most prominent long-distance views of the proposed envelope will be from the east, where the building will not be obscured by other buildings. The building is well suited to the surrounding context and will not interrupt any key public view corridors across the Sydney CBD.

Some of the apartments in the Princeton Apartments, Century Towers and the future Greenland Centre residential apartment buildings will have changed views, mostly at the mid-rise levels of the buildings.

Pitt Street North

The most prominent view of the Pitt Street North building will be from the east, where it will not be obscured by other buildings. This includes views of the building from Hyde Park. From most vantage points, the building is consistent with the city skyline and the high rise character of the Sydney CBD.

Two residential buildings to the south, 27 Park Street and 197 Castlereagh Street, will have changed views to the north and north-west as a result of the Pitt Street North building.

Some apartments in 27 Park Street will see the top portion of the Pitt Street North building where they now see sky.

Views towards Hyde Park, Sydney Harbour or North Head from 27 Park Street will not be impacted. At 197 Castlereagh Street there will be reduced views of Piccadilly Tower, Sydney Tower and the MLC Centre.

Overshadowing of public open spaces

A key focus in the concept design has been to minimise overshadowing on public spaces, including Hyde Park.

Overshadowing from both buildings will comply with the sun access plane provisions under the Sydney Local Environmental Plan. This means overshadowing impacts on Hyde Park will be minimised and sun in the park will be maintained during mid-winter and other times of the year.

Overshadowing of nearby buildings

The buildings comply with conditions under the Sydney Local Environmental Plan, and both buildings will be appropriately set back from adjoining properties. New buildings are not required to fully maintain sun to adjoining properties, and changes outlined below are in keeping with the context of the Sydney CBD.

Pitt Street South

The building will not have any significant overshadowing impacts on the majority of surrounding residential apartments; however it will cause increased overshadowing of some units on the northern side of the Princeton Apartments.

These impacts were addressed at the time of the Princeton Apartments development. The original building approval for the Princeton Apartments required that potential occupants with north facing windows be notified that views and sun access from those windows will be affected by any development on the proposed site.

Pitt Street North

The building will not have any significant overshadowing impacts on the majority of surrounding residential apartments; however it will cause increased overshadowing to lower level residential apartments on the western side of the future building at 201 Elizabeth Street.

The building will also cause increased overshadowing to the northern side of the residential building at 329 Pitt Street and the north and western facing facades of 27 Park Street.



Heritage

The buildings are located in close proximity to a number of heritage items. Significant views to, from or between heritage items will not be reduced or obstructed when compared to the buildings previously on the sites.

Pitt Street South

The Pitt Street South building will have heritage buildings nearby including the Edinburgh Castle Hotel, the Metropolitan Fire Brigade building, the former Speedwell House, the former YMCA building and the former Sydney Water building, now the Primus Hotel.

Pitt Street North

The Pitt Street North building will have heritage buildings nearby including the Criterion Hotel, the National Building and the Masonic Club.

Traffic

There are not expected to be any adverse impacts on the performance of the surrounding road network from traffic generation at either site.

Pitt Street South

Traffic impacts for the Pitt Street South building will be relatively minor, with provision for about 34 car spaces and loading and servicing facilities.

Pitt Street North

Traffic impacts for the Pitt Street North building will also be relatively minor, with provision for about 50 car spaces and loading and servicing facilities.

Environmental sustainability

Both concept proposals include a sustainability strategy outlining energy efficient lighting and devices, energy and water monitoring systems, the use of recycled building materials, and the use of responsible construction practices.

Wind

There are no expected impacts on existing wind speeds and conditions at ground level as a result of the new buildings. The buildings are therefore considered appropriate for pedestrian comfort and safety from wind.

Strategies for wind mitigation will form part of the detailed designs, including a process for wind tunnel testing.

Noise and vibration

An acoustic assessment has been undertaken for both buildings and this demonstrates that impacts both to and from the buildings will be able to be sufficiently mitigated.

The acoustic performance of the buildings will be considered further as part of the detailed design phases.

Public art

A public art strategy will be developed during detailed design to improve the travel experience for customers. Public art will be commissioned based on standards of excellence and innovation, integrity of work, relevance to the site contexts and consistency with planning policies and Sydney Metro and City of Sydney strategies.

The Environmental Impact Statements for each proposal also consider a number of other environmental aspects including:

- building form and setbacks
- streetscape and public domain
- integration with Sydney Metro infrastructure
- impact on rail infrastructure
- transport and accessibility
- parking and pedestrian impacts
- design excellence
- airspace for Sydney Airport
- utilities, infrastructure and services
- stormwater and flooding
- construction impacts
- crime prevention through environmental design.

Mitigation measures

Mitigation measures have been outlined to manage the impacts for each stage of future design development and construction for the Pitt Street South and Pitt Street North buildings.

These mitigation measures include:

- adhering to the principles outlined in the design excellence strategy, including a design that demonstrates quality and best practice against international standards
- strategies to protect and enhance local heritage and ensure the development achieves a positive heritage outcome for the buildings
- implementing best-practice sustainability initiatives during design and construction, which could include installation of acoustic treatments to internal and external elements of the buildings
- measures to minimise noise and vibration once the buildings are in operation, including reducing noise at the loading docks and any acoustic treatment required for plant and equipment
- wind-tunnel testing to model wind speeds and inform mitigation strategies
- an assessment of building façade treatments and their sun reflection potential on motorists and pedestrians
- development of strategies to mitigate potential privacy impacts on nearby residential apartments
- adherence to recommendations in the traffic impact assessments to mitigate any traffic impacts
- waste management strategies
- site accessibility provisions
- a Construction Environmental Management Framework to identify and mitigate construction impacts – this will include mitigation measures to manage noise, vibration, dust and traffic.



Working with the community

Community consultation

In 2017, the community was invited to participate in early engagement for the Pitt Street integrated station development via the following communication methods:

- 10,500 invitations were sent to the local community, inviting people to a community information session in November 2017
- five advertisements were placed in newspapers - *The Australian Chinese Daily*, *The Sydney Morning Herald*, *The Mosman Daily*, *The North Shore Times* and *The Central Courier*
- a media release, website forums and Facebook were also used to communicate the concept proposal and invite the community to give feedback.

A total of 36 people attended the information session.

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.

Information on how to provide feedback on each of the concept State Significant Development applications is provided on pages 28-29 of this booklet.

Place managers working with the community

Sydney Metro has dedicated community relations specialists called place managers. Their role is to act as the single contact person between directly affected members of the community and the project team.

Our place managers will continue to play a vital role in maintaining close and ongoing contact with local communities and stakeholders during the design and delivery of Sydney Metro.

They can be contacted on the community information line **1800 171 386** or via the project email **sydneymetro@transport.nsw.gov.au**.





Planning process

What is a concept approval?

The concept State Significant Development application is the first stage in the planning assessment process. This stage of the approval process includes an assessment of the building envelopes and potential environmental impacts, including height and possible impacts on neighbouring land. The concept application is not sought for any construction or other physical work.

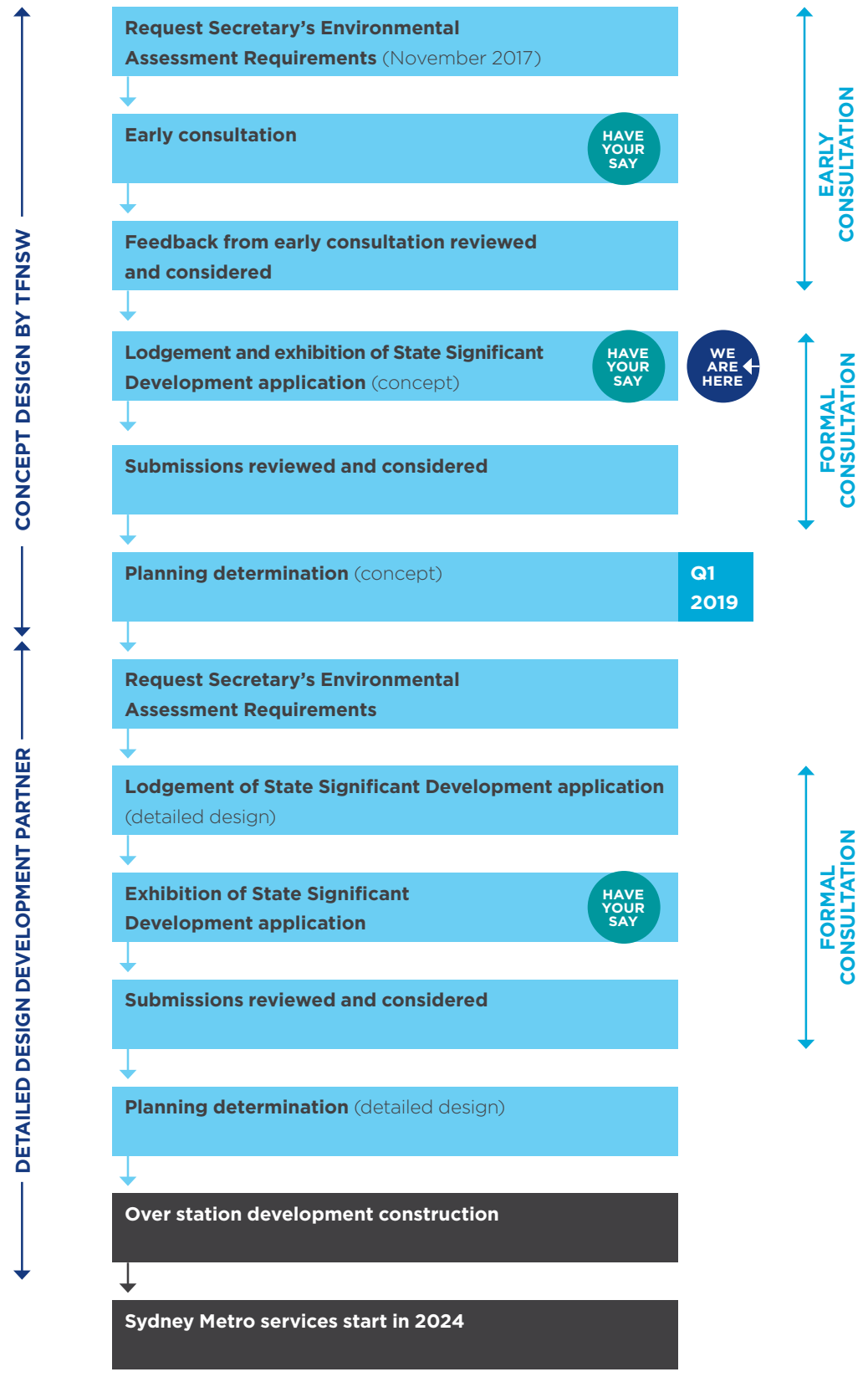
The next stage is to refine and develop the design, including the final architecture for the building. This is called a detailed State Significant Development application.

Following a competitive tender process, Sydney Metro will select a contractor to build the development. This contractor will prepare and submit the detailed State Significant Development applications.

The planning process

Two concept State Significant Development applications, including Environmental Impact Statements, have been submitted to the NSW Department of Planning and Environment, for determination by the NSW Minister for Planning. The planning process is outlined on page 27.

Pitt Street integrated station development



Have your say

The concept State Significant Development applications for both Pitt Street South and Pitt Street North are on public exhibition until 12 September 2018.

The community, government agencies and project stakeholders can make a submission on one or both of the concept State Significant Development applications to the NSW Department of Planning and Environment. At the end of exhibition, the Department will collate submissions and publish them on its website.

It is the NSW Department of Planning and Environment's policy to also place a copy of your submission(s) on their website. If you do not want your name made available to Sydney Metro, or to appear on the Department's website, please clearly state this in your submission(s).

Your submission(s) must reach the NSW Department of Planning and Environment by 12 September 2018 and must include:

1. Your name and address
2. The name of your application
3. **The application number(s) that your submission is relevant to:**
 - **SSD_8876 (Pitt Street South)**
 - **SSD_8875 (Pitt Street North)**

If you wish to comment on both applications you will need to submit two separate submissions.

4. A brief statement on whether you support or object to the proposal(s)
5. The reasons why you support or object to the proposal(s).

Your submission(s) should be marked Attention: Director, Key Sites Assessments and can be sent via:

Website:
majorprojects.planning.nsw.gov.au
and follow the 'on exhibition' links

Post to:
Key Sites Assessments
Department of Planning and Environment
GPO Box 39, SYDNEY, NSW 2001

Anyone lodging submissions must declare reportable political donations (including donations of \$1000 or more) made in the previous two years.

For more details, and a disclosure form, go to **planning.nsw.gov.au/donations**.

All submissions and information obtained during the public exhibition period will be used in accordance with the *Privacy Act 1988*. All submissions received are regarded as public documents and any information contained in them can be published in subsequent assessment documents.

Copies of the submissions received may be issued to interested parties. If the author of a submission does not wish for the information to be distributed, this needs to be clearly stated in the submission.

For enquiries, please contact the NSW Department of Planning and Environment:

Phone: **1300 305 695**
Email: **information@planning.nsw.gov.au**

Following exhibition, issues raised in these submissions will be summarised in submissions reports. Sydney Metro will consider the issues raised, and may make changes to one or both concepts as a result of submissions. The Minister for Planning will then make a decision about whether to approve each concept State Significant Development application.

If the over station developments proceed, consultation with key stakeholders and the community will continue during the preparation and assessment of the detailed State Significant Development applications, and the construction and operation phases. This ongoing engagement process will play an important role in reducing the potential impacts and enhancing the benefits for all stakeholders.

Where to view the concept State Significant Development applications

Each Environmental Impact Statement and its accompanying documents may be viewed on the NSW Department of Planning and Environment website:

majorprojects.planning.nsw.gov.au and **sydneymetro.info**

You can also view the documents at:

City of Sydney Council

Town Hall House
Level 2, 456 Kent Street
Sydney NSW

Customs House

31 Alfred Street
Sydney NSW

Community information sessions

The project team has organised community drop-in sessions where displays and information about each Environmental Impact Statement will be available.

You are invited to attend these sessions and meet expert members of the project team who will be there to answer any questions you may have.

There is no need to make a booking – and you can call in at any time.

Date and time	Location
Tuesday, 28 August 2018 11am–2pm	Wesley Conference Centre 220 Pitt Street, Sydney
Thursday, 30 August 2018 4–7pm	Primus Hotel 339 Pitt Street, Sydney
Tuesday, 4 September 2018 11am–2pm	Primus Hotel 339 Pitt Street, Sydney
Thursday, 6 September 2018 4–7pm	Wesley Conference Centre 220 Pitt Street, Sydney





Contact us

Keeping in touch

For more information visit our website sydneymetro.info or contact us via:

Sydney Metro



1800 171 386 24-hour community information line



sydneymetro@transport.nsw.gov.au



Sydney Metro, PO Box K659,
Haymarket, NSW 1240



If you need an interpreter, call
Translating and Interpreting Services
National on **131 450** and ask them
to call **1800 171 386**



Translating and Interpreting Service

If you require the services of an interpreter, please contact the **Translating and Interpreting Service on 131 450** and ask them to call **Sydney Metro on 1800 171 386**. The interpreter will then assist you with translation.

আপনার, একজন দোভাষার (হস্তারপ্রচার) সেবা-সাহায্য আবশ্যিক হলে, অনুগ্রহ করে **১৩১ ৪৫০** নং এ ট্রান্সলেটিং এন্ড ইন্টারপ্রেটিং সার্ভিস এর সাথে যোগাযোগ করুন, এবং **১৮০০ ১৭১ ৩৮৬** নং এ সিডনী মেট্রো কে কল করতে তাদের বলুন। তখন অনুবাদ/ ভাষান্তরে, দোভাষী আপনাকে সাহায্য করবে।

如果您需要翻译服务, 请致电131 450 翻译和口译服务, 让他们打 1800 171 386 给悉尼地铁, 翻译员然后将帮助您进行翻译。

Εάν χρειάζεστε τις υπηρεσίες διερμηνείας, παρακαλείστε να επικοινωνήσετε με την **Υπηρεσία Μεταφραστών και Διερμηνέων** στο **131 450** και ζητήστε τους να καλέσουν το **Sydney Metro** στο **1800 171 386**. Ο διερμηνέας θα σας βοηθήσει στη μετάφραση.

통역서비스가 필요하시면, 번역 및 통역 서비스 (Translating and Interpreting Service) 전화 **Translating and Interpreting Service on 131 450** 에 연락하시어 **Sydney Metro 전화 1800 171 386** 에 연결해달라고 요청하십시오. 통역관이 통역을 도와 드릴 것입니다.

إذا كنتم بحاجة إلى خدمات مترجم، يرجى الاتصال بخدمة الترجمة الكتابية والشفهية على الرقم **131 450** واطلبوا منهم الاتصال بمركز سيدني على الرقم **1800 171 386**. وبعد ذلك سيقوم المترجم بمساعدتكم في الترجمة.

Nếu quý vị cần dịch vụ thông dịch viên, xin liên lạc **Dịch vụ Thông Phiên Dịch** (Translating and Interpreting) ở số **131 450** và yêu cầu gọi Sydney Metro ở số **1800 171 386**. Sẽ có thông dịch viên giúp cho quý vị việc thông dịch.

यदि आपको दुभाषिए की सेवाओं की ज़रूरत है, तो कृपया अनुवाद एवं दुभाषिया सेवा (**Translating and Interpreting Service**) से **131 450** पर संपर्क करें और उन्हें सिडनी मेट्रो **1800 171 386** पर को फोन करने का निवेदन करें। फिर दुभाषिया अनुवाद में आपकी मदद करेगा।

Pitt Street



Pitt Street Station entrance





Printed on environmentally responsible paper made Carbon Neutral. The greenhouse gas emission of the manufacturing process has been independently certified by the FSC® and is manufactured from Recycled paper in a process Chlorine free (PCF) environment under the ISO 14001 environmental management system.

Information in this document has been prepared in good faith and is correct at the time of printing. August 2018.

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SUMMARY OF ISSUES RAISED AT COMMUNITY INFORMATION SESSIONS

APPENDIX H

Appendix H – summary of issues raised at Community Information Sessions

During the community information sessions held by Sydney Metro (i.e. during the exhibition of the EIS), the following key issues were raised by the attendees:

- General project information
- Connections existing stations & Metro station
- OSD & design
- Station link
- Sydney Metro West

The sentiments of the attendees in relation to these key issues have been captured in the table below.

General project information	<ul style="list-style-type: none"> • Alignment: It was suggested that the alignment would be better placed in areas without functioning train to divert commuters away from the CBD which is already congested • Completion dates: Questions were asked about the completion date for the overall metro and integrated station development.
Connections existing stations & Metro station	<ul style="list-style-type: none"> • Pedestrian connections: Concerns were raised about the need to upgrade street level pedestrian connections to accommodate more people. • Underground pedestrian concourse: General question where raised about underground connections to Town Hall and exiting nearby stations, and between Pitt Street North and South Metro stations • Station entry at Pitt St South: Questions were asked seeking to clarify the location of the entry to Pitt St south • Public open space: Feedback was given about the need for public places to sit near the station and around the precinct
OSD & design	<ul style="list-style-type: none"> • Built form: Comments were made about the need for interesting and inspiring buildings in the CBD • Scale: Question were asked about the overall size and scale of the developments in comparison with other buildings in the area • Timing/concept of OSD: Questions were asked about the timing of the OSD relative to the rest of the station • Land uses: Questions were asked about proposed land use and if these had been confirmed • Ground floor retail: Suggestions were made to incorporate ground floor retail like in Tokyo to activate street frontages • Princeton Apartments: Concerns were raised about

	<p>the potential impacts of the proposal on the amenity of residents in Princeton Apartments, particularly apartments at the lower levels with north facing windows.</p> <ul style="list-style-type: none"> • Value capture: Questions were asked about building development funding, and if the purpose of the over station development was to fund the metro • Connectivity: Questions were asked if there was direct access to platforms from buildings above the station • Operational impacts: Questions were asked about operational impacts such as waste removal, building servicing. • Construction Questions were asked about operational impacts such as waste removal, building servicing. • Heights: Questions were asked how the heights of the building were determined, and if sun access plane was considered
Station link	<ul style="list-style-type: none"> • ECRL closure: Questions were asked about the length of time of the closure, what alternative mode of transportation were provided, the frequency / timetable, and the route of the buses.
Sydney Metro West	<ul style="list-style-type: none"> • Link with Metro West: Questions were asked about the link between Metro West and Metro C&SW at its location. • Station locations: General questions were asked about the locations of Metro West stations, and when they will be finalised.

**ISSUE CATEGORIES
AND WHERE TO
FIND RESPONSES TO
ISSUES RAISED IN
SUBMISSIONS**

APPENDIX I



Where issues addressed – submissions making comment

Issue code	Issue	Where address in report
Underground connections		
UC1	Connection between Town Hall and Museum	Section 6.2.1
UC2	Connection between Town Hall and The Galleries	Section 6.2.1

Where issues addressed – submissions in support

Issue code	Issue	Where addressed in report
Connectivity		
CT1	Pedestrian connections and amenity need to be considered between Pitt Street North Metro Station site and the CBD	Section 6.2.1
CT2	Support for underground connection	Section 6.2.1
Design		
DS1	Design excellence should encourage statement design	Section 6.2.2
DS2	Support for maximum height of 85 storeys	Section 6.3.2
DS3	Support for a mixed used development	Section 6.3.1
Public spaces and greenery		
G1	Provision of green open spaces and public seating	Section 6.2.3

Where issues addressed – submissions in objections

Issue code	Issue code	Where address in report
Overshadowing		
OS1	Overshadowing of Hyde Park	Section 6.4.7
OS2	Overshadowing of 197 Castlereagh Street	Section 6.4.2
OS3	Overshadowing of the Masonic Club	Section 6.4.6
OS4	Breach of the Hyde Park Sun Access Plane	Section 6.4.7
OS5	Overshadowing of apartments on Park Street	Section 6.4.2
OS6	Inadequate analysis of overshadowing on Town Hall Square	Section 6.4.7
OS7	Impact of loss of sunlight and overshadowing on adjacent homes	Section 6.4.2
Loss of views		
PV1	Loss of private views from 197 Castlereagh Street	Section 6.4.1
PV2	Loss of private views from 27 Park Street apartments	Section 6.4.1
Heritage		
HE1	Heritage impact on adjacent buildings including the Masonic Club, Regis City Centre and Town Hall Square	Section 6.4.6
Design		
DE1	Failure to comply with the design guidelines	Section 6.4.4
DE2	Setbacks to the Masonic Club are inconsistent with the ADG design criteria	Section 6.4.4
DE3	Floor space ratio	Section 6.4.8
DE4	Need for greater setbacks to adjacent buildings	Section 6.4.4, Section 6.4.10
Overdevelopment		
OD1	Building height is too excessive	Section 6.4.9
OD2	Bulk and scale of the development	Section 8.1.1
Acoustics		
A1	Acoustic impact from the proposed car park	Section 6.4.11
Economic Impacts		
E11	Economic impacts of the proposed development on the Masonic Club and Hotel	Section 6.4.12
Loss of Privacy		
LP1	Loss of privacy to adjacent residential apartment buildings	Section 6.4.5

Issues raised by submissions

Submission	Nature of submission	Issues raised
280207	Objection	HE1, EI1, DE2, OS3, A1,
279382	Objection	OD2, OS4, DE4, LP1, OS6, OS5, OS7, HE1, DE2
281271	Objection	PV2, OS5, LP1, HE1, OD1
281194	Objection	OS2, DE4, PV1, OS1, OS4, DE3
277205	Support	DS2, DS3
280235	Comment	UC1, UC2
278833	Comment	N/A
279343	Comment	N/A
279674	Support	DS1, G1, CT1
278829	Comment	UC1
280227	Support	CT1, CT2

**GOVERNMENT
ARCHITECT NSW
ENDORSEMENT LETTER**

APPENDIX J





17 July 2018

Tim Parker
Project Director
Sydney Metro City and
Southwest
Level 43, 680 George Street
Sydney 2000

Sydney Metro City and Southwest - Design Excellence and Design Competitions

Dear Tim,

Thank you for your letter of July 9th and the accompanying fact sheet. GANSW support the proposed strategy as an alternative to a design competition run in accordance with the Sydney LEP, for integrated station development sites where development is located above the station 'box'.

GANSW acknowledge the commitment to design excellence demonstrated by Sydney Metro and the complexity of delivering integrated station development. We note and support the inclusion of local government representation in the Design Excellence Evaluation Panel (DEEP) and the line of sight provided for the DEEP and its advice to the Metro Tender Review Panel through the DEEP report and its presentation to the Tender Review Panel by the DEEP Chair.

The limitations that Authorised Engineering Organisation (AEO) requirements place on the range of design firms able to participate in tenders for ISD projects restricts the diversity of firms available to Sydney Metro. Therefore, the move to encourage partnering of non-AEO firms with AEO teams as a means to overcome this limitation is strongly supported. A world class city such as Sydney deserves the highest quality of design and innovation for its public domain, infrastructure and tall buildings. The delivery of design excellence is best served by the participation of a wide range of design firms with diverse design approaches, representing design excellence in fields outside rail development. The EOI process for shortlisting teams should foreground diversity and innovation for design teams to ensure the best value for government and the public is achieved through this process.

We support the continuing involvement of the Metro DRP in a Design Integrity role for each station development, and would strongly support and recommend engagement with the State Design Review Panel (SDRP) through the Stage 2 design development process for each station. The SDRP provides the most independent, robust and accountable mechanism for design quality advice for project proponents and DPE assessments.

Sincerely,

Peter Poulet
Government Architect NSW
cc. Anthea Sargeant, Ben Lusher

Government Architect
New South Wales
L24, 320 Pitt Street
Sydney NSW 2000
GPO Box 39
Sydney NSW 2001

government.architect
@planning.nsw.gov.au
T +61 (02)9860 1464

governmentarchitect.nsw.gov.au

CITY OF SYDNEY CORRESPONDENCE

APPENDIX K



[REDACTED]

From: [REDACTED]
Sent: Friday, 28 September 2018 3:09 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: PSN & PSS Concept SSD Applications - Res
Attachments: PSS OSD 20180808.jpg; 2018-08-08 Appendix C_Architectural Drawings of Proposed Building Envelo....PDF; PSN OSD 20180808.jpg; 2018-08-08 Appendix C_Architectural Drawings_Building Envelope.PDF

Follow Up Flag: Follow up
Flag Status: Completed

Dear [REDACTED]

PSN OSD tower modelled from information in submitted drawings within attached PDF (with minimum setbacks 6m). Portion of tower over LEP2015 SAP HP West 3 is within Cat B land and is not higher than Cat A building.

PSS OSD tower modelled from information in submitted drawings within attached PDF and height of volume cut by SAP HP West 3.

Heights are annotated in attached images:

PSN OSD 20180808.jpg

PSS OSD 20180808.jpg

Regards,

[REDACTED]



Telephone: +612 9265 9960
cityofsydney.nsw.gov.au

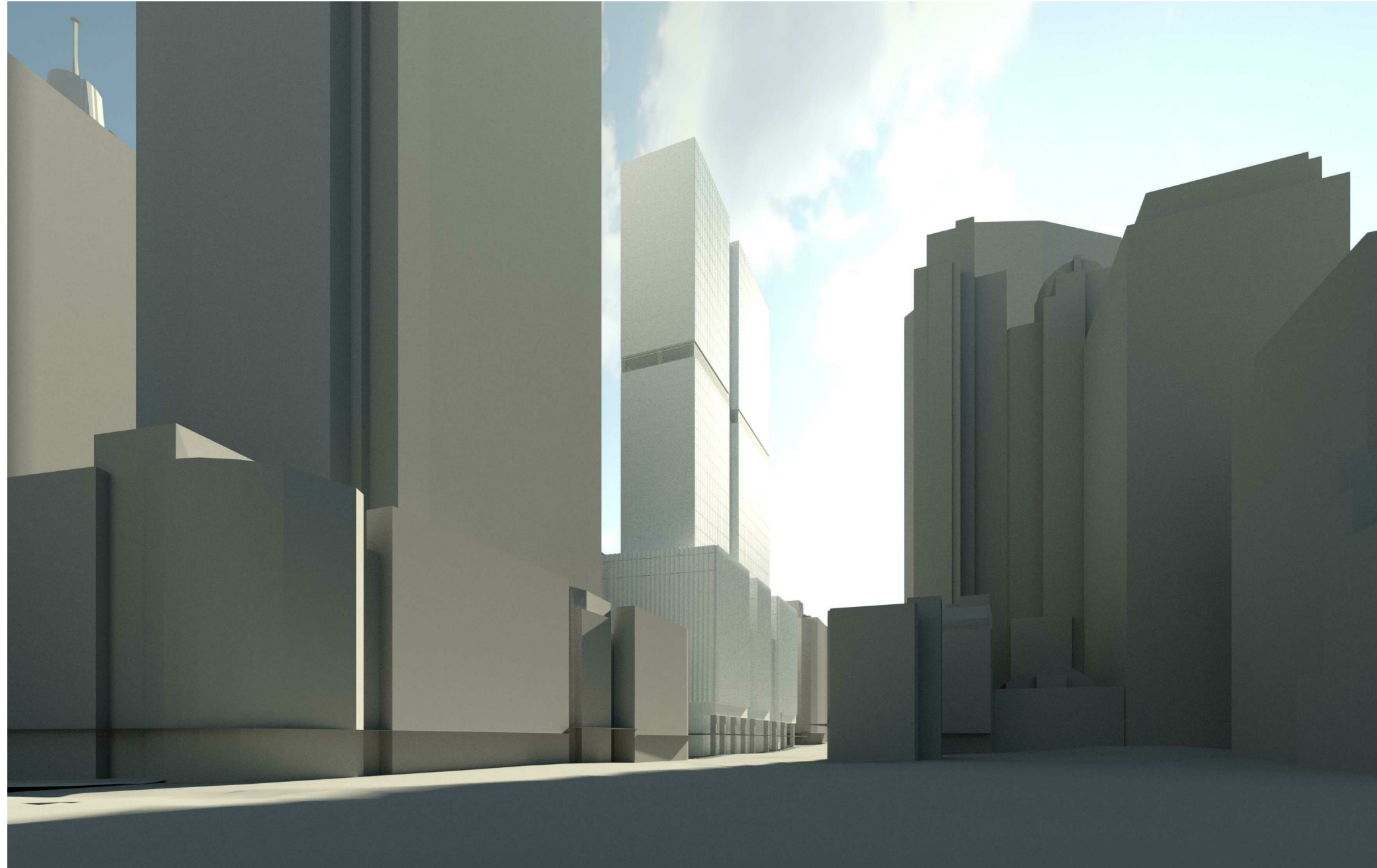
**ADDITIONAL
COMMERCIAL SCHEME
DRAWING PACKAGE**

APPENDIX L



Pitt Street North OSD - Transport NSW Commercial Scheme

26/11/18



Drawing List

AR-02-00	Cover Sheet
AR-02-01	GA_Ground Floor
AR-02-02	GA_Level 02 Sky Lobby
AR-02-03	GA_Level 03 End Of Trip
AR-02-04	GA_Typical Podium
AR-02-05	GA_Typical High Rise
AR-02-06	Typical Section
AR-02-07	Envelope Massing
AR-02-08	Perspective Views

Pitt Street North OSD

DRAFT

Drawing: **Cover Sheet**
Drawing no: **AR-02-00**
Issue:
Scale @ A3: **1 : 200**
Date: **26/11/18**

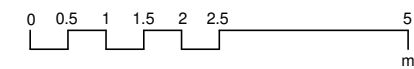
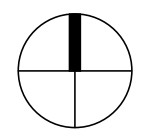
Architectus Sydney
Level 18 MLC Centre
19 Martin Place
Sydney NSW 2000
sydney@architectus.com.au

architectus[™]



Pitt Street North OSD

Drawing: GA Ground Floor
 Drawing no: AR-02-01
 Issue:
 Scale @ A3: 1 : 250
 Date: 26/11/18



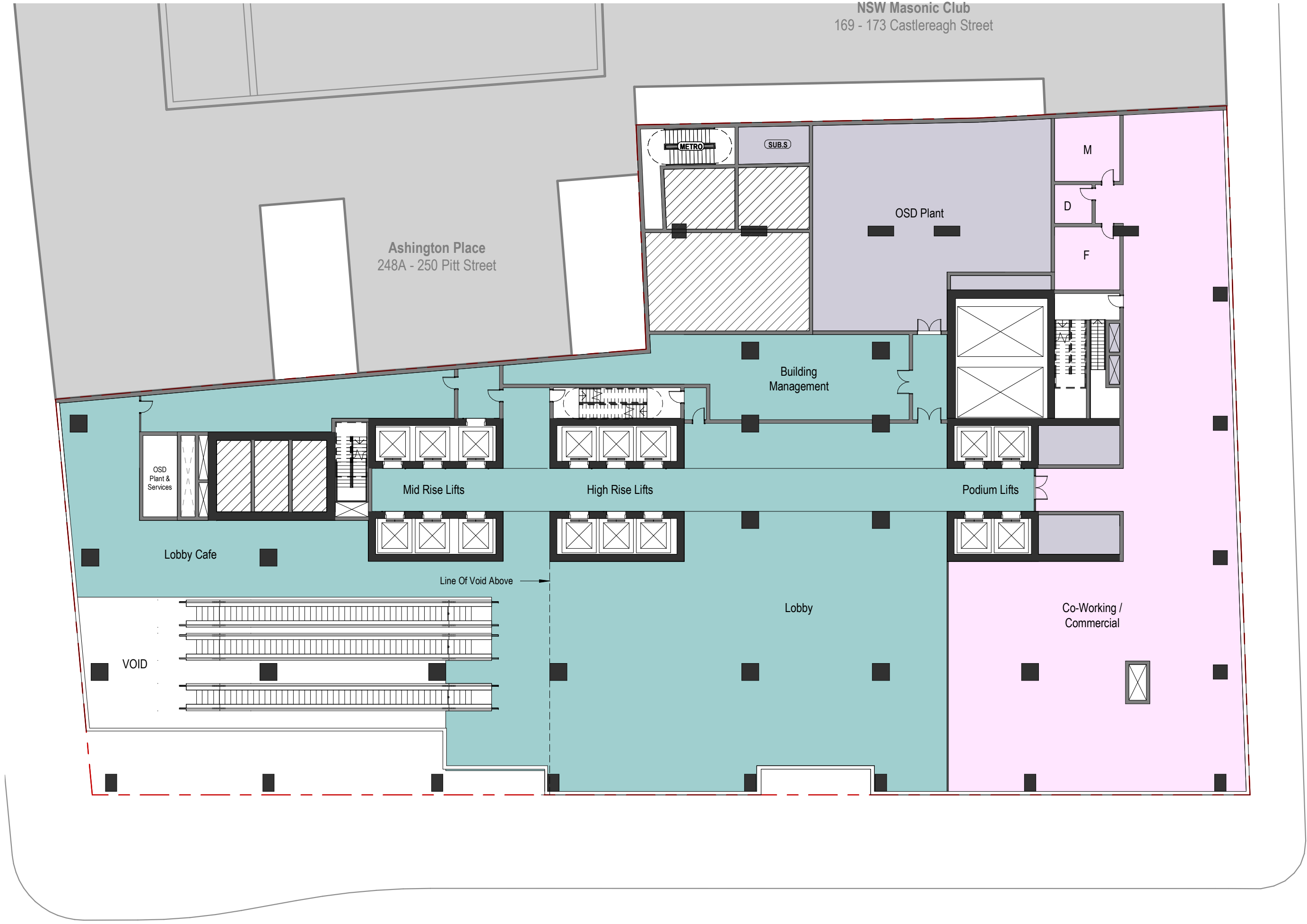
Architectus Sydney
 Level 18 MLC Centre
 19 Martin Place
 Sydney NSW 2000
 sydney@architectus.com.au

- Legend**
- Station Facilities
 - Lobby
 - Retail
 - Services & Core
 - Unpaid Concourse

NSW Masonic Club
169 - 173 Castlereagh Street

Ashington Place
248A - 250 Pitt Street

CASTLEREAGH STREET



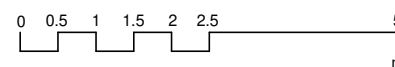
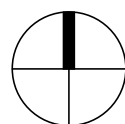
Legend

- Commercial
- Lobby
- Services & Core

Pitt Street North OSD

Drawing:
Drawing no:
Issue:
Scale @ A3:
Date:

GA Level 02 Sky Lobby
AR-02-02
1 : 250
26/11/18



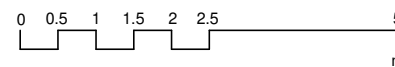
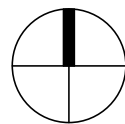
Architectus Sydney
Level 18 MLC Centre
19 Martin Place
Sydney NSW 2000
sydney@architectus.com.au

architectusTM



Legend

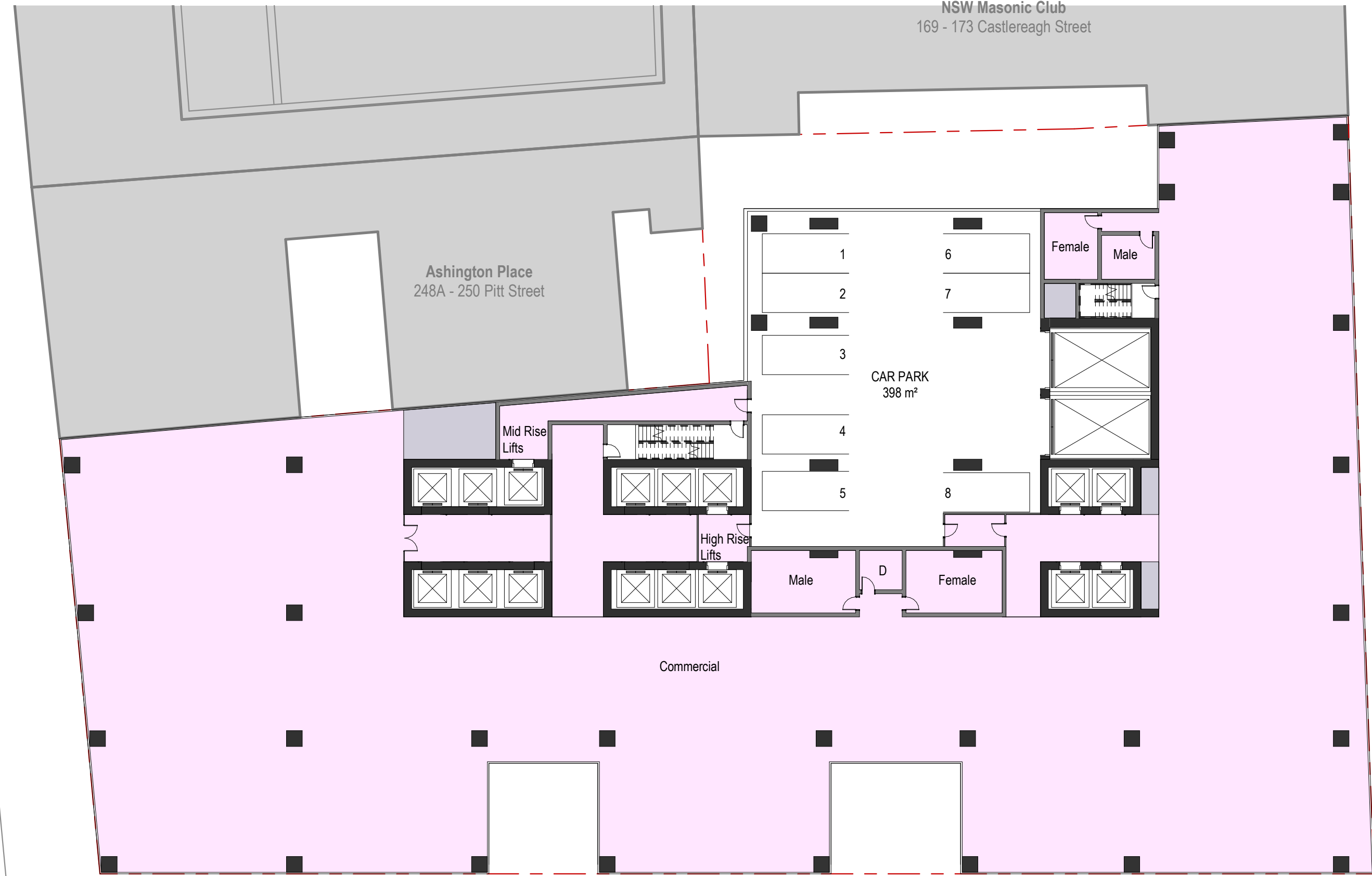
- Commercial
- End Of Trip / Ancillary
- Lobby
- Services & Core



NSW Masonic Club
169 - 173 Castlereagh Street

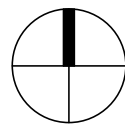
Ashington Place
248A - 250 Pitt Street

CASTLEREAGH STREET



Legend

- Commercial
- Services & Core



NSW Masonic Club
169 - 173 Castlereagh Street

Ashington Place
248A - 250 Pitt Street

CASTLEREAGH STREET

No overshadowing alignment to the approved
201 Elizabeth Street Stage 1 DA Envelope

6m Minimum Tower Setback
8m Weighted Average Setback

6.0 m

Outline Of
Mid Rise
Lifts Below
Shown Dotted

High Rise Lifts

Male

Female

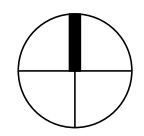
Commercial

Legend

- Commercial
- Services & Core

Pitt Street North OSD

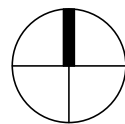
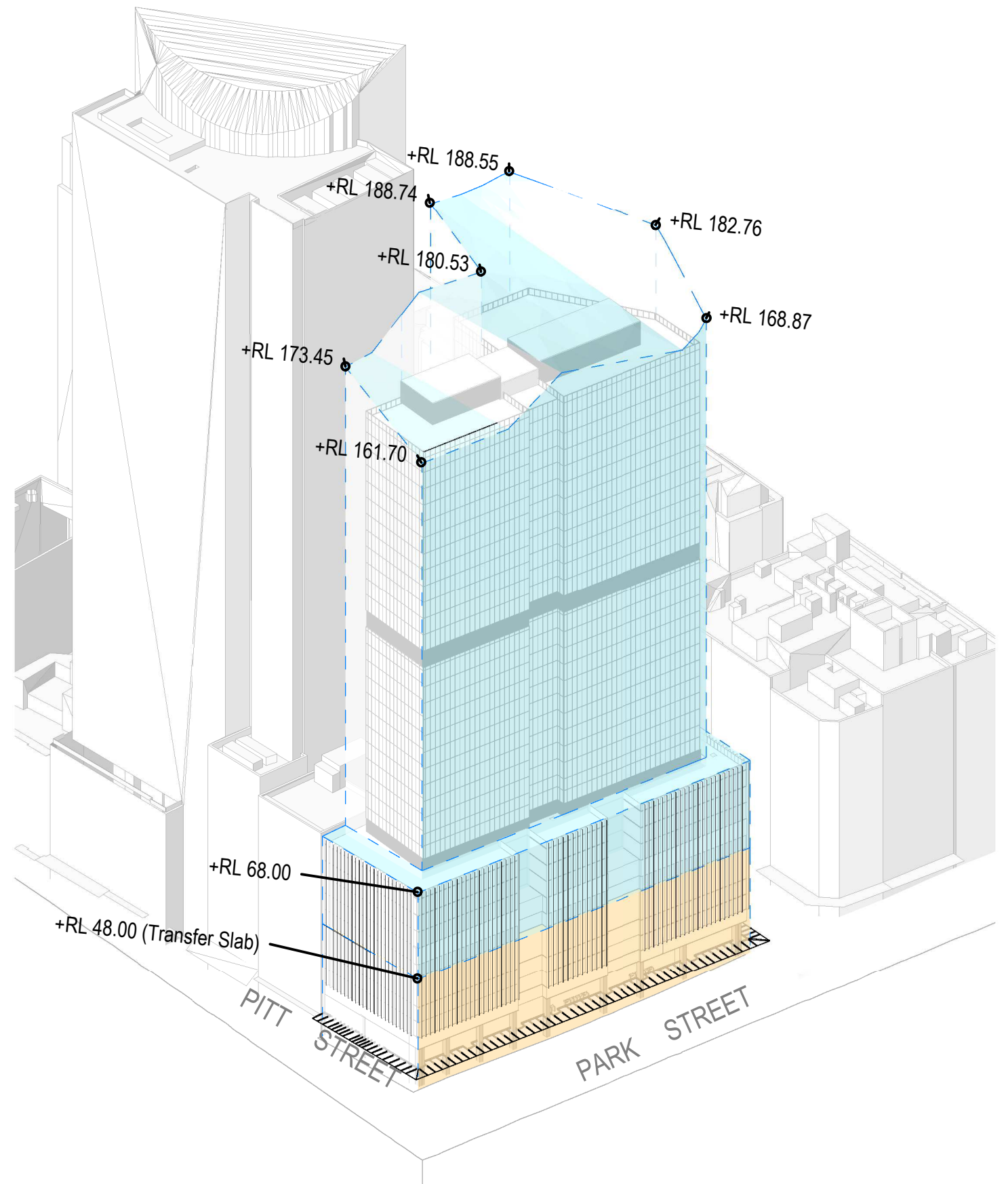
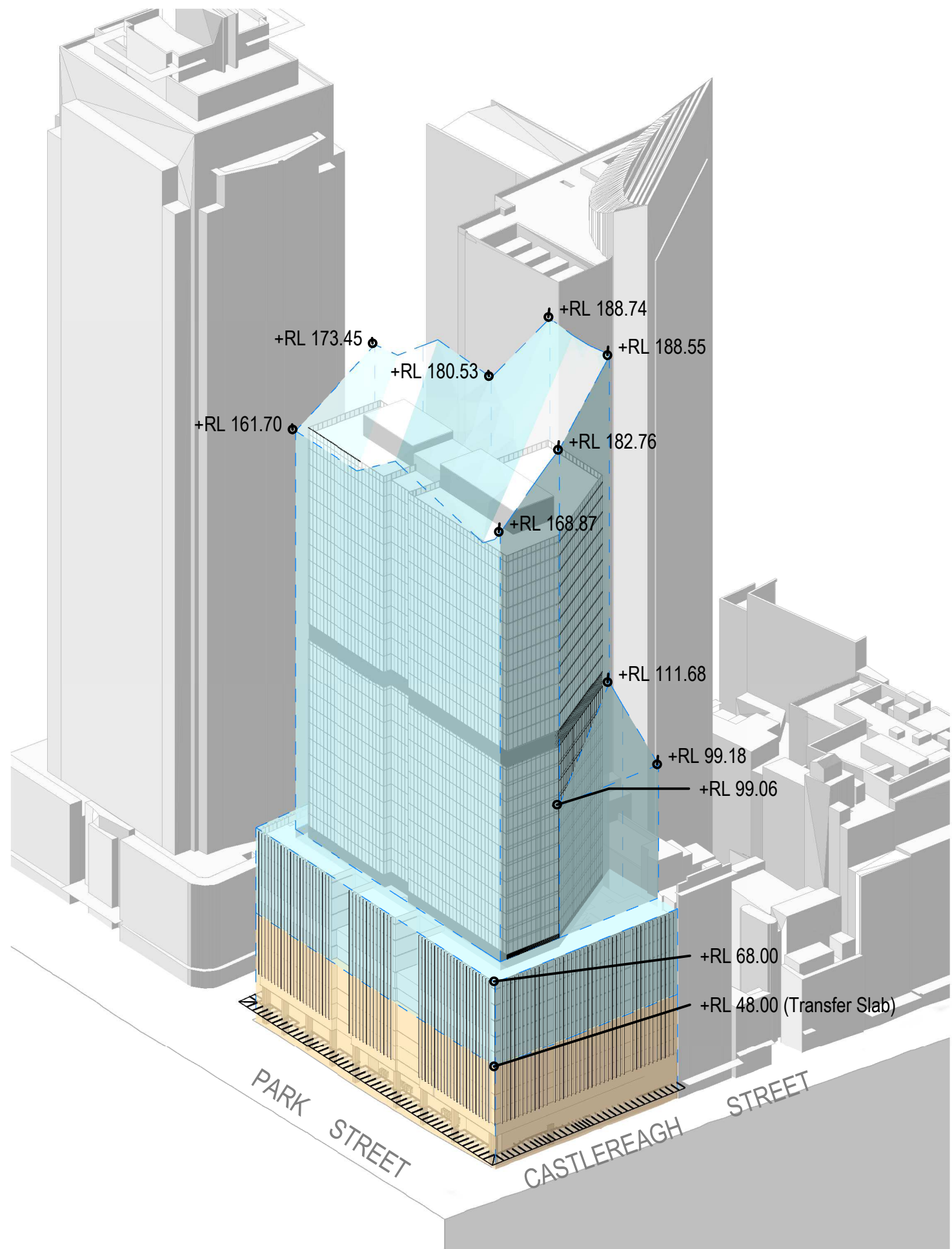
Drawing:
Drawing no: **GA Typical High Rise**
Issue: **AR-02-05**
Scale @ A3: **1 : 250**
Date: **26/11/18**

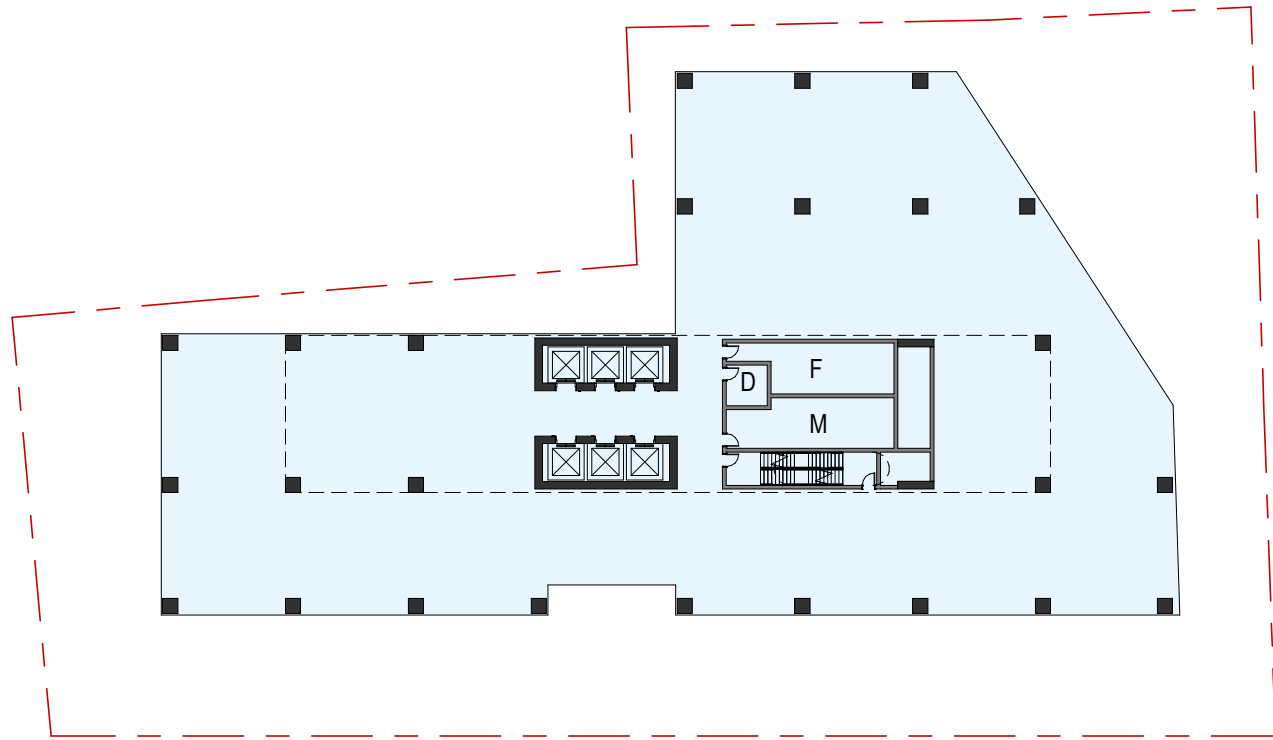


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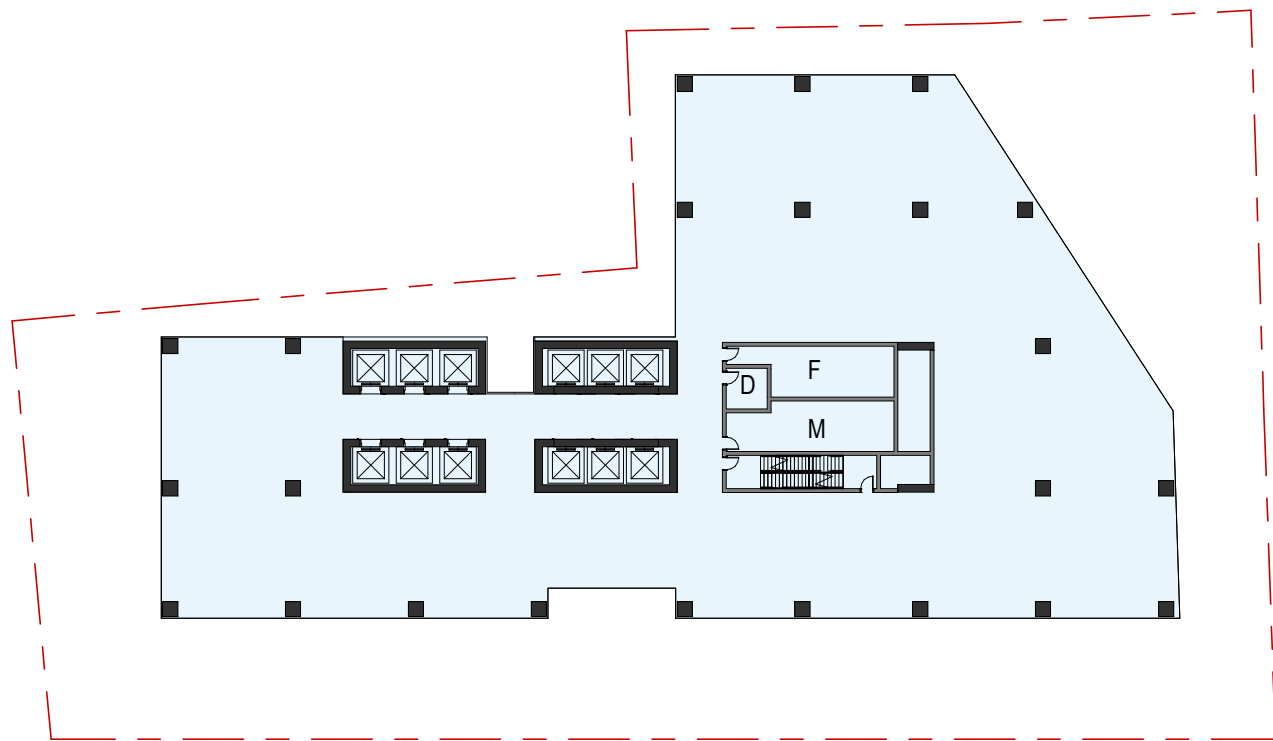
architectus™



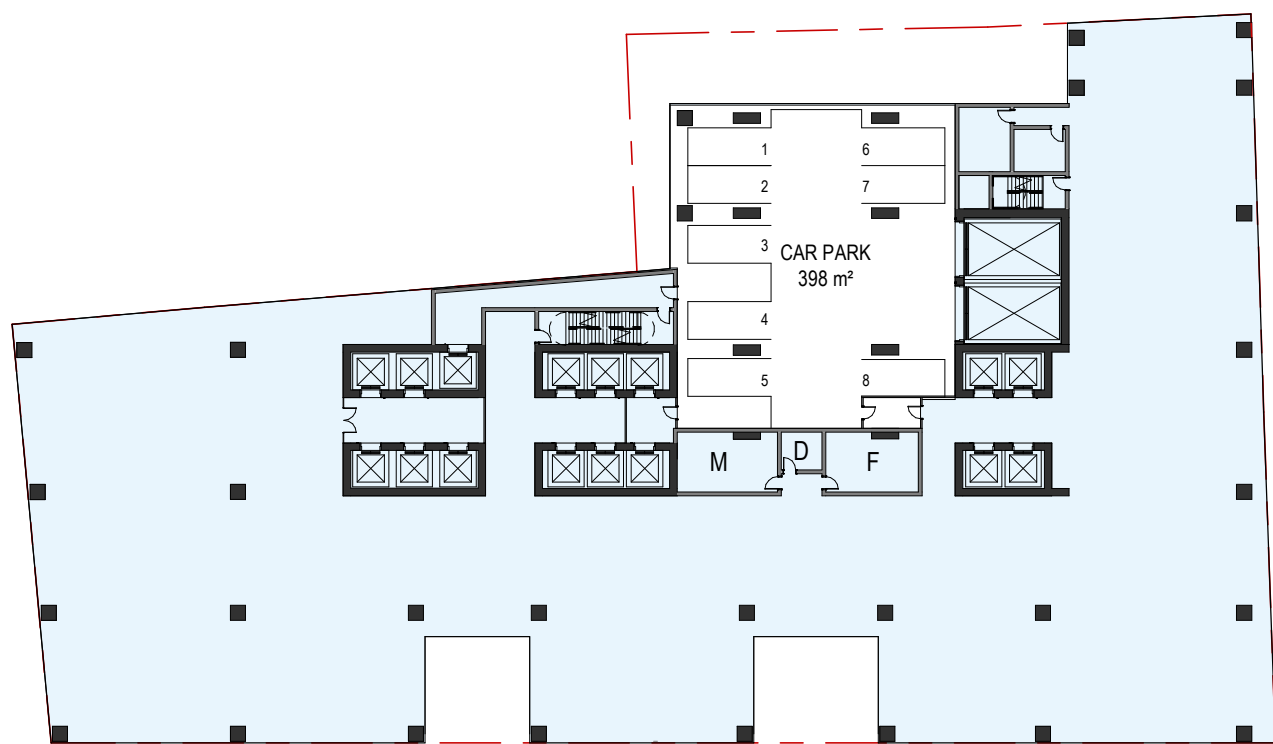




High Rise GBA: 1643 m²

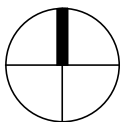


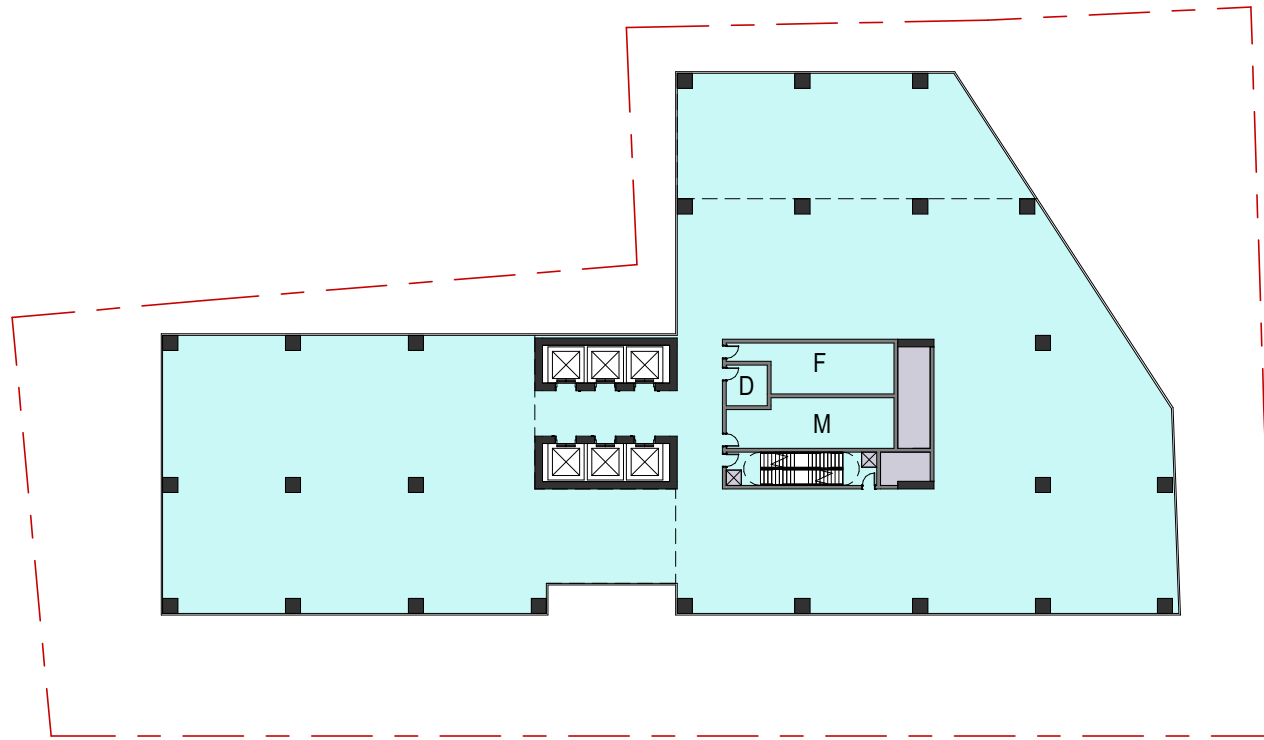
MID RISE GBA: 1630 m²



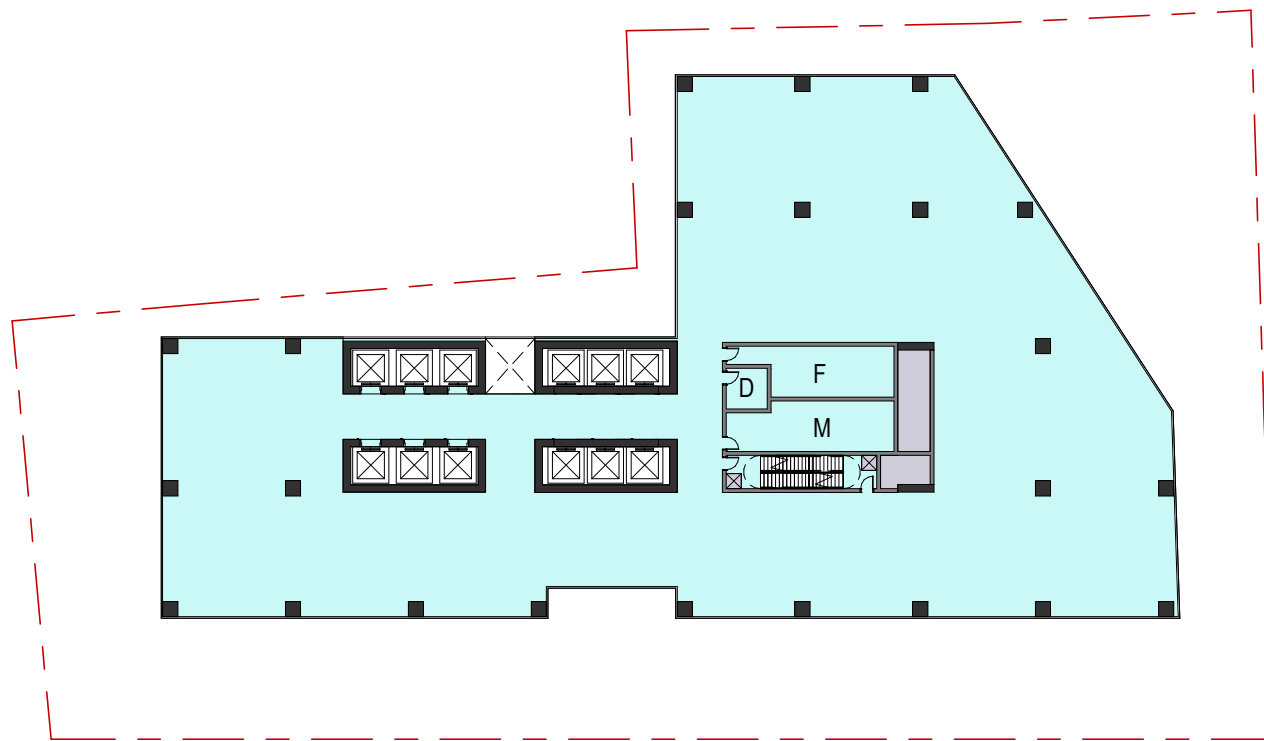
PODIUM GBA: 2875 m²

- Legend**
- GBA
 - GFA
 - NLA
 - EDT
 - Lobby
 - Retail
 - Services & BOH (Core)

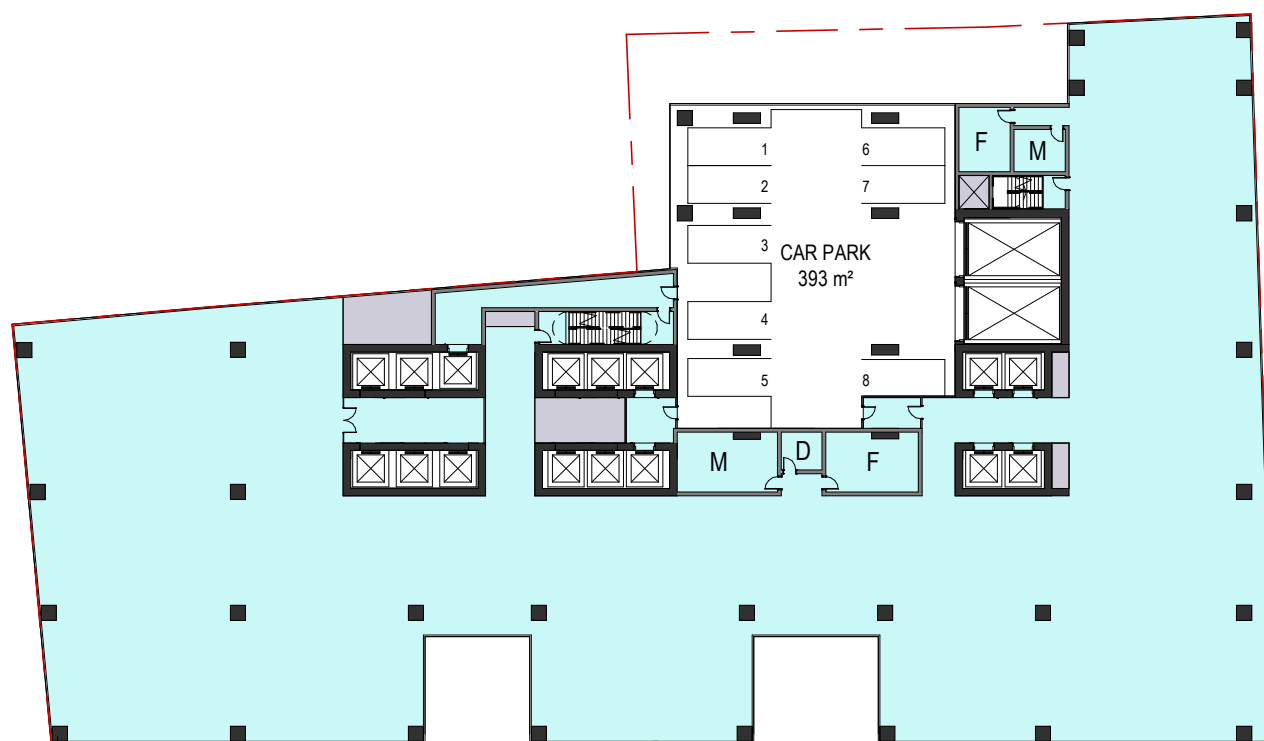




High Rise GFA: 1545 m²

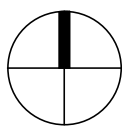


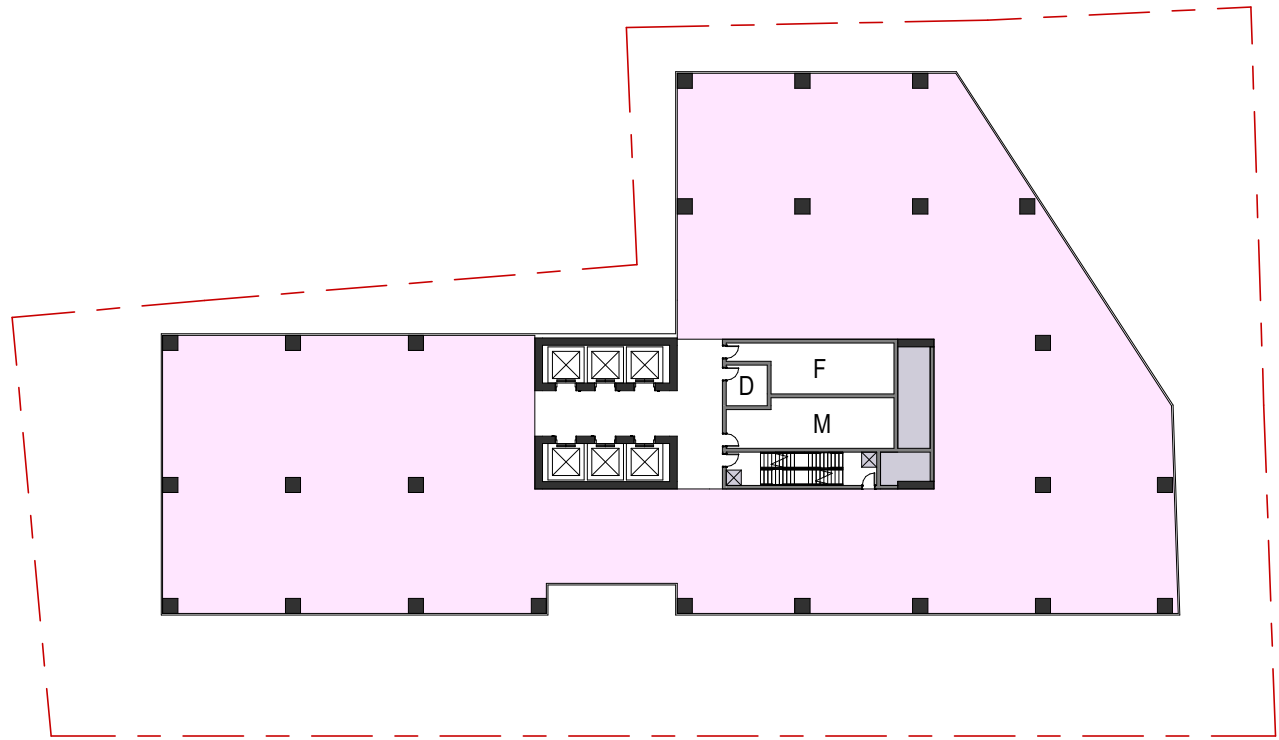
Mid Rise GFA: 1488 m²



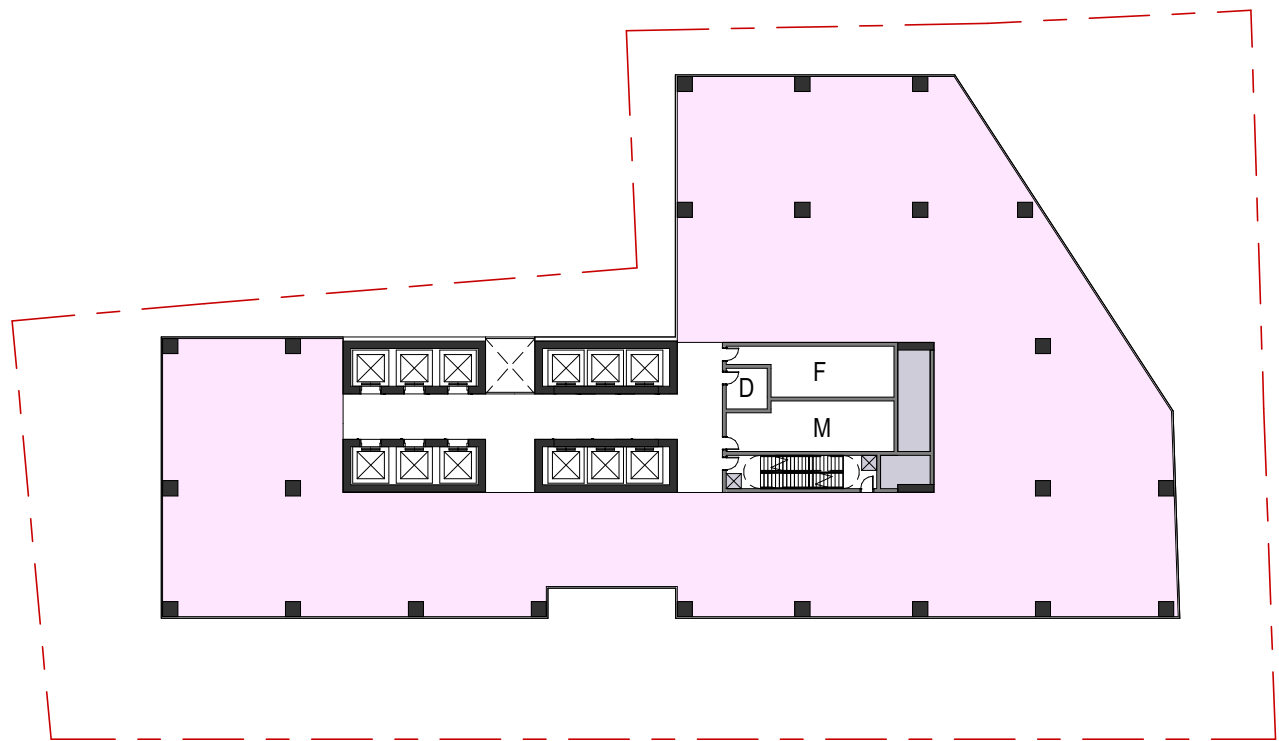
Podium GFA: 2220 m²

- Legend**
- GBA
 - GFA
 - N/A
 - EOT
 - Lobby
 - Retail
 - Services & BOH (Core)

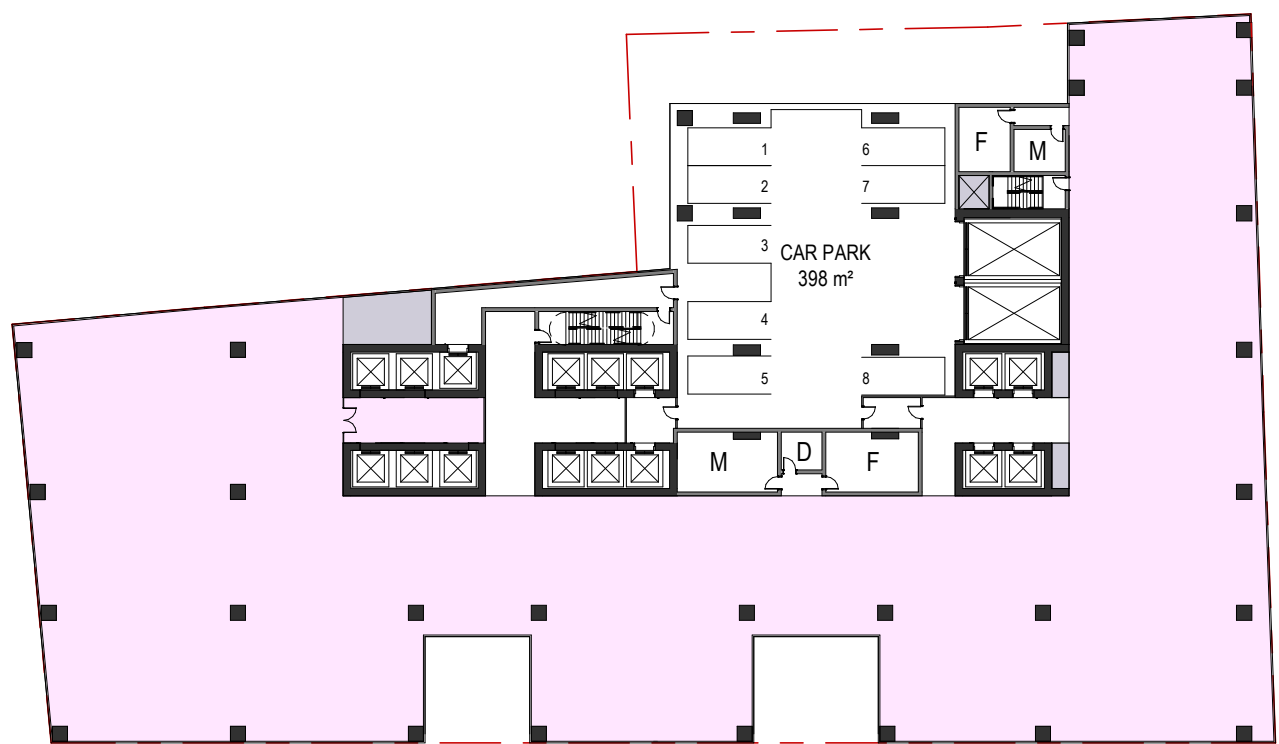




High Rise NLA: 1359 m²

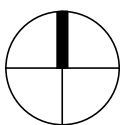


Mid Rise NLA: 1227 m²



Podium NLA: 1910 m²

- Legend**
- GBA
 - GFA
 - NLA
 - EOT
 - Lobby
 - Retail
 - Services & BOH (Core)



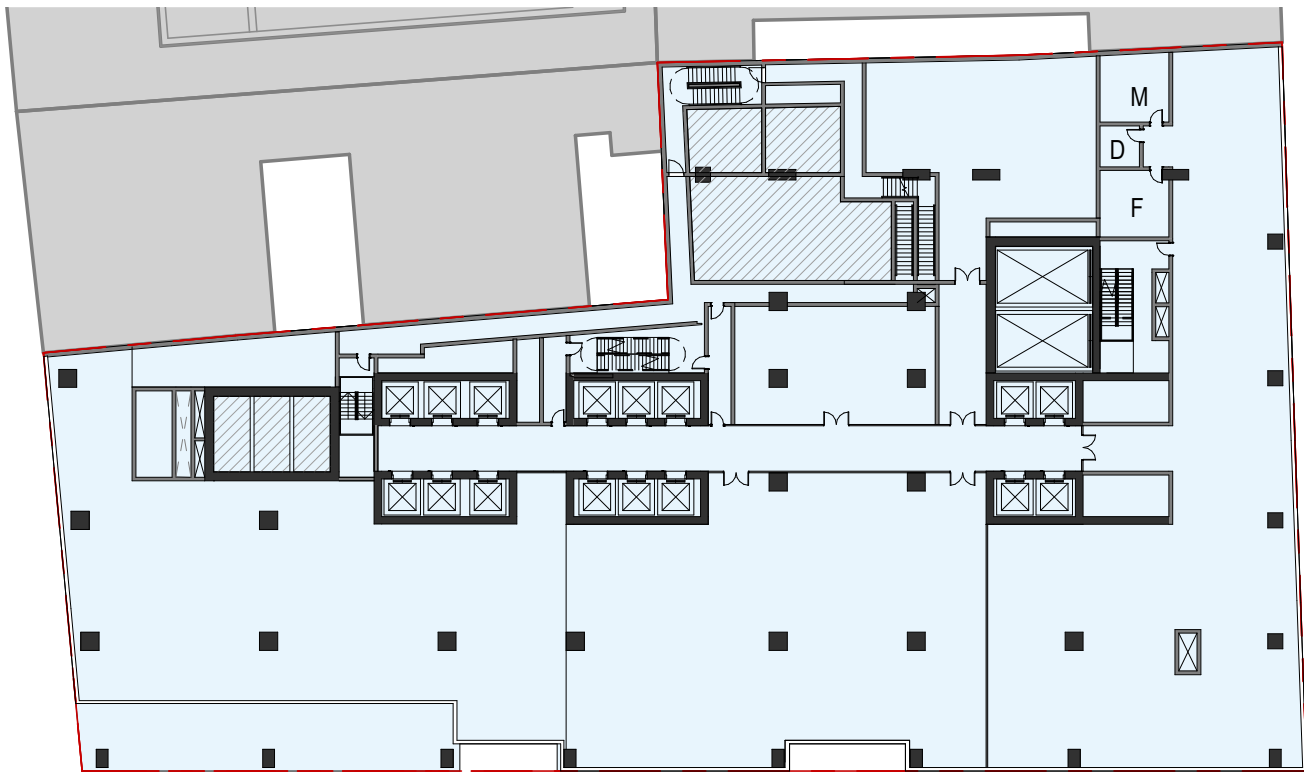
Pitt Street North OSD

Drawing:
Drawing no:
Issue:
Scale @ A3:
Date

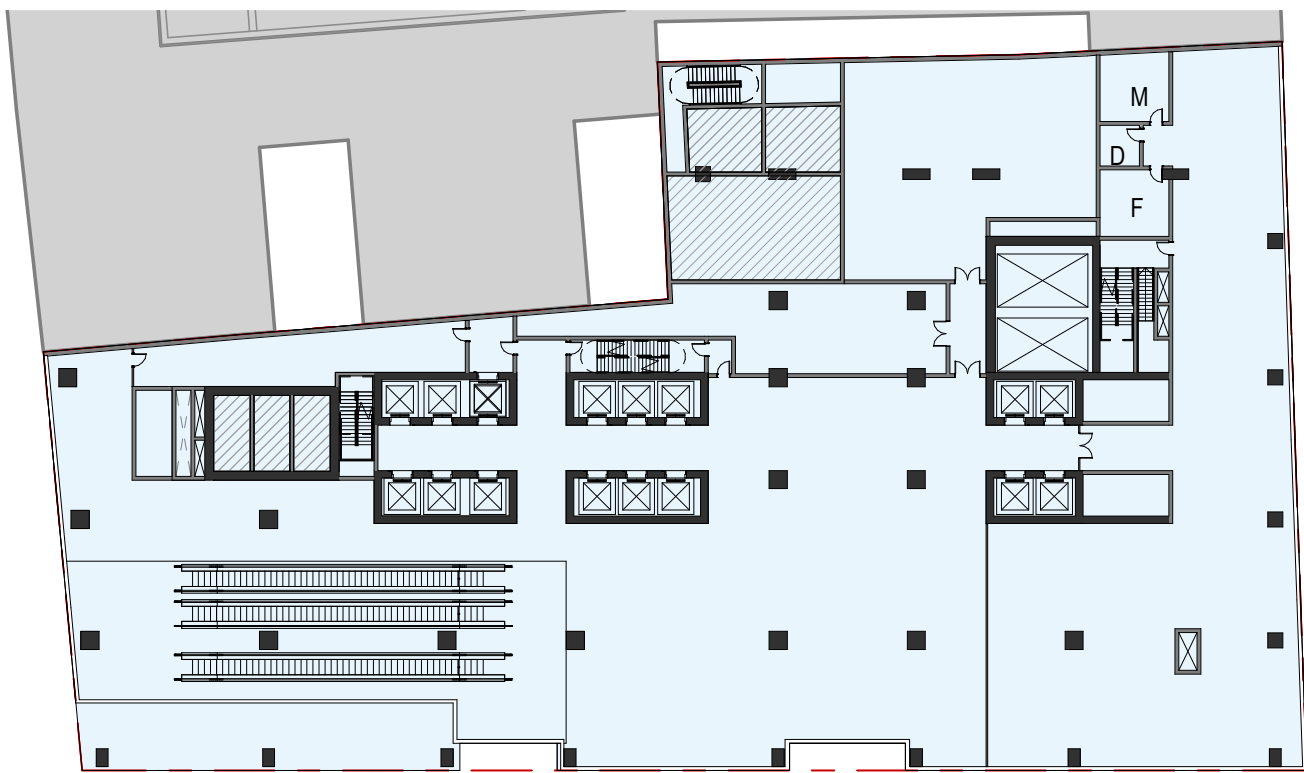
Typical Floors_NLA
AR-02-12
1 : 500
26/11/18

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Sydney NSW 2000
sydney@architectus.com.au

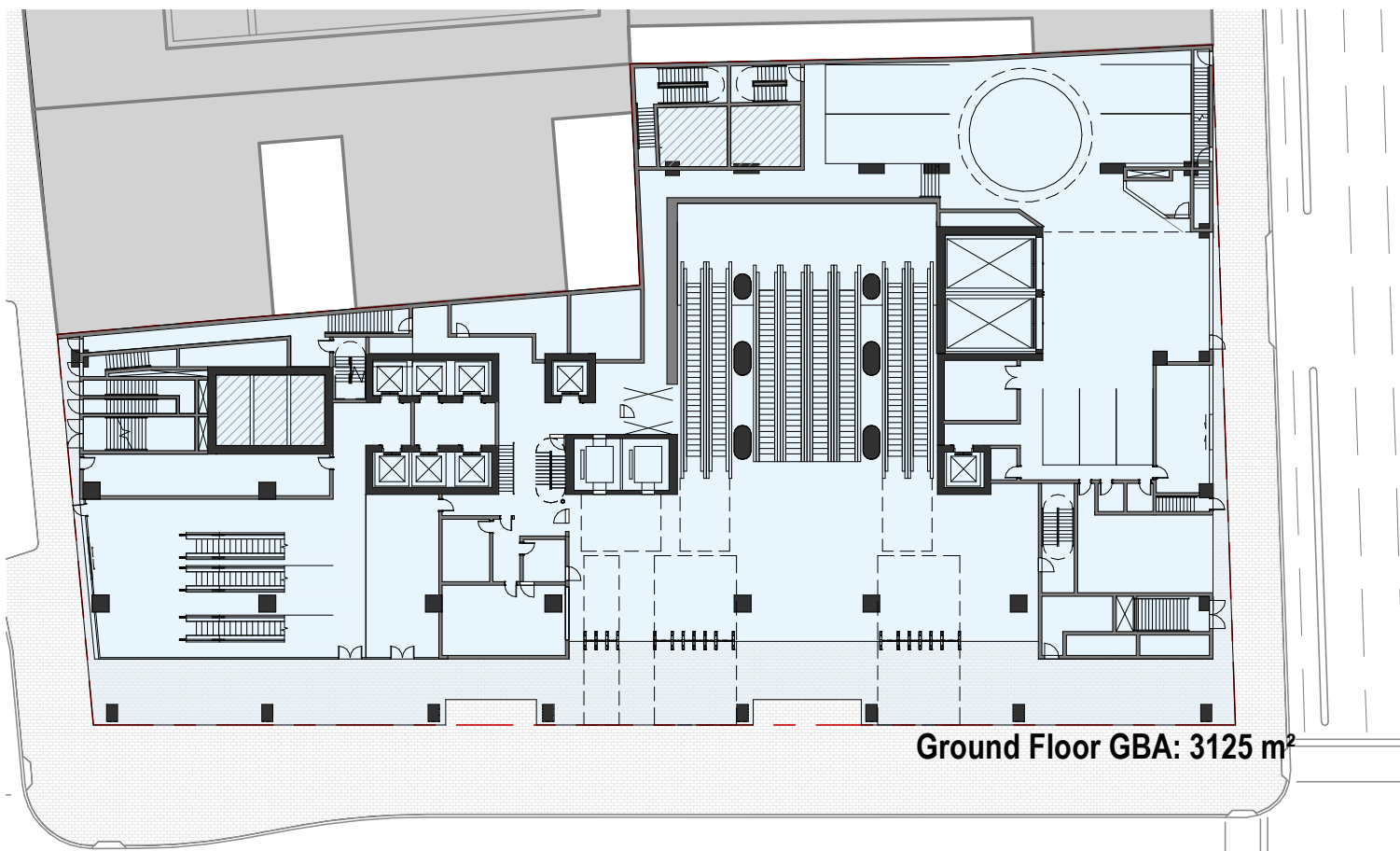
architectus™



L03 EoT GBA: 3125 m²



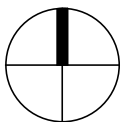
L02 Sky Lobby GBA: 3125 m²

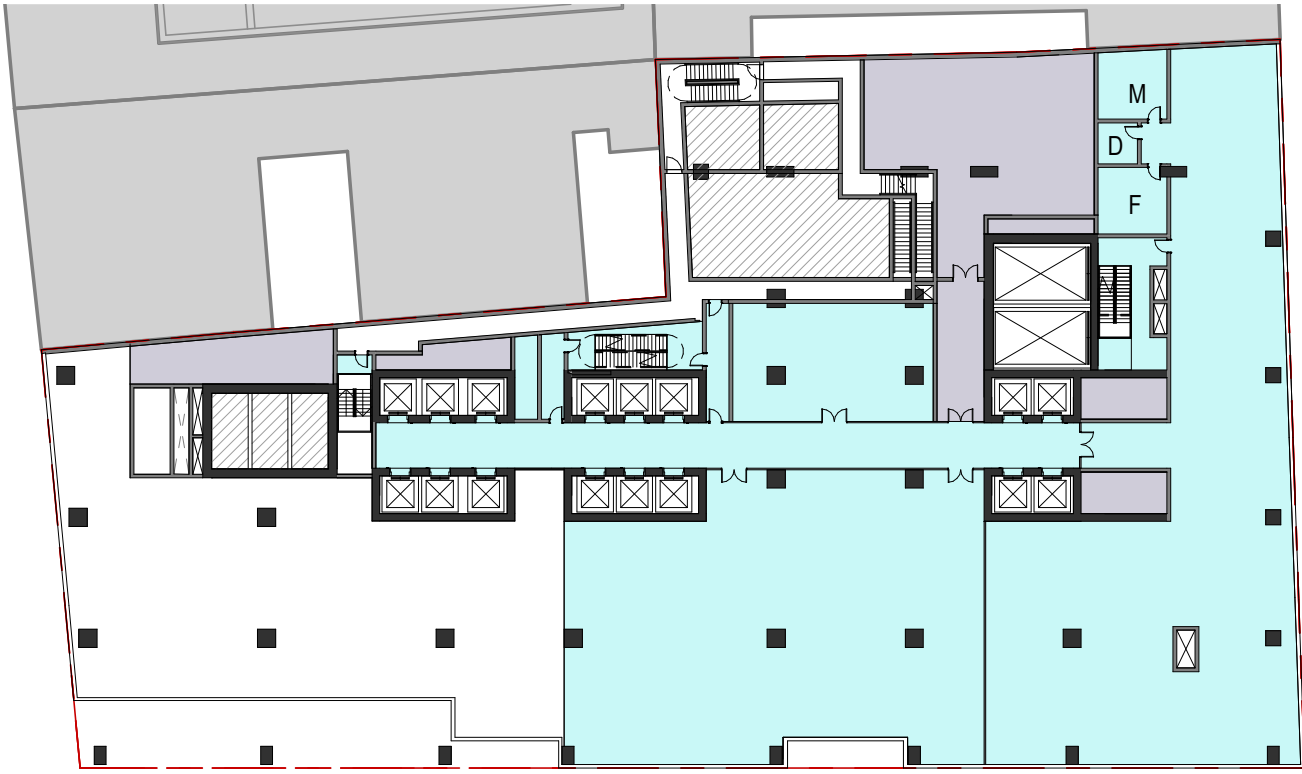


Ground Floor GBA: 3125 m²

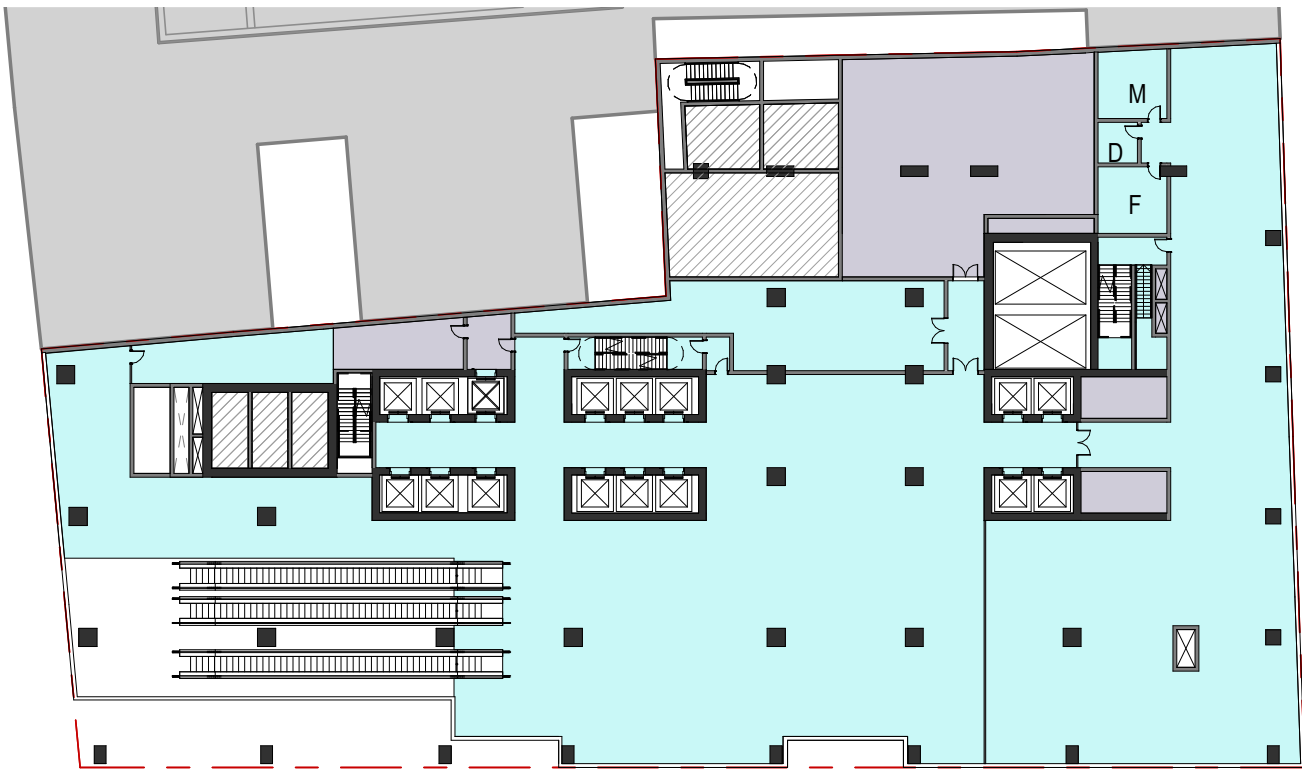
Legend

- GBA
- GFA
- NLA
- EOT
- Lobby
- Retail
- Services & BOH (Core)

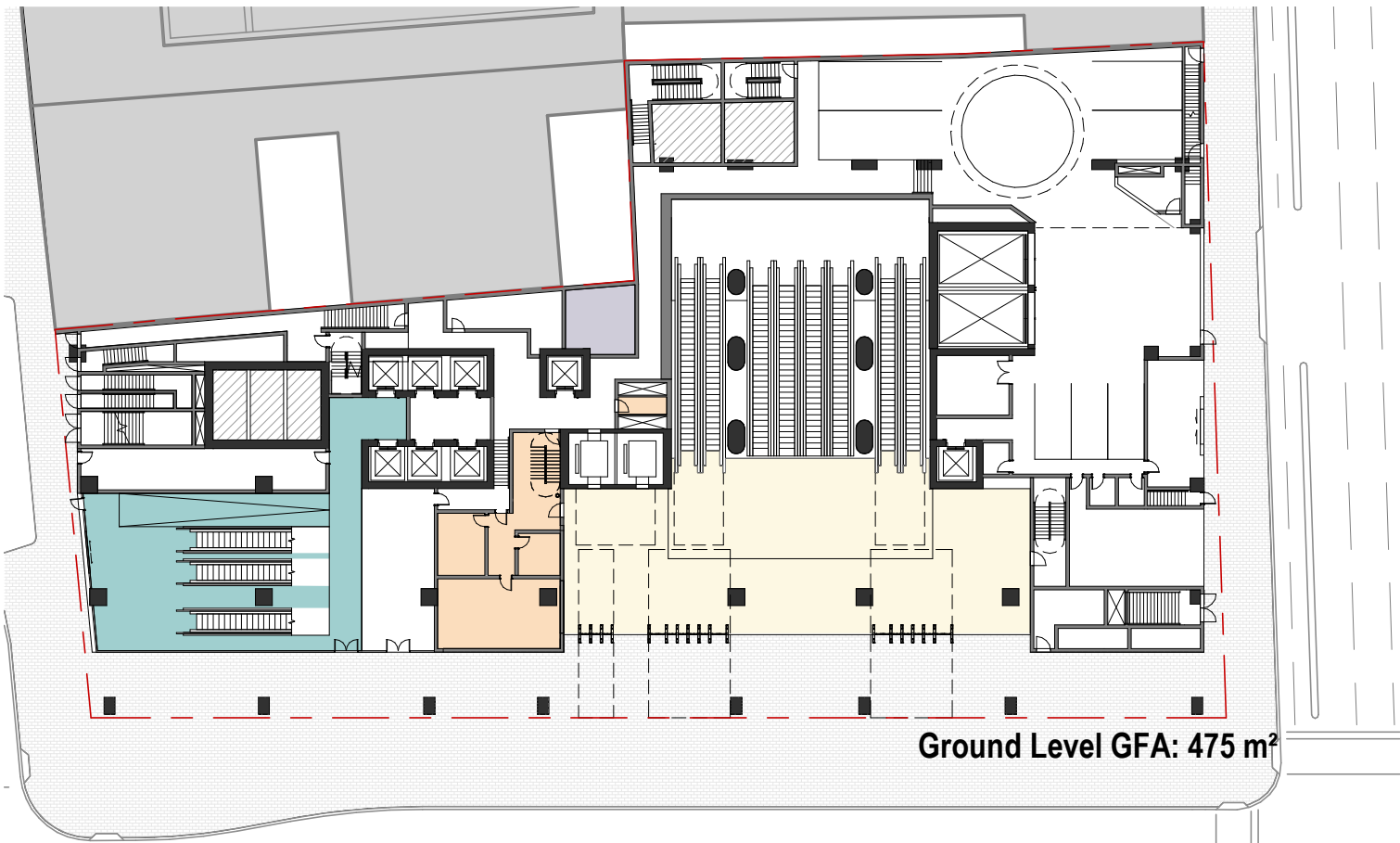




L03 EoT GFA: 1585 m²

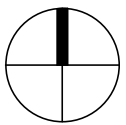


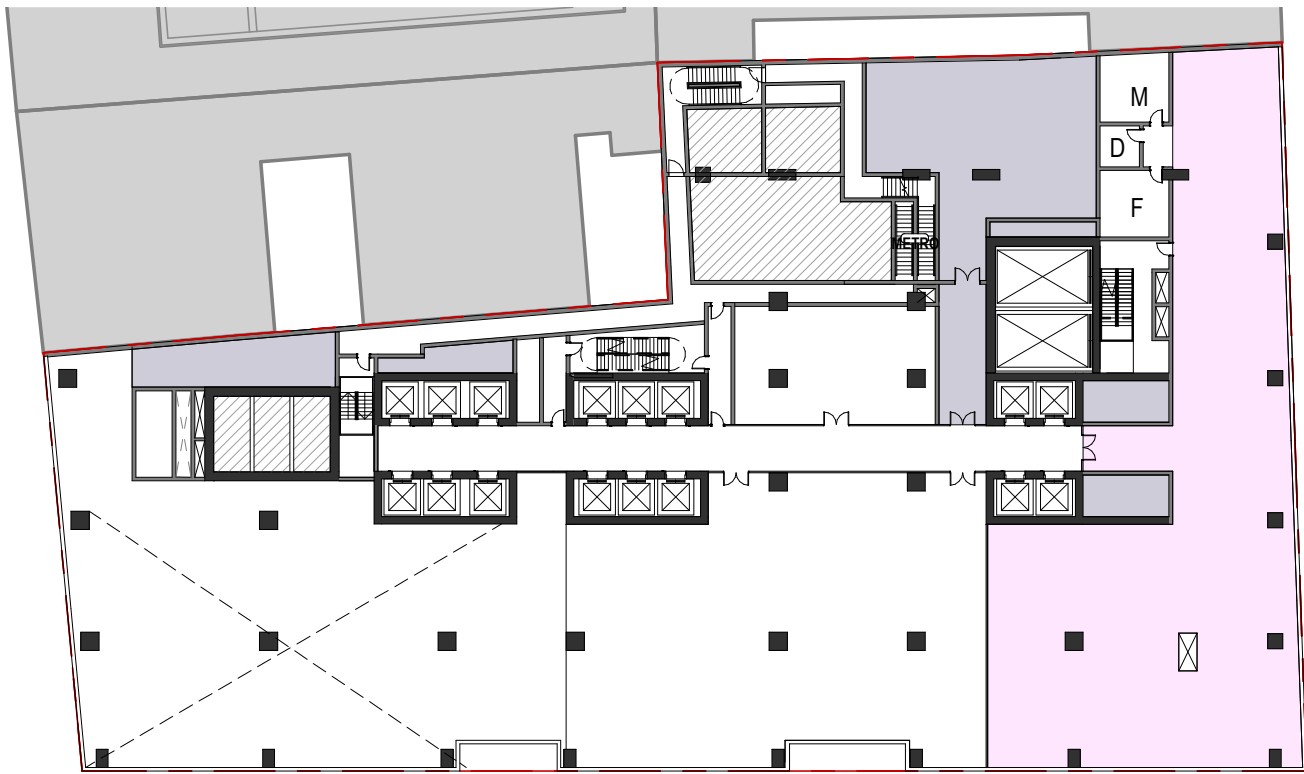
L02 Sky Lobby GFA: 1962 m²



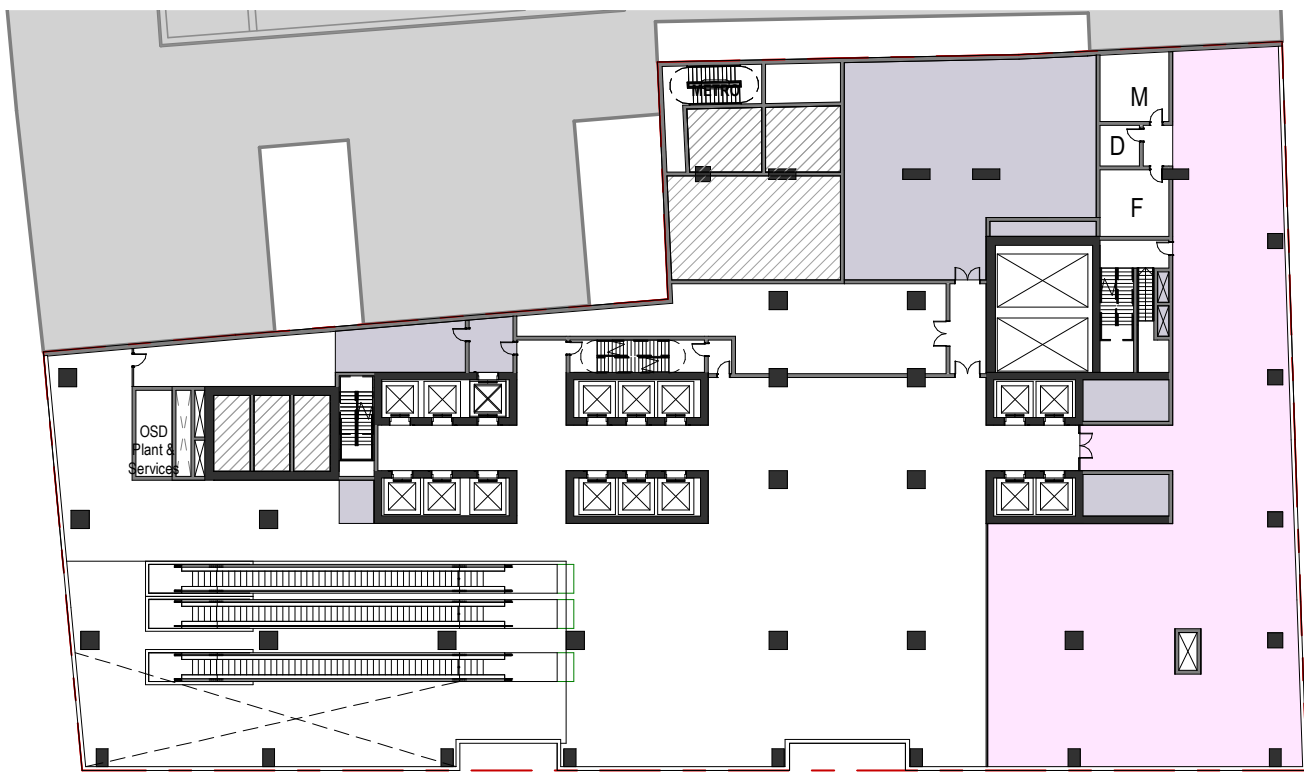
Ground Level GFA: 475 m²

- Legend**
- GBA
 - GFA
 - NLA
 - EOT
 - Lobby
 - Retail
 - Services & BOH (Core)

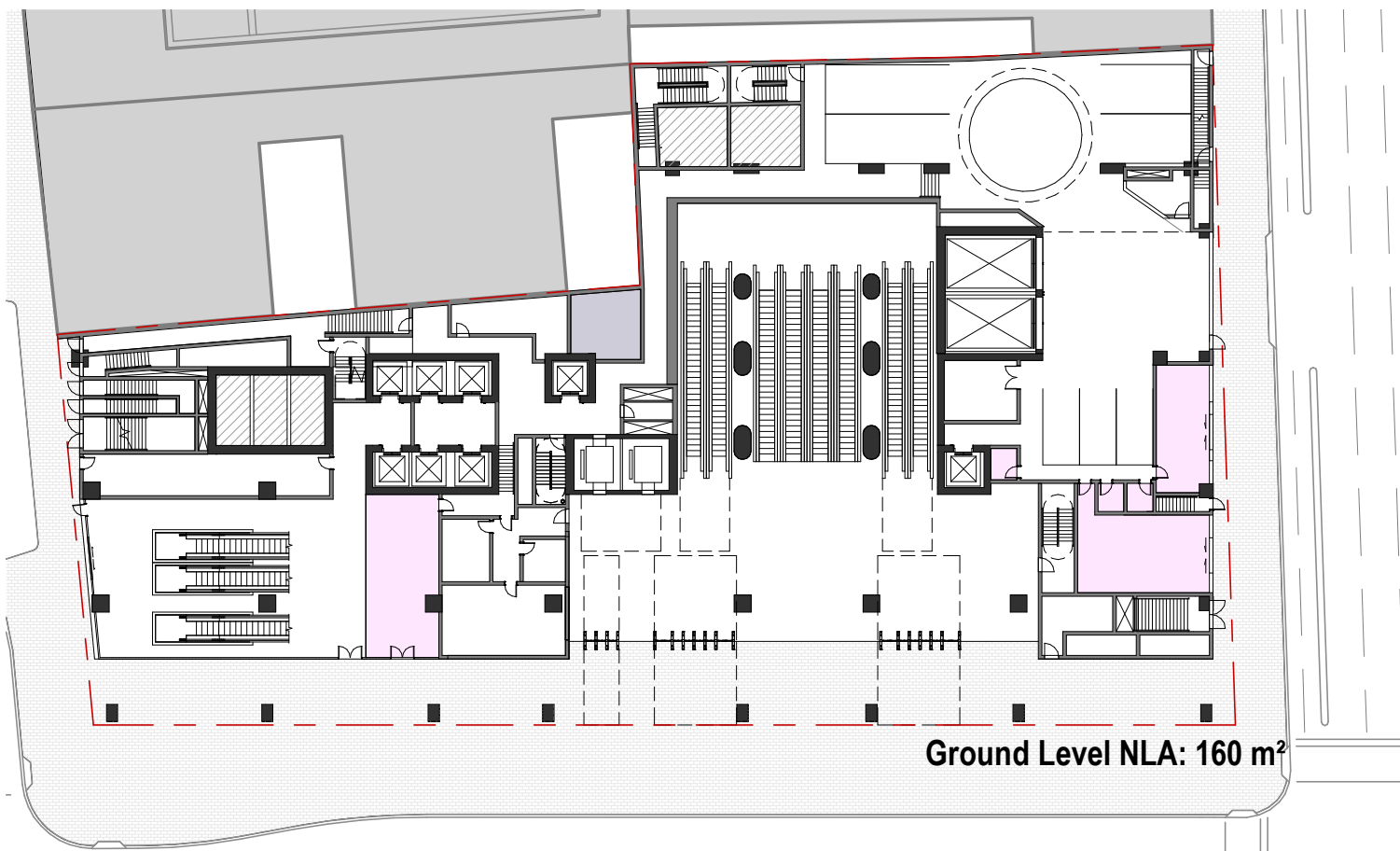




L03 EoT NLA: 580 m²

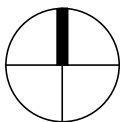


L02 Sky Lobby NLA: 580 m²



Ground Level NLA: 160 m²

- Legend**
- GBA
 - GFA
 - NLA
 - EOT
 - Lobby
 - Retail
 - Services & BOH (Core)



SUPPLEMENTARY TRAFFIC REPORT

APPENDIX M



Sydney Metro City and Southwest

Pitt Street North Over Station Development

Transport and Traffic Impact Assessment Report

Addendum - Alternate Commercial Development Scheme

Date of Issue: 29 November 2018

Status: Final

Version: #1

Background

On 16 August 2018, a concept State Significant Development (SSD) Application was lodged with the Department of Planning and Environment (DPE) by Sydney Metro which sought to secure concept approval for a mixed use building above the northern portal of Pitt Street Station, otherwise known as the over station development (OSD).

The concept SSD Application was accompanied by an Environmental Impact Statement (EIS) which included a Transport and Traffic Impact Assessment Report prepared by the Transport Planning Partnership (TPPP).

The concept SSD Application seeks consent for a building envelope and its use for residential accommodation, visitor accommodation and commercial premises, maximum gross floor area (GFA), pedestrian and vehicular access, circulation arrangements and associated car parking as well as the strategies and design parameters for the future detailed design of development.

In summary the concept SSD Application sought approval for a building envelope and gross floor area (GFA) with the uses to be flexible, comprising of residential, commercial and hotel uses.

As part of the concept SSD Application, an indicative scheme was submitted which provided a conceptual use of the building envelope for a mixed use scheme comprising commercial office space, visitor accommodation (hotel) and residential uses along with associated car parking provisions, service vehicle arrangements and storage facilities.

For the purpose of the transport and traffic assessment, the indicative scheme included the following land uses:

- Residential: 304 apartments
- Hotel: 198 rooms
- Commercial: 1,482m²

As part of the concept SSD Application assessment, DPE has requested as part of the response to submissions that an assessment of an alternate scheme comprising commercial office and ancillary retail be undertaken. This addendum has been prepared to address this request.

Purpose of this Addendum Report

This Transport and Traffic Impact Assessment addendum has been prepared to outline the potential traffic and transport implications of a potential commercial office development scenario with a GFA of 49,120 square metres.

The assessment presented herein considers the key traffic issues, comparing the implications of the two indicative schemes, namely a mixed use development (as considered in the EIS) compared with a commercial concept scheme.

Key issues considered, include:

- traffic generation potential of vehicles accessing on site car parking within the podium
- capacity of the on-site loading dock to accommodate loading demands for a commercial development
- vehicle access arrangements at Castlereagh Street and interaction with pedestrians and cyclists
- implications to pedestrian movements.

These issues are addressed herein and compared with the findings of the mixed use concept development.

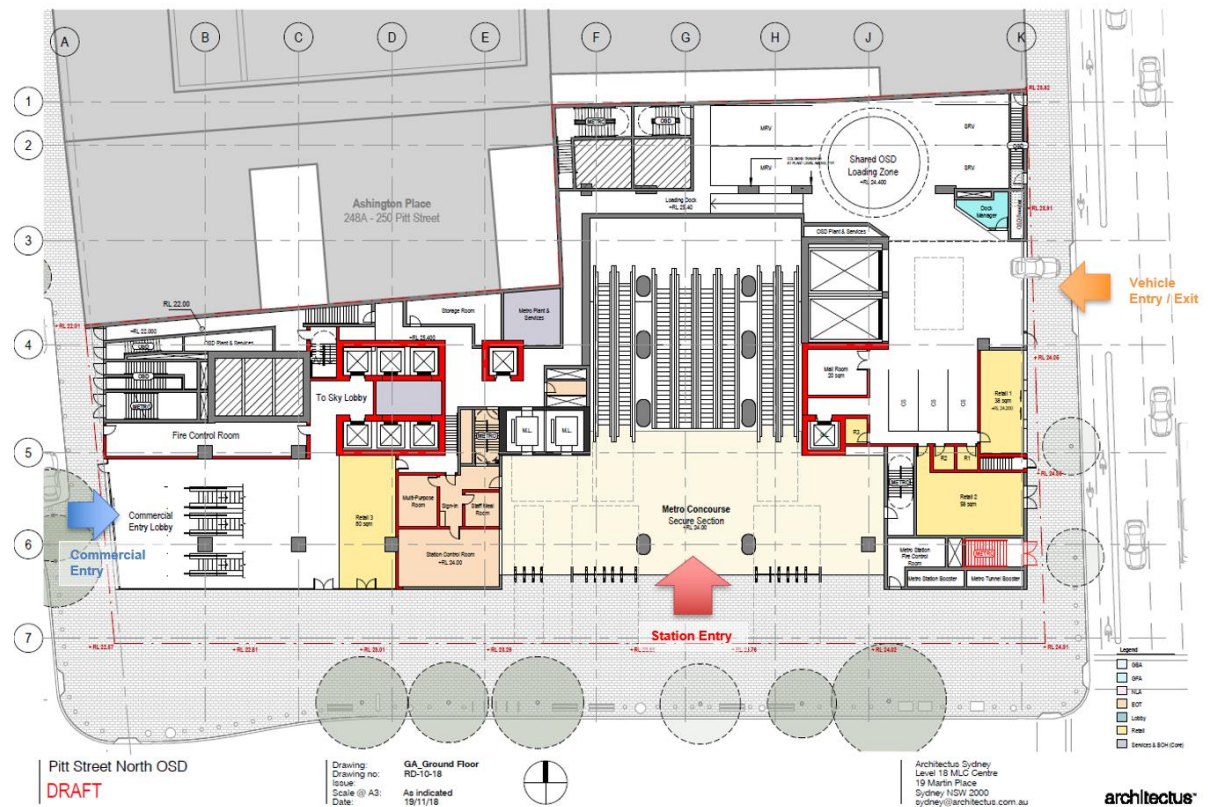
Overview of Alternate Commercial Office Scheme

A indicative commercial scheme would seek approval for the same building envelope and GFA as per the concept SSD Application. A commercial office scheme would include:

- Metro station with pedestrian access via from Pitt Street, Park Street and Castlereagh Street
- Commercial space (48,600 square metres GFA) with pedestrian access via a Pitt Street lobby
- Retail up to 500 square metres (subject to servicing limitations)
- 50 on site car parking spaces within the podium levels (accessed via Castlereagh Street) comprising:
 - 45 general parking spaces
 - 3 trades and maintenance vehicle parking spaces
 - 1 car share space
 - 1 Metro operation parking bay
- 7 loading dock spaces at the ground floor (2 x MRV + 2 SRV + 3 courier spaces) accessed via Castlereagh Street)
- Retention of the proposed vehicle pick up / drop off area on Pitt Street

The layout of the amended ground floor plan for the commercial office scheme is provided in Figure 1.

Figure 1 – Commercial Office Scheme - Ground Floor Layout



Traffic Generation - Commercial Office Scheme

RMS Technical Direction TD 2013/4a Guide to Traffic Generating Development: Updated Surveys refers to the results of surveys of traffic and parking characteristics of office premises conducted in 2010. Based on the RMS guidelines the following peak hour rates for commercial developments are:

- AM Peak: 0.65 vehicle trips / hour / parking space
- PM Peak: 0.49 vehicle trips / hour / parking space

The application of these rates to the commercial parking allocation is summarised in Table 1.

Table 1 - Estimated Traffic Generation – Pitt Street North OSD

Peak	Commercial Scheme (veh / hr)	Mixed Use Scheme (veh / hr)	Previous Site Uses (veh / hr)
Weekday AM Peak	32	9	50 – 60
Weekday PM Peak	24	7	50 – 60
Weekend Peak	0	5	50 – 60

The analysis presented in Table 1 indicates that a commercial scheme would generate more peak hour traffic than a mixed use scheme due largely to the associated commercial car parking being destination parking rather than trip origin parking for the residential land uses proposed as part of the mixed use.

Notwithstanding the above, both the commercial and mixed use development schemes would represent a significant reduction in site traffic generation compared to the previous uses of the site.

Thus, the conclusions of the Transport and Traffic Impact Assessment Report (Appendix T of the EIS) with regard to the traffic implications of the Pitt Street North OSD remain unchanged, namely that:

“As the site generated traffic volumes at peak times are expected to decrease, no adverse impacts on the broader road network are anticipated when the development is operational. Furthermore, no traffic modelling has been undertaken (as specified in the SEARs) on the basis that the proposed OSD would generate less traffic than previous site uses.”¹

Loading Dock Capacity

The anticipated demand for on-site loading dock bays and profile of arrivals will vary between a mixed use scheme and a commercial scheme.

A commercial scheme is anticipated to generate a higher proportion of courier vehicles than a mixed use scheme. The profile of deliveries also changes with deliveries occurring during typical day time working hours.

¹ Pitt Street North Over Station Development Concept SSDA, Appendix T – Transport and Traffic Impact Assessment Report (prepared by TTPP,

Through consultation with Sydney Coordination Office (SCO) and TfNSW it was determined that the servicing demands for a commercial scheme would generate a peak demand of 13 bays (spaces) for an unmanaged situation. The profile is shown in Figure 2 and Figure 3.

Figure 2– Commercial Delivery Vehicle Time of Day Profile and Dock Space Requirements

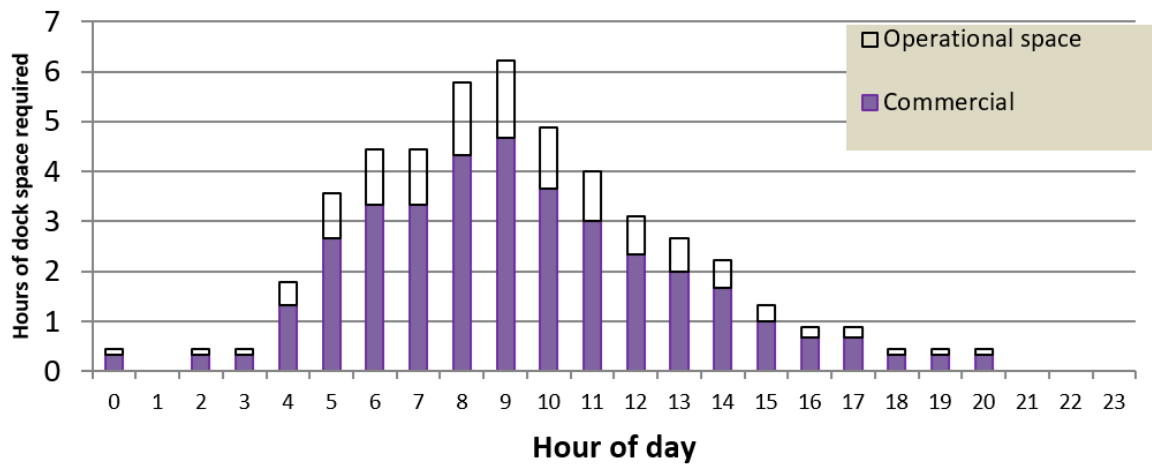
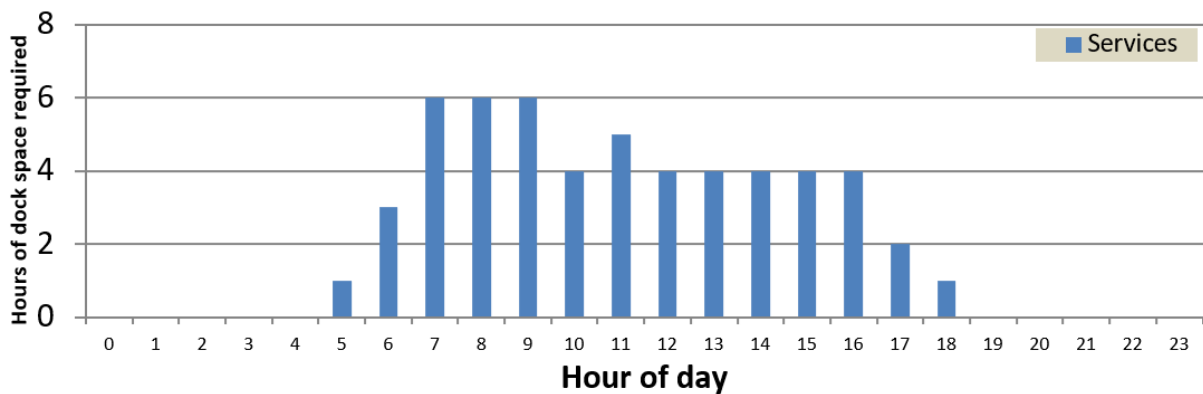


Figure 3 – Commercial Office Scheme - Ground Floor Layout



The requirements for 13 bays can be reduced through a number of management measures. The implications of these are set out in Table 2 below.

Table 2 – Load Dock Requirements with Management Measures

Peak	Loading Bay Requirements
No Management Measures	13
On Site Dock Manager	11
+3 courier spaces	6
Delivery Service Planning	6

In response to SCO / TfNSW consultation, it is proposed that an additional 3 courier bays will be provided at the ground level.

Additionally, a dock manager is to be employed to manage the dock and would be tasked with minimising vehicle on site dwell times.

Furthermore, it is recommended that a central storage area / mail room be provided adjacent to the loading dock at the ground floor for the receipt and storage of deliveries thereby eliminating the need for couriers et al to travel up into the commercial building. Again, this will reduce delivery vehicle dwell time and increase effective dock capacity.

The proposed provision of 4 delivery bays (2 MRV + 2 SRV) and 3 courier bays at the ground floor along with the 3 service bays in the podium, the commercial scheme will provide 7 loading bays + 3 courier bays. This exceeds the dock requirements set out in Table 2.

Therefore the commercial scheme design can accommodate service vehicle demand on site as per the mixed use scheme.

Site Access Arrangements and Vehicle Lift Capacity

Driveway Location

As per the mixed use scheme included in the exhibited EIS, it is proposed to provide a combined entry / exit vehicle driveway on Castlereagh street to service the proposed on site car parking and loading dock facility.

Castlereagh Street is considered to be the only viable location for the provision of a vehicle access servicing the site. Park Street is not considered practical due to the existing and future bus stop provisions and the Metro station pedestrian access. The length of the site's frontage to Pitt Street and Metro Station spatial requirements at the ground level restrict the ability to provide a vehicle access on Pitt Street.

The proposed Castlereagh Street driveway is located as far as practical to the north along the site's frontage to maximise the distance between the Park Street intersection and the access driveway.

The straight and flat alignment of Castlereagh Street at the proposed driveway will provide appropriate sight lines between vehicles, pedestrians and cyclists. The detail design of the access as part of the future DA will need to consider the location of structures, kerbside furniture and street trees to enable the provision of AS2890 compliant sight lines.

Vehicle Access Management

As per a mixed use scheme, careful management of vehicles accessing the loading dock and the car park lift via the proposed driveway is required to ensure that efficient operation is maintained, and potential impacts mitigated.

It is considered that inefficient operation could result in vehicle queuing from the site to Castlereagh Street.

For a commercial scheme, vehicles accessing the podium car parking levels via the car park lifts will be highly single directional, namely almost exclusively inbound during the AM peak and outbound in the PM peak.

Furthermore, commercial related car parking movements are expected to occur before and after the peak service vehicle activity. This separation is expected to be more significant than for a mixed use scheme.

Based on the same car park lift geometric / operational assumptions used for the mixed use scheme as presented in Appendix T Transport and Traffic Impact Assessment of the EIS, a single lift service rate of 33 vehicles / hour has been assumed.

The service rate would be increased with the use of both car park lifts to enter the car park assuming both lifts are vacant and available.

As commercial scheme traffic would be single directional it would be practical to assume that both lifts could be utilised during the peak periods to accommodate the inbound (AM) or outbound (PM) demand.

The use of both lifts would increase the service rate to 66 vehicles per hour.

The indicative car park lift access priority arrangements are shown in Figure 4. These are the same as mixed use scheme.

The results of the queuing analysis are consistent with the analysis for a mixed use scheme.

As such it is concluded that the proposed access arrangement for the car lift are satisfactory with regard to mitigating the potential for adverse queuing implications to Castlereagh Street.

It is noted that the car park lift service rates are based on conservative assumptions. It is recommended that further refinement of the service rate for the car park lift be undertaken through the detail design stage with more detailed consultation and design with car park lift manufacturers with the objective of increasing the service rate to minimise the potential for vehicle queuing to Castlereagh Street.

Vehicle Access and Cycle / Pedestrian Interaction

As for a mixed use scheme, any commercial scheme on the site will need to consider during detailed design the interface between driveway access and the proposed future cycleway along the site's frontage to Castlereagh Street. Any design will need to occur in consultation with SCO and Council as part of the future detailed application to ensure that appropriate safe and efficient designs are implemented.

Notwithstanding the above, the concept for the proposed OSD driveway at Castlereagh Street has been designed to:

- Minimise the potential for vehicle queuing over the footpath and the proposed cycleway;
- Provide clear sight lines for vehicles at the cycleway crossing; and
- "Flashing Light" system at vehicle access to alert pedestrians / cyclists to exiting vehicles subject to SCO endorsement and RMS approval.

Pedestrian Movement

The pedestrian movement implications of a mixed use scheme and a commercial scheme will be similar.

Notwithstanding the above, pedestrian flows generated by the OSD development whether mixed use or commercial schemes are expected to be a minor proportion of the total pedestrian flows generated by the integrated development.

The estimated increase in pedestrian demand on the footpaths would be largely attributed to the introduction of Pitt Street (north) Station.

It is noted that the Indicative OSD design proposes a significant setback of the building fronting Park Street and introducing a covered colonnade which will increase the width (i.e. capacity) of the existing footpath and improve the pedestrian amenity for OSD, Metro Station

and Park Street bus stop pedestrians as well as general passing foot traffic. This set back would be provided as part of both a mixed use and commercial scheme.

Bus and Coach Parking

As the hotel use would be removed from the concept design for a commercial scheme, there will be no demand for bus and coach parking facilities. It is noted that the taxi / vehicle drop off and pick up bay on Pitt Street would be retained to facilitate taxi demand associated with commercial uses.

Summary

Based in the above analysis, it is concluded that the findings of the transport and traffic assessment of a mixed use scheme for the Pitt Street North OSD will be similar to those of a commercial scheme.

With regard to the potential impacts of a commercial scheme, it has been demonstrated herein that the level of impact is no worse (if not improved) than a mixed use development with the implementation of the following conceptual design modifications:

- Inclusion of 3 additional courier bays within the ground floor dock area;
- Removal of demand for coach / bus parking areas; and
- Maintaining the various traffic and transport management measures set out in Appendix T Transport and Traffic Impact Assessment Report of the EIS.

SUPPLEMENTARY WASTE REPORT

APPENDIX N



23rd November 2018

Architectus Sydney
 L 18 MLC Centre
 19 Martin Place
 Sydney NSW 2000

Attention Mr Nigel Justins,

**OSD PITT STREET NORTH
 WASTE MANAGEMENT DEVELOPMENT APPLICATION – SUPPORT LETTER – REV 01**

Dear Nigel,

LCI has reviewed the commercial building concept design for the Over Station Development (OSD) at Pitt Street North. The previous concept design was for a mixed use residential and commercial building. The respective areas considered in both options are summarised in table 1 and table 2 below.

Dwellings East Tower	199
Dwellings West Tower	110
Hotel GFA (m²)	8,467
Hotel Rooms	204
Commercial GFA (m²)	1,515

Table 1 – Option 1 Mixed Use Residential and Commercial Areas

Commercial GFA (m²)	47,931
---------------------------------------	--------

Table 2 – Option 2 Commercial Areas

An assessment of the volumes of waste and recyclables generated was carried out in accordance with the requirements of the City of Sydney Waste Policy. The calculated volumes were used to size bins and waste enclosures. The locations of waste enclosures were identified in the concept design to accommodate collection trucks. The calculated volumes for both options are summarised in table 3 and table 4 below.

Waste Volume (L/Week)	33,764
Recyclables Volume (L/Week)	16,588

Table 3 – Option 1 Mixed Use Residential and Commercial Waste and Recyclables Volumes

Waste Volume (L/Week)	33,552
Recyclables Volume (L/Week)	33,552

Table 4 – Option 2 Commercial Waste and Recyclables Volumes

The waste volume for the two options are very similar. However, with a greater commercial floor area the recyclables volume doubles when compared to a mixed use residential and commercial building.

The size of the waste enclosure for the commercial building option can remain the same as those identified for the mixed use residential and commercial building option. However, to cater for the increased waste volumes, it is recommended that the collection frequency be increased from three times per week to five times per week.

Kind regards

Chris Kornek
Associate



Mobile: +61 (0) 475 750 608
chris.kornek@lciconsultants.com.au

**REVISED CLAUSE 4.6
VARIATION REQUEST -
MIXED USE OPTION**

APPENDIX O





November 2018

Clause 4.6 Variation Request

Floor Space Ratio Development Standard

Concept State Significant Development Application SSD 8875:

Mixed Use Residential Option

Sydney Metro City & Southwest

Pitt Street North Over Station Development

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1. Introduction

This clause 4.6 variation request (clause 4.6) is submitted as part of the Submissions Report for a concept State Significant Development Application (concept SSD Application) to the Department of Planning and Environment (DPE), on behalf of Sydney Metro. The concept proposal provides for two different land use options, and this clause 4.6 variation request relates to the **mixed use residential option**.

Clause 4.6 of the Sydney Local Environmental Plan 2012 (SLEP 2012) enables the consent authority to grant development consent for development even though it contravenes a development standard. The clause aims to provide an appropriate degree of flexibility in applying certain development standards to achieve better outcomes for and from development.

Clause 4.6 requires that a consent authority be satisfied of three matters before granting consent to a development that contravenes a development standard:

- that the applicant has adequately demonstrated that compliance with the development standard is unreasonable or unnecessary in the circumstances of the case
- that the applicant has adequately demonstrated that there are sufficient environmental planning grounds to justify contravening the development standard
- that the proposed development will be in the public interest because it is consistent with the objectives of the particular standard and the objectives for development within the zone in which the development is proposed to be carried out

The consent authority's satisfaction as to those matters must be informed by the objective of providing flexibility in the application of the relevant control.

This report requests and justifies a variation to clauses 4.4 and 6.4, which relate to the maximum floor space ratio, as permitted under clause 4.6 of SLEP 2012. It should be read in conjunction with the Environmental Impact Statement (EIS), Submissions Report and Final Urban Design Report.

2. Development Standard to be Varied

2.1. Is the Planning Control in Question a Development Standard

'Development Standards' are defined under section 4(1) of the *Environmental Planning & Assessment Act 1979* (EP&A Act) as follows:

“development standards means provisions of an environmental planning instrument or the regulations in relation to the carrying out of development, being provisions by or under which requirements are specified or standards are fixed in respect of any aspect of that development, including, but without limiting the generality of the foregoing, requirements or standards in respect of: ...

(c) the character, location, siting, bulk, scale, shape, size, height, density, design or external appearance of a building or work...”

The floor space ratio controls under clauses 4.4 and 6.4 of SLEP 2012 are clearly and unambiguously a development standard.

2.2. Relevant Development Standard

2.2.1. Clause 4.4 of the SLEP 2012

Clause 4.4 of the SLEP 2012 works to detail the objectives and the base FSR for land within the City of Sydney Local Government Area, and is to be read in conjunction with the mapping excerpt (as relevant to the site) at Figure 1. Clause 4.4 has been further detailed below.

4.4 Floor Space Ratio

(1) The objectives of this clause are as follows:

(a) to provide for sufficient floor space to meet anticipated development needs for the foreseeable future,

(b) to regulate the density of development, built form and land use intensity and to control the generation of vehicle and pedestrian traffic,

(c) to provide for an intensity of development that is commensurate with the capacity of existing and planned infrastructure

(d) to ensure that new development reflects the desired character of the locality in which it is located and minimises adverse impacts on the amenity of that locality.

(2) The maximum floor space ratio for a building on any land is not to exceed the floor space ratio shown for the land on the Floor Space Ratio Map.

The maximum floor space ratio for the land shown on the Floor Space Ratio Map is 8:1.

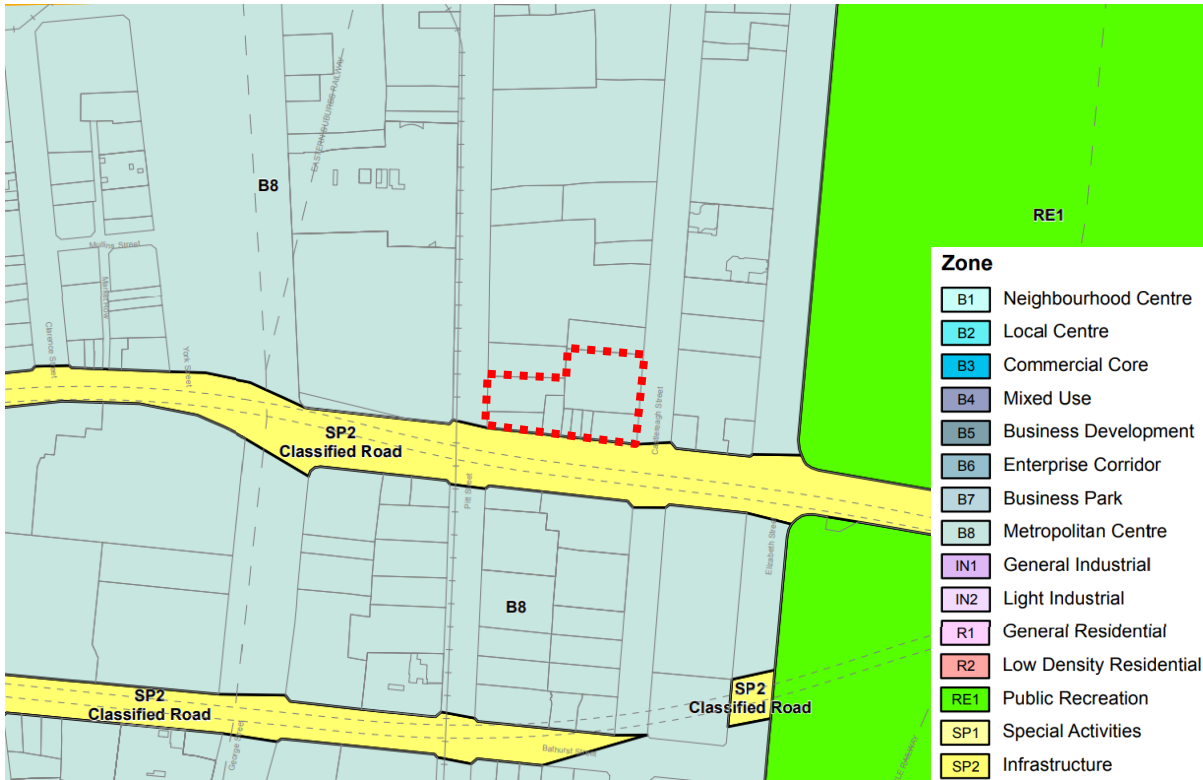


Figure 1 – Land use zone map excerpt (site boundary in red dash)

2.2.2. Clause 6.4 of the SLEP 2012

In addition to the 'base' FSR provided under clause 4.4, an additional quantum of floorspace is unlocked for the site by virtue of the use proposed in accordance with land covered by 'Area 2' of the FSR mapping. This is detailed at clause 6.4 of the SLEP 2012, and the relevant parts of the clause have been reproduced below for reference.

6.4 Accommodation Floor Space

- (1) *A building that is in an Area, and is used for a purpose specified in relation to the Area in paragraph (a), (b), (c), (d), (e), (f) or (g), is eligible for an amount of additional floor space (accommodation floor space) equivalent to that which may be achieved by applying to the building the floor space ratio specified in the relevant paragraph:*

...

(c) Area 2, office premises, business premises or retail premises – 4.5:1,

(d) Area 2, residential accommodation, serviced apartments, hotel or motel accommodation, community facilities or centre-based child care facilities – 6:1,

...

- (2) *The amount of additional floor space that can be achieved under a paragraph is to be reduced proportionally if only part of a building is used for a purpose specified in that paragraph.*

- (3) *More than one amount under subclause (1) may apply in respect of a building that use used for more than one purpose.*

2.3. Extent of Proposed Variation

2.3.1. Proposed Land Use Mix and Maximum Gross Floor Area

The concept SSD Application seeks consent for a maximum GFA of 49,120 square metres for the OSD component, comprising a maximum GFA of 33,416 square metres for residential use, 769 square metres of OSD storage for residential dwellings, 13,453 square metres for visitor accommodation use, and 1,482 square metres for commercial use. This equates to a Floor Space Ratio of 15.59:1, resulting in a total maximum GFA at the site (including station floorspace of 1,189 square metres) of 50,310 square metres and a total maximum FSR of 15.966:1.

2.3.2. Extent of Proposed Variation

In accordance with the SLEP 2012, and based on the scheme proposed as part of this concept SSD Application, the maximum FSR permissible for the residential component comprises the sum of the follows:

- The 'base' FSR for the site of 8:1 (clause 4.4 of the SLEP 2012)
- Accommodation floor space FSR of up to 4.5:1 for office premises, business premises or retail premises and up to 6:1 for residential accommodation, serviced apartments, hotel or motel accommodation, community facilities or centre-based child care facilities (clause 6.4 of the SLEP 2012), calculated based on the maximum accommodation floor space allowance
- Up to 1.4:1 (10 per cent above the sum of the base and accommodation FSRs) which is awarded when design excellence is achieved (noting that this clause is not applicable in the current proposal)

Based on the mix of land uses described in Section 2.3.1, the proposal would have a maximum FSR of 13.814:1 (43,528 square metres of GFA). The proposed development therefore exceeds the maximum FSR by 6,782m² (2.15:1 or 15.6% of the development standard).

3. Background and Context

3.1. Project background

On 9 January 2017, the Minister for Planning approved the Sydney Metro City & Southwest – Chatswood to Sydenham application lodged by Transport for NSW (TfNSW) as a Critical State Significant Infrastructure (CSSI) project with reference SSI 15_7400 (CSSI Approval).

The NSW Government identified that stations on the Sydney Metro City & Southwest project could be better integrated with the communities and public spaces around them. This included the construction of buildings on top of these stations and commercial, residential, community and retail opportunities.

The concept proposal capitalises on the Sydney Metro improvements by providing for additional residential capacity in location which is immediately proximate to new high-capacity public transport. Additional residential capacity in this location will align with the fifth Planning Priority in the Eastern City District Plan by providing housing supply in a location which has access to a level of jobs and services which is near unmatched anywhere across Australia.

However, the ability for the proposed project to contribute to the legacy of the Sydney Metro project in a meaningful manner is limited in this case by an overly prescriptive floor space control. This is seen as an unreasonable and unnecessary outcome at the site, given that the development does not result in any unacceptable adverse impacts, and the substantial economic, social and legacy benefits to be gained from the site. This has been further discussed throughout this statement.

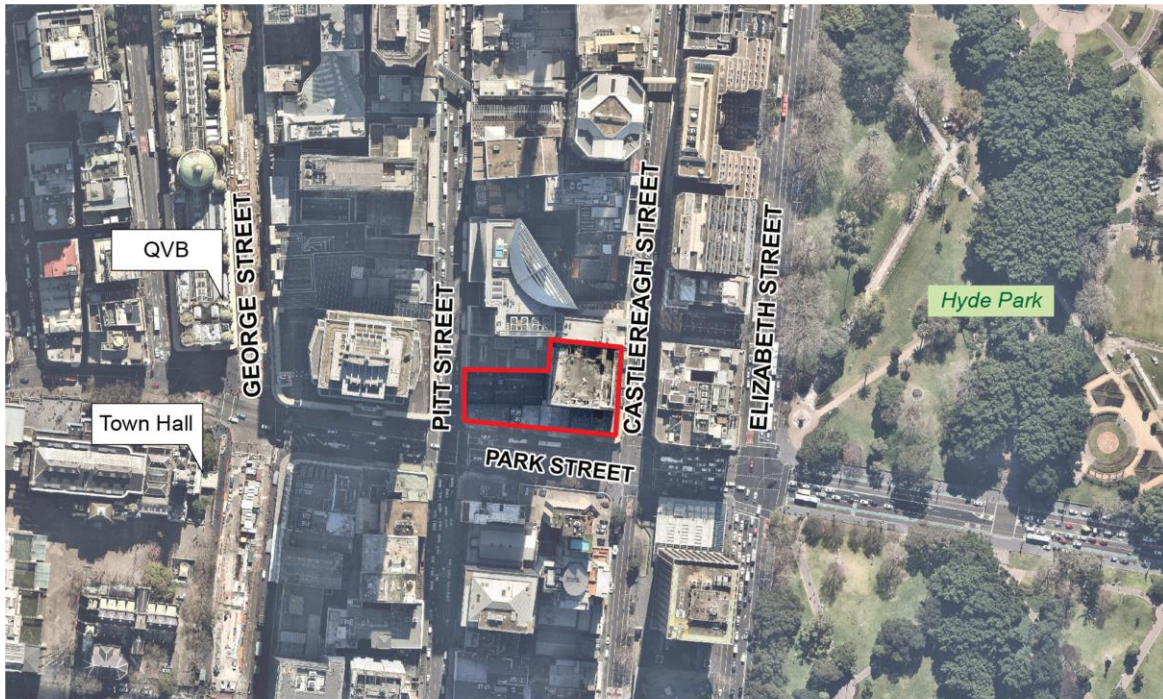
The concept proposal was publicly exhibited between 16 August 2018 and 12 September 2018. Sydney Metro has responded to the submissions made by the public and government agencies in the Submissions Report. An issue identified in the submissions was the flexibility of land uses within the proposed building envelope, and the relationship between this flexibility and the maximum gross floor area for which consent is sought in relation to the provisions of the SLEP 2012.

3.2. The land subject to this variation

This clause 4.6 relates to the following allotments which, together, are referred to as 175-183 Castlereagh Street, Sydney and outlined in Figure 2:

- Lot 1 in DP596474
- Lot 17 in DP1095869
- Lot 2 in DP509677
- Lot 2 in DP982663
- Lot 1 in DP982663
- Lot 3 in DP61187
- Lot 1 in DP74367
- Lot 3 in DP74952
- Lot 2 in DP900055
- Lot 1 in DP229365

The site has an area of 3,150 square metres. A full description of the site is included in Section 4.0 of the EIS submitted for this application.



The Site

NOT TO SCALE

Figure 2 – Site aerial photograph

3.3. Site context

It is relevant to consider the context of the site when evaluating the merits of a proposal which seeks to exceed a development standard through clause 4.6 of the SLEP 2012. Specifically, this site comprises a significant consolidated site in the Sydney Central Business District, which forms part of a transformative precinct within the south-eastern portion of the City.

In effect, the development above the Pitt Street Station portals comprises a centrepiece of this wider precinct which will work to reinforce the primacy and legacy of the Sydney Metro project. Sydney Metro will provide a substantial boost to transport accessibility into and through the Sydney CBD, with Pitt Street Station comprising part of the Chatswood to Sydenham stage of the overall future network. On the basis of this boost to public transport capacity, a future over station development at the site will be uniquely positioned to take advantage of the Pitt Street station development. This has been reiterated through the design development of the station, which has made detailed provision for a future OSD element above. On this basis, it is necessary to deliver a building form which delivers on this opportunity, enabling the delivery of a world class integrated station development at the site whereby the station and OSD elements work together to provide a seamless user experience.

4. Justification for contravention of the development standard

Clause 4.6 of the SLEP 2012 provides that:

4.6 Exceptions to Development Standards

- (3) *Development consent must not be granted for development that contravenes a development standard unless the consent authority has considered a written request from the applicant that seeks to justify the contravention of the development standard by demonstrating:*
- (a) *that compliance with the development standard is unreasonable or unnecessary in the circumstances of the case, and*
 - (b) *that there are sufficient environmental planning grounds to justify contravening the development standard.*

Further, clause 4.6(4)(a) of SLEP 2012 provides that:

- (4) *Development consent must not be granted for development that contravenes a development standard unless:*
- (a) *the consent authority is satisfied that:*
 - (i) *the applicant's written request has adequately addressed the matters required to be demonstrated by subclause (3), and*
 - (ii) *the proposed development will be in the public interest because it is consistent with the objectives of the particular standard and the objectives for development within the zone in which the development is proposed to be carried out, and*
 - (b) *the concurrence of the Secretary has been obtained.*

Additionally, the tests that are relevant to assessing a request to vary a development standard are contained in the following NSW Land and Environment Court cases:

1. *Wehbe v Pittwater Council* [2007] NSW LEC 827;
2. *Four2Five Pty Ltd v Ashfield Council* [2015] NSWLEC 1009;
3. *Initial Action Pty Ltd v Woollahra Municipal Council* [2018] NSWLEC 118; and
4. *Turland v Wingecarribee Shire Council* [2018] NSWLEC 1511.

The relevant matters contained in clause 4.6 of SLEP 2012, with respect to the maximum floor space ratio development standard, are each addressed below, including with regard to these decisions.

4.1. **Clause 4.6(3)(a): Compliance with the development standard is unreasonable or unnecessary in the circumstances of the case**

In *Wehbe*, Preston CJ of the Land and Environment Court identified five ways in which it could be shown that a variation to a development standard was unreasonable or unnecessary. However, His Honour in that case (and subsequently in *Initial Action*) confirmed that the types of ways that it could be shown that compliance with a development standard was unreasonable or unnecessary in the circumstances of the case, was not limited to the five ways identified in *Wehbe*.

While *Wehbe* related to objections made pursuant to *State Environmental Planning Policy No. 1 – Development Standards* (SEPP 1), the analysis is applicable to variations made under clause 4.6 where subclause 4.6(3)(a) uses the same language as clause 6 of SEPP 1 (see *Four2Five* at [61] and [62]).

As the language used in subclause 4.6(3)(a) of SLEP 2012 is the same as the language used in clause 6 of SEPP 1, the principles contained in *Wehbe* are applicable to this clause 4.6 variation request.

The five ways outlined in *Wehbe* include:

1. The objectives of the standard are achieved notwithstanding noncompliance with the standard (**First Way**)
2. The underlying objective of purpose of the standard is not relevant to the development and therefore compliance is unnecessary (**Second Way**)
3. The underlying object or purpose would be defeated or thwarted if compliance was required and therefore compliance is unreasonable (**Third Way**)
4. The development standard has been virtually abandoned or destroyed by the Council's own actions in granting consents departing from the standard and hence compliance with the standard is unnecessary and unreasonable (**Fourth Way**)
5. The zoning of the particular land is unreasonable or inappropriate so that a development standard appropriate for that zoning is also unreasonable and unnecessary as it applies to the land and compliance with the standard would be unreasonable or unnecessary. That is, the particular parcel of land should not have been included in the particular zone (**Fifth Way**)

This clause 4.6 variation request establishes that primarily compliance with the development standard is unreasonable or unnecessary in the circumstances of the proposed development because objectives of the standard are achieved notwithstanding the non-compliance with the standard (First Way).

The environmental planning grounds relied on in the written request under clause 4.6 must be sufficient to justify contravening the development standard. The focus is on the aspect of the development that contravenes the development standard, not the development as a whole. Therefore, the environmental planning grounds advanced in the written request must justify the contravention of the development standard and not simply promote the benefits of carrying out the development as a whole (*Initial Action v Woollahra Municipal Council* [24] and *Turland v Wingecarribee Shire Council* [42]).

4.1.1. The objectives of the standard are achieved notwithstanding non-compliance with the standard (First Way)

Clause 4.4 of SLEP 2012 sets out the following objectives in relation to the FSR development standard:

- (a) *to provide sufficient floor space to meet anticipated development needs for the foreseeable future.*
- (b) *to regulate the density of development, built form and land use intensity and to control the generation of vehicle and pedestrian traffic.*
- (c) *to provide for an intensity of development that is commensurate with the capacity of existing and planned infrastructure.*
- (d) *to ensure that new development reflects the desired character of the locality in which it is located and minimises adverse impacts on the amenity of that locality.*

The concept SSD Application to which this clause 4.6 variation request relates seeks consent for a Floor Space Ratio which exceeds the specified rate under the SLEP 2012. As part of any such request, it must be demonstrated whether the development achieves the objectives of the development standard, despite a numerical non-compliance. On this basis, the proposed development has been assessed against each objective contained at clause 4.4 of the SLEP 2012.

(a) to provide sufficient floor space to meet anticipated development needs for the foreseeable future.

The NSW Government has identified Sydney as Australia's finance and economic capital, containing half of Australia's globally competitive service sector jobs. It accounts for approximately 70 per cent of total NSW's economic output and over 20 percent of Australia's Gross Domestic Product (SGS Economics, from CSSI Project Application Report p21). Sydney's population is forecast to increase from 4.3 million to 6.2 million people by 2036, and employment is expected to increase from 2.1 million to 3.1 million by 2036.

The proposal provides additional housing to meet the requirements of the future community, additional visitor accommodation to support the tourism economy and additional office floor space to support the growth of jobs in the knowledge economy within the Sydney CBD. The subject site is ideally situated to provide capacity to support anticipated development needs across the employment, housing and visitor accommodation sectors based upon the significant increase in public transport services immediately available at the site.

Strict compliance with the development standard would result in a reduction in the floorspace provided for housing, employment and tourist and visitor accommodation, which is contrary to this objective of the development standard. This is exacerbated because it is not possible nor desirable to reduce the gross floor area occupied by the new Sydney Metro station itself or the above-ground residential storage provided within the station podium, which are being constructed pursuant to the CSSI Approval, despite these features being a unique aspect of the site which contribute to the cause of the variation of the development standard.

Accordingly, this objective is satisfied notwithstanding the variation to the development standard.

(b) to regulate the density of development, built form and land use intensity and to control the generation of vehicle and pedestrian traffic.

The subject site, by virtue of the delivery of Pitt Street Station in accordance with the CSSI Approval, will provide a significant boost to the public transport capacity of the broader Sydney

CBD, and deliver a unique level of convenience, service and accessibility for the future OSD that is unprecedented in Sydney or NSW. Accordingly, the subject site has a unique ability to accommodate a density and intensity of land use that partially exceeds the FSR controls under SLEP 2012 that apply across the entire Area 2 precinct of the Sydney CBD without resulting in any adverse environmental impacts.

It is noted that the additional GFA being sought under this clause 4.6 for the purposes of the station floorspace and residential storage do not comprise any increase in the apparent density of the development. The station floorspace consists entirely of the ground floor and below ground station areas, while the residential storage is located within the volumetric podium space which has already been approved under the CSSI Approval.

The built form impacts of the proposed envelope are considered in detail in Section 8 of the EIS and the Design Report provided at Appendix I of the EIS. This assessment concludes that, subject to detailed design, future development within the proposed building envelope will not result in any unacceptable adverse impacts on the surrounding urban environment in terms of urban design, built form, overshadowing, residential amenity, wind impacts or impacts on utilities infrastructure.

The transport and traffic impacts of the proposed development are considered at Section 8.10 of the EIS and Appendix T of the EIS. The site is located within a busy CBD environment, with substantial pedestrian and vehicular traffic in the immediate vicinity of the site. The delivery of the metro station will significantly enhance public transit capacity within the Sydney CBD, providing increased opportunities for public transit utilisation and reducing the need for driving. Future occupants of the OSD will benefit from an unprecedented level of accessibility. This is in addition to the high level of walkability and direct access to employment, services and leisure that comes with a CBD-location. This will control the extent of pedestrian generation in the surrounding area to a level commensurate or less than would otherwise occur under a compliant scheme where the integrated station development did not occur. On-site parking provision for the future OSD is not increased by the proposed variation, and is well below the maximum car parking rates prescribed in Part 7 Division 1 of SLEP 2012. Accordingly, the variation continues to achieve the objective of the development standard by controlling car parking (and resultant vehicular generation) to a level that is below that which could otherwise result from a compliant scheme.

Further to the above, it is noted that the proposed development of the site would have an FSR of 15.35:1 if the station and residential storage space was excluded from the calculation of FSR, which is a reasonable proposition given that it adds to, rather than detracts from, the infrastructure capacity of the Sydney CBD. This FSR is less than the maximum development capacity of the site (15.4:1) under a fully compliant scheme with the maximum accommodation floor space and design excellence bonus (absent the metro station) in accordance with the SLEP 2012 provisions but does not provide any new infrastructure capacity. The proposed development is therefore considered to be entirely compatible with the capacity of the site from a development intensity perspective.

Accordingly, it is considered that the OSD will continue to regulate the density, built form and land use intensity, and to control vehicle or pedestrian generation on the site, at a level that is appropriate for the circumstances of the site and which achieves this objective of the development standard notwithstanding the non-compliance.

(c) to provide for an intensity of development that is commensurate with the capacity of existing and planned infrastructure.

Transport Infrastructure

The proposed development has been proposed within the context of the wider Sydney Metro Chatswood to Sydenham CSSI project, which comprises a step-change public transport project which aims to improve accessibility through the Sydney Central Business District. This

is one of the key planned infrastructure projects in Sydney in the coming years and will have a direct positive impact on the public transport capacity of the Sydney CBD. It is noted that the NSW Government's commitment to delivering the Sydney Metro City & Southwest Chatswood to Sydenham project was only made subsequent to the drafting and public exhibition of SLEP 2012, and that this significant planned infrastructure was not contemplated at the time that the provisions relevant to the development standard were formulated.

The proposed development will directly facilitate the creation of the Pitt Street Station precinct, which will enable the NSW Government and Council to regulate private vehicle use in the city over the coming years, by providing better transport infrastructure and raising the public transport capacity of Central Sydney.

The benefits of the Sydney Metro City & Southwest Chatswood to Sydenham project are twofold. Initially, the Sydney Metro line will operate with a significantly increased capacity, in two directions on dedicated tracks through the Sydney CBD, with Figure 3 providing a comparison of the metro capacity, when compared to current Sydney Trains suburban lines.

Additionally, in repurposing existing rail lines for metro, Sydney Metro will also work to free up additional spaces within the existing network for the growth of other suburban lines. Effectively, this is caused by a reduced requirement for lines to merge as they approach the CBD. This has been demonstrated visually at Figure 4.

The existing FSR provisions of SLEP 2012 for the site were established prior to the designation of the site as the location of the northern portal for the new Pitt Street Station. Accordingly, the underlying FSR controls do not account for the significant increase in transport infrastructure capacity which is to be delivered on the site as a result of the CSSI Approval (as well as the GFA required to be attributed for transport infrastructure purposes). Accordingly, the proposed variation to the development standard is considered to be minor in the context of the substantive increase in transport infrastructure capacity being provided on the site.

It is also noted that the intensity of the development is not increased under this application in and of itself, with the additional floorspace sought due to the floorspace requirements of the metro station in the form of the residential storage space, offset for the (largely underground) Pitt Street Station concourse, and a reduction in the maximum floorspace bonus afforded to the site due to the metro station. The only other component under which additional FSR is being sought is due to the proposed alternate avenue of achieving design excellence, which has been pursued so as to align with the broader approach for achieving design excellence across the Sydney Metro project as outlined in the CSSI Approval.

On this basis, it can be considered that the development, which has been proposed in conjunction with this program of wider public transport development, has been aligned with a substantial infrastructure capacity increase at the site in the coming years. In this manner, the proposal directly assists the facilitation of this objective, and has been planned in an integrated manner alongside the future Sydney Metro station.

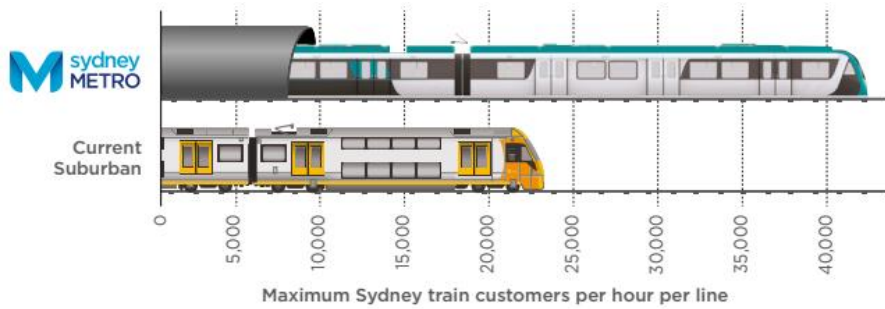


Figure 3 – Capacity of Sydney Metro by comparison to current suburban train lines

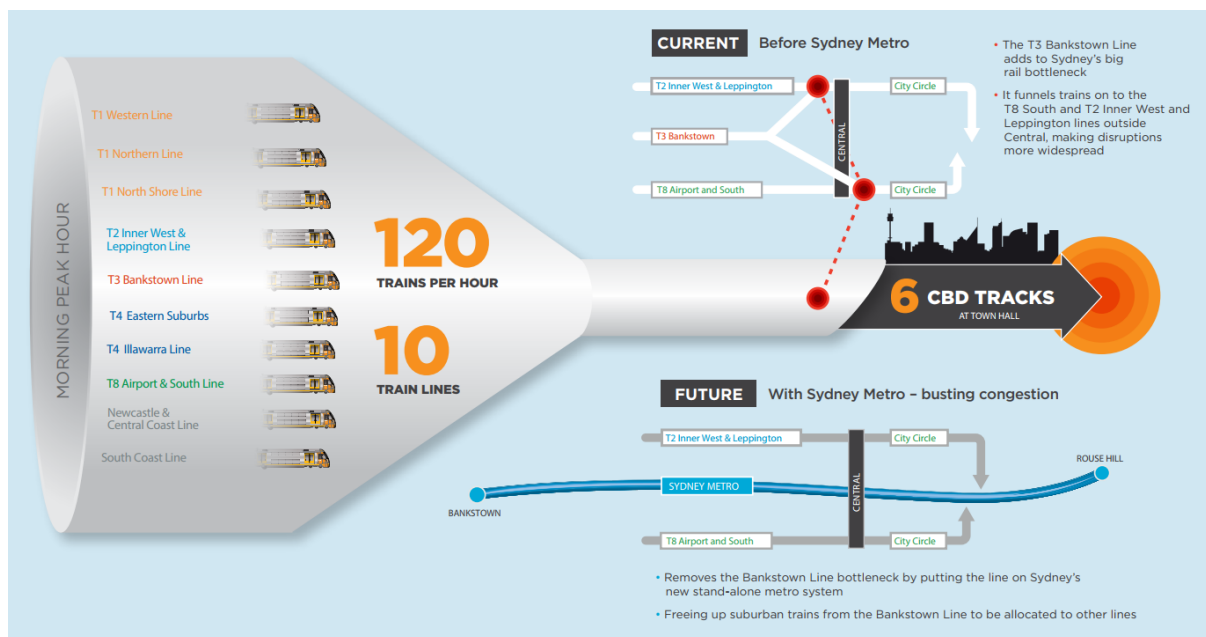


Figure 4 – Capacity unlocked by the Sydney Metro project

Utilities and Services Infrastructure

Additionally, an assessment of the utilities and services infrastructure at the site has been undertaken as Appendix AA of the exhibited EIS. This assessment has determined that the proposed development is well serviced for all utilities in the context of available surrounding infrastructure, and if needed these facilities can be supplemented on an as required basis.

Having regard to the above, it is considered that this objective of the development standard is achieved notwithstanding the variation as the intensity of development will be commensurate with the capacity of existing and planned infrastructure, and is specifically intended to operate and support the capacity of the Sydney Metro.

(d) to ensure that new development reflects the desired character of the locality in which it is located and minimises adverse impacts on the amenity of that locality.

The OSD concept proposal provides for new housing, visitor accommodation and employment capacity within the Sydney CBD, which has been identified through the *Greater Sydney Region Plan 2018*, the *Eastern City District Plan 2018* and local planning policies as the focal point for metropolitan Sydney's growth within the Eastern City. The delivery of high density development on this site is entirely compatible with this desired future character. The CBD Metro provides for a step-change in the nature and capacity of public transport infrastructure within the Sydney CBD, and the OSD is compatible with the significantly increase public

transport capacity available at the site whilst remaining generally consistent and compatible with the scale and density of development within the locality. The proposed envelope importantly has been designed to maximise solar access to surrounding public open spaces, including Hyde Park.

As outlined in detail in Sections 8.2 to 8.7 of the exhibited EIS and the Design Report provided at Appendix I of the exhibited EIS, the proposed building envelope will minimise environmental impacts on the amenity of the locality, with specific key impacts further discuss below.

Overshadowing

A key component to the development of the proposed envelope has been to ensure that the overshadowing impacts of the development are acceptable in nature, which has resulted in the proposed envelope design. The building envelope exceeds the Sun Access Plane in accordance with clause 6.17 due to the exception to the Sun Access Plane enabled at clause 6.18 of the SLEP 2012.

A detailed assessment of the overshadowing impacts of the development throughout the year has been provided at Appendix F of the exhibited EIS, with a detailed analysis undertaken at Section 8.2 of the exhibited EIS. The following key findings are noted in this regard:

- the proposed additional shadows cast by the development are minimal in nature, as for large parts of the year the shadow of the proposal falls partially or fully within the existing shadow of the building at 201 Elizabeth Street
- the proposed envelope, in light of the above, complies with the building height related provisions under the SLEP 2012, and the proposal complies with all 'No Additional Overshadowing' controls
- the proposal does not overshadow Hyde Park at any time during the year prior to 1.30pm, with the majority of overshadowing occurring during the late afternoon 2.30pm to 3.00pm period
- in the periods of the year where the proposal does overshadow Hyde Park, this impact will generally be limited to a small portion of the park and not adversely affect the potential enjoyment of the public open space
- the proposal comprises a concept SSD Application, which will be subject to further design refinement during future detailed applications and has been assessed on a 'worst case' scenario
- the proposal generally doesn't result in any adverse overshadowing impacts on residential properties, with a specific assessment of residential overshadowing undertaken at Section 8.7 of the EIS

Views

The proposed development does not interrupt any key public view corridors across the Sydney CBD. However, perspectives demonstrating the envelope from the context of a number of key surrounding points has been provided by Virtual Ideas at Appendix V of the EIS. Additionally, the impact of the proposal on views from surrounding apartments has been assessed at Appendix U of the EIS. Following this, a detailed View and Visual Impact Analysis has been undertaken at Appendix W of the EIS, which determines that the proposed envelope is acceptable from a private view and visual impact perspective.

Heritage

Given the context of the site in relation to a number of surrounding heritage items, including The National Building and Masonic Club located adjacent to the site's northern boundary, heritage impact has been a central consideration in the development of this proposal. A

detailed assessment of the envelope, provided at Appendix R of the exhibited EIS, has demonstrated that there will be no adverse impacts on the heritage significance of surrounding items from the proposal.

Wind

A Qualitative Wind Assessment has been undertaken as part of this assessment at Appendix M of the exhibited EIS, supported by Wind Tunnel Testing Results at Appendix N of the exhibited EIS. The wind assessment undertaken in relation to the proposed envelope demonstrated that the proposed envelope would not result in any adverse environmental impacts, with wind conditions around the development likely to be classified as acceptable for pedestrian walking under the Lawson criterion, and also pass the distress / safety criterion.

Concluding remarks

Having regard to the above, it is considered that the proposed development will, notwithstanding the variation to the development standard, be consistent with the existing and desired future character of the locality by delivering a high-quality built form outcome that supports additional housing, employment and tourist and visitor accommodation in a location that is well-served by public transport. This is consistent with the vision for the area outlined in the *Greater Sydney Region Plan 2018*, *Eastern City District Plan 2018* and local planning strategies and SLEP 2012. Furthermore, the integration of the future OSD with the Sydney Metro station presents a unique opportunity to deliver a development that is closely aligned with infrastructure provision in order to reduce vehicle congestion and increase public transport utilisation.

The proposed development, and specifically the proposed variation to the development standard, does not give rise to any adverse impacts on the amenity of the locality for the key reasons outlined above and as described in further detail in the exhibited Environmental Impact Statement and Submissions Report. Rather, by providing for additional new residential, visitor accommodation and office space above the future Sydney Metro station the OSD will enhance the vibrancy and amenity of the locality throughout the day and evening and result in a number of significant environmental, social and economic benefits.

Accordingly, the proposal is considered to achieve the objectives of this development standard notwithstanding the non-compliance with the FSR development standard.

Conclusion

The preceding sections have demonstrated that the proposed development continues to achieve each of the objectives of the FSR development standard notwithstanding the variation to this control. Accordingly, the consent authority may be satisfied that compliance with the development standard is unreasonable and unnecessary as required by clause 4.6(3)(a) of SLEP 2012.

4.2. Clause 4.6(3)(b): Environmental planning grounds to justify contravening the development standard

In accordance with clause 4.6(3)(b), as part of any clause 4.6 variation request it must be demonstrated that there are sufficient environmental planning grounds to justify a contravention to the development standard. Accordingly, Sections 3.2.1 to 3.2.5 below provide a breakdown of the key environmental planning grounds which support the proposed variation request, including:

- a variety of unique circumstances at the site which warrant the provision of a higher FSR

- the proposed building form does not result in any significant adverse impacts and achieves a good urban development outcome for the site
- the maintenance of design excellence through the proposed alternate strategy, which has been designed to be a core element of the delivery of the integrated station development outcome
- the unreasonable nature of a floor space penalty over the site resulting from the provision of railway infrastructure
- the ability of the development to exhibit design excellence, and for the development to contribute to the legacy of the Sydney Metro project
- the delivery of a development outcome which does not result in any adverse environmental impacts

4.2.1. Floor space 'penalty' from railway infrastructure

Gross Floor Area (GFA) is legally considered in accordance with the following definition contained under the SLEP 2012:

the sum of the floor area of each floor of a building measured from the internal face of external walls, or from the internal face of walls separating the building from any other building, measured at a height of 1.4 metres above the floor, and includes:

- (a) the area of a mezzanine, and*
- (b) habitable rooms in a basement or an attic, and*
- (c) any shop, auditorium, cinema, and the like, in a basement or attic,*

but excludes:

- (d) any area for common vertical circulation, such as lifts and stairs, and*
- (e) any basement:*
 - (i) storage, and*
 - (ii) vehicular access, loading areas, garbage and services, and*
- (f) plant rooms, lift towers and other areas used exclusively for mechanical services or ducting, and*
- (g) car parking to meet any requirements of the consent authority (including access to that car parking), and*
- (h) any space used for the loading or unloading of goods (including access to it), and*
- (i) terraces and balconies with outer walls less than 1.4 metres high, and*
- (j) voids above a floor at the level of a storey or storey above.*

This definition has been typically designed to provide a clear delineation of what should and should not be counted in regard to floor space, with floor space then calculated through the FSR control to determine an acceptable level of density at a given site. However, this definition becomes illogical in parts, when considered in the context of OSD.

Specifically, the inclusion of basement habitable rooms in calculations results in the station concourse being counted towards the overall GFA, in a manner which reduces the maximum amount of floorspace which can be provided for an otherwise FSR compliant envelope. This is despite the below ground floor space being used for a public use of substantial benefit to the City of Sydney, as well as Sydney and NSW as a whole.

Additionally, necessary elements of the development such as residential unit storage are unable to be provided in a basement, meaning that storage must also be counted towards the overall GFA figures at the site.

Finally, clause 6.4(2) states that *“the amount of additional floor space that can be achieved under a paragraph [referred to in clause 6.4(1)] is to be reduced proportionally if only part of a building is used for a purpose specified in that paragraph.”* In the case of the subject OSD, given that use of floor space for a public transport concourse or interchange is not contemplated by the various floor space bonus areas, the proportion of floor space used for the railway purpose above the base 8:1 accordingly results in a proportionate reduction in the bonus floor space available. This effectively means that the public transport infrastructure being provided results in a penalty on the accommodation floor space which could otherwise have been provided for the development.

In effect, the overall impact of this is that the development is penalised three-fold for the station space occupying the below ground portion of the site. This seems unreasonable in the case of the development, given that this floor space is being used for a separately approved, substantially beneficial use which will benefit all of Sydney. On this basis, it is considered that the development standard is unreasonable in the context of the unique circumstances of the site.

4.2.2. Unique circumstances of the site influence the proposed development

Along with the proposed OSD at Pitt Street South and Martin Place, the proposed development is unique within the Sydney CBD in the high level of direct integration between new high-capacity public transport infrastructure and urban development. The coordinated delivery of an integrated station development at the site delivers a significant number of benefits, as well as its own unique challenges. These challenges include the need to consider portions of the Metro Station infrastructure as GFA when assessing the level of compliance with the FSR development standard under SLEP 2012 (discussed at Section 4.2.1) and the need to construct the OSD in a certain manner.

As has been detailed in the analysis of alternatives undertaken at Section 1.7 of the exhibited EIS, it would be a substantial missed opportunity for the proposal to not incorporate an over station development. Due to the CBD context of the site, and the consolidated nature of the metro station portal, there is a unique opportunity for over station development to be provided in this location. The site is able to accommodate a building form comfortably, and therefore to not take advantage of this would fail to make use of the opportunity provided by the CSSI Approval.

It has also been detailed within the accompanying EIS that areas were made available in the above ground station box for limited uses associated with the OSD. This comprises a number of spaces between the ground level and the transfer slab which were identified for OSD use. This space has been proposed to be used for the components of the development which would have otherwise been located underground, including car parking, servicing spaces, vertical vehicle transport and the provision of additional storage. This is a direct consequence of the location of the rail line beneath the building, which prevents the provision of a traditional basement area for these uses, and in accordance with Section 4.2.1, this space must accordingly be considered as GFA. Given the relatively small number of sites within Sydney which have a railway station entrance immediately beneath them, this is a very unique situation which is unlikely to be replicated in more than a handful of significant station sites.

Finally, the vast majority of the floorplate at the ground floor is occupied by the station entrance, as well as the associated plant, loading and other design requirements. The consequence of this is that limited space within the ground floor plane is available for OSD uses, which needs to be used for the vertical transportation of people into the OSD component of the development. In this case, a mixed residential use is an appropriate use in the context of the site, which provides residential, commercial and visitor accommodation opportunities to the surrounding site whilst simultaneously not affecting station operations.

The 1,189 square metres of GFA which is attributed to the station and included for the purpose of calculating the maximum FSR which applies to this site results in both the loss of development capacity on the site due to the provision of public transport infrastructure, whilst simultaneously resulting in a lowering of the maximum FSR permitted under clause 6.4 of SLEP 2012 due to the exclusion of this GFA from uses which benefit from accommodation floor space bonuses. This exacerbates the extent of the variation to the development standard, and if strictly enforced would penalise the capacity of the site for the provision of significant new public transport infrastructure.

In addition to the above, approximately 12 per cent of the residential gross floor area, and approximately nine per cent of the total OSD GFA, arises from the enclosure of residential balconies (4,211 square metres) which is necessary in order to provide a suitable level of residential amenity, acknowledging the wind and acoustic conditions of the site within the CBD context. This GFA represents over half of the total FSR variation proposed, and is discussed further at Section 4.2.4.

4.2.3. Compliant building envelope results in no adverse impacts

A substantial analysis has been undertaken at Chapter 8.0 of the submitted EIS, as well as within the Design Report at Appendix I, of the various factors which have contributed to the ultimate proposed building form at the site. As a result of the proposed building envelope, the future development is able to minimise any adverse impacts whilst also maintaining the maximum building height of the development in accordance with clauses 4.3, 6.17 and 6.18 of the SLEP 2012. This dual-tower form would regularly result in a compliant FSR, except for the previous floorspace penalties noted throughout this section of the variation request.

Additionally, given that the development complies with the maximum height of buildings control applicable to the site, and provides setbacks which are considered reasonable, it is noted that numerical compliance with the FSR control would not result in any additional material benefit. Rather, strict application of the FSR would result in the same building envelope, which could still be developed to the maximum extents proposed under this application, only comprising an underdevelopment of the potential density of the site, and minimising the benefits enabled through the proposed development. On this basis, it is considered that strict adherence of the maximum FSR control would not result in any additional benefit over the option proposed, given that an FSR compliance would not result any change to the potential building envelope of the site.

As outlined in the exhibited EIS, particularly Sections 8.2 to 8.7, and in the Design Report provided at Appendix I, the proposed building envelope will not result in any significant adverse impacts. Accordingly the envelope is supported on environmental planning grounds irrespective of the proposed variation to the FSR development standard.

4.2.4. Design excellence maintained

As outlined in Section 4.11 and Appendix H of the EIS, the future development of the site will achieve design excellence in accordance with the Design Excellence Strategy (June 2018). The Design Excellence Strategy has been designed to be implemented across the various Sydney Metro City and Southwest integrated station developments, which include:

- Crows Nest

-
- Victoria Cross (North Sydney)
 - Pitt Street North
 - Pitt Street South
 - Waterloo

The key rationale and components of the strategy have been described further below, in the context of the proposed development.

Strategy rationale

The key rationale of the Design Excellence Strategy, which has helped to shape the overall document and the format in which development would be demonstrated as exhibiting design excellence, comprise the following:

- **A complex and unique project** – Principally, it is considered that the Sydney Metro project is of a level of uniqueness and complexity which warrants the use of a tailor made process of demonstrating design excellence, combined with the accelerated construction timeframes of the Sydney Metro project. In addition the integrated station developments need to maximise the public value of the infrastructure investment, and the assessment criteria reflect the public significance of the Sydney Metro station precincts.

Building on this, the design and construction of the station portal and the OSD above is envisaged to occur simultaneously, which requires the design excellence measures to be imbedded throughout the design and procurement processes to ensure that the station portal and OSD components are truly integrated.

- **A proud track record** – Sydney Metro has a long-standing commitment, and evidence of the importance of delivering design excellence as an organisation. Sydney Metro has engaged highly experienced, multi-disciplinary design practices to inform reference documents and has been at the forefront of using Design Excellence Panels, and it is considered that this Design Excellence Strategy would be a continuation of this commitment to design excellence in major public sector projects. Specifically, the strategy would assist in the delivery of robust, independent and objective consideration of design. The new measures and enhancements of the existing Sydney Metro processes and systems are described below, and have been developed in conjunction with the Government Architect NSW.
- **A robust competition** – A key level of importance is placed on the provision of high quality of design through a highly competitive process, which encourages diversity, enables the comparative evaluation of design responses and communicates a commitment to design excellence. Despite a requirement for Authorised Engineering Organisations (AEOs) leading Station Design Teams, Sydney Metro is actively working with industry to encourage partnering between AEOs and non-AEO organisations to ensure robust competition. It is noted that the competition process must occur within the NSW Procurement Framework Policy for NSW Government Agencies.
- **Consistency** - Providing for a consistent and rigorous design excellence approach across all OSD projects across multiple local government jurisdictions ensures that design excellence is achieved throughout the project to meet community expectations for the Sydney Metro project. By establishing a process which covers each of the OSD projects, the design excellence approach will ensure that a similar high level of design excellence is achieved throughout this city-shaping transport project.

-
- **Benchmarks** – Sydney Metro commits to working with the Government Architect NSW and Council to determine the appropriate benchmark projects for each integrated station development site, including Pitt Street North. This will involve selecting high quality examples that demonstrate particular aspirations for each site including integrated station and building design outcomes, tower / skyline responses, response to place, public domain and materials / finishes. These benchmark examples are expected to be different between sites, and will follow a documented rationale for site selection, with benchmarks used to ensure that the designs submitted meet minimum performance requirements of comparable quality.
 - **Design Excellence Evaluation Panel** – A Design Excellence Evaluation Panel (DEEP) has been included in this Strategy, which seeks to ensure that Sydney Metro's competitive tender selection process benefits from expert, independent and objective design expertise and advice. The role of the DEEP will be to review and advise on tender designs submitted through a competitive tender process, and will sit in place of the Sydney Metro Design Review Panel for the purposes of review of design excellence for tender designs. The DEEP will contribute to the design excellence process by:
 - participating in the procurement process to provide expert feedback on design ideas
 - providing an independent evaluation report on the submitted tenders to Sydney Metro

The DEEP members will be design experts that are recognised as advocates for design excellence by drawing from members of the Sydney Metro Design Review Panel. The Panel would also include a member nominated by Council.

Key strategy components

In light of the above, the delivery of design excellence through the Pitt Street North integrated station development process would comprise three key phases:

- Phase 1 – Defining quality expectations
- Phase 2 – Competitive selection
- Phase 3 – Design integrity

Each of these phases comprises a number of key steps which work together to ensure the delivery of design excellence. The manner in which this process has been formed ensures that these key actions are required as part of the process right through the selection and evolution of the detailed design of the Pitt Street North site, and in conjunction with the considered rationale above works to ensure that design excellence will be delivered right through the procurement process.

Relevance to variation of development standard

Clause 6.21(7) of SLEP 2012 provides that a building demonstrating design excellence is eligible for an amount of additional floor space of up to 10% of the permitted FSR on the site, which in the instance of this proposed development would equate to an additional 4,352 square metres (or more than 64% of the total variation). Because the proposed development has not followed the competitive design process in accordance with the City of Sydney Competitive Design Policy, the proposed development is not strictly eligible for this additional floor space. Due to the complex nature of the proposed development and the requirement to deliver an integrated station development outcome that aligns design with the delivery of a new Sydney Metro station, it is not possible in the circumstances to provide for a competitive

design process in accordance with the *City of Sydney Competitive Design Policy*. However, as outlined in the preceding sections the proposed development has and will nonetheless follow a rigorous design excellence process that is considered to be commensurate to the requirements of the *City of Sydney Competitive Design Policy*. This process will ensure that design excellence is achieved, supporting the objectives of clause 6.21 of SLEP 2012 and Section 1.3(g) of the EP&A Act which seeks to “to promote good design and amenity of the built environment”. Having regard to this, it is considered that the attainment of design excellence through an appropriate alternative process is, in the unique circumstances of this site, a justifiable environmental planning ground which supports a variation to the development standard.

Concluding remarks

Given the unique nature of the OSD projects, as well as the robust and considered manner in which the Design Excellence Strategy will deliver design excellence in the future development, it is considered that the proposed competitive design process will deliver a high quality design outcome at the site, whilst taking into account the various constraints associated with the OSD projects.

Further detail regarding the Design Excellence Strategy is available at Section 4.11 and Appendix H of the EIS. Detailed information regarding the role of the DEEP and outlining the Strategy Elements have been provided as appendices to the Design Excellence Strategy.

4.2.5. Sydney Metro contribution and legacy

Two of the fundamental principles which have underpinned the OSD at the Pitt Street North site have been the maximisation of benefits associated with the high level of public transport accessibility provided by the Sydney Metro project, as well as the provision of a lasting contribution to the legacy of the Sydney Metro project.

By virtue of the use analysis previously detailed, it has been demonstrated that the proposed mixed use land use is suitable in the context of the site. Given the demonstration of mixed use as being the most appropriate in the context of the site, it is therefore appropriate that a proposal be provided of a density which is commensurate with the CBD location, the building height limit at the site, and the various constraints applicable to the site. In this context, it is considered appropriate that the development provide additional residential capacity in a location which is located immediately above world class public transportation.

Similarly, it is noted that the development works towards the overarching intention of the Greater Sydney Commission by providing development which contributes positively towards the provision of a 30-minute city, which is reiterated in the *Greater Sydney Region Plan 2018*. This concept has been further discussed in Section 6.0 of the submitted EIS, however in effect, just like there needs to be additional jobs growth in Western Sydney to minimise commute times and congestion, there also needs to be additional dwellings growth in Eastern Sydney as part of this rebalancing. In providing additional residential capacity in a location which demonstrates and exhibits these principles, whilst also providing future residents with an unmatched level of public transport and jobs accessibility, the proposal is strongly aligned with the future strategic objectives of the Sydney CBD.

It is undeniable that the development of this site will play a key role in the transformation of the precinct, and the concept proposal has been proposed in a manner which reflects the legacy nature of this project. Within the Sydney Metro project, the OSD of this site (amongst others) will work to reinforce the legacy of the wider project, resulting in an ultimate building form which is memorable and reflective of the transformative nature of the wider project. It is due to this that Sydney Metro have provided a concept design framework which favours the provision of such an ultimate building design. This includes the provision of a design framework which will result in the provision of a building which achieves design excellence.

4.2.6. Objectives achieved notwithstanding the non-compliance

As outlined in Section 4.1.1, the proposed variation is supported on environmental planning grounds because the environmental planning matters raised in the objectives of the FSR development standard are achieved notwithstanding the non-compliance.

4.2.7. No adverse environmental impacts

Finally, as discussed previously in this clause 4.6 variation request, as well as at detail in the submitted EIS, notwithstanding the proposed variation, the environmental impacts of the proposed envelope can be appropriately managed or mitigated and do not represent an overdevelopment of the site.

Specifically, the proposed development would result in the following impacts:

- **Overshadowing** – the proposed envelope has been specifically designed to minimise public domain overshadowing, with particular attention paid to the impact of the proposed envelope on Hyde Park
- **Visual and view impacts** – the proposal will not result in any adverse visual or view impacts from either the public domain or nearby private residences
- **Traffic** – the proposed development comprises the provision of minimal car parking, and when considered in the context of the development at the site before the construction of the Sydney Metro commenced, will result in a reduction of traffic generation at the site
- **Infrastructure capacity** – the planned infrastructure capacity being delivered by Sydney Metro and other projects will provide substantial additional transport capacity, which the development will be well positioned to benefit from
- **Wind** – the proposed development will not result in any adverse wind impacts

Overall, it is open to the consent authority to consider that the concept proposal does not result in any significant environmental impacts that could be avoided through a compliant form.

4.3. **Clause 4.6(4)(a)(ii): In the public interest because it is consistent with the objectives of the zone and development standard**

4.3.1. Consistency with objectives of the development standard

The proposed development is consistent with the objectives of the FSR development standard, for the reasons previously discussed at **Section 4.1.1**.

4.3.2. Consistency with the objectives of the zone

The proposed development is also consistent with the objectives of the B8 Metropolitan Centre land use zone as detailed in the following sections. The objectives of the B8 land use zone are as follows:

- *To recognise and provide for the pre-eminent role of business, office, retail, entertainment and tourist premises in Australia's participation in the global economy.*
- *To provide opportunities for an intensity of land uses commensurate with Sydney's global status.*

-
- *To permit a diversity of compatible land uses characteristic of Sydney's global status and that serve the workforce, visitors and wider community.*
 - *To encourage the use of alternatives to private motor vehicles, such as public transport, walking and cycling.*
 - *To promote uses with active street frontages on main streets and on streets in which buildings are used primarily (at street level) for the purposes of retail premises.*

The ways in which the development is consistent with the objectives of the zone are set out in the following sections:

To recognise and provide for the pre-eminent role of business, office, retail, entertainment and tourist premises in Australia's participation in the global economy.

The proposed development provides for a mix of uses including housing, office premises and tourist and visitor accommodation which support the efficient functioning of the Sydney CBD as a key contributor to the global economy. The proposed development will support economic activity within the CBD, and also facilitate the exchange of people for business and personal tourism through the accommodation component. The concept proposal provides for a high quality built form that attains design excellence, thereby supporting Sydney's positioning as a pre-eminent centre within the Australian, Asia-Pacific and global economies. The proposed development is consistent with this objective.

To provide opportunities for an intensity of land uses commensurate with Sydney's global status.

The proposed development will provide for an intensity of land uses which is commensurate with Sydney's status as a global city, whilst remaining within the infrastructure capacity of the site and not giving rise to any adverse environmental impacts. The site is uniquely positioned to benefit from and support the successful delivery of Sydney Metro – Australia's biggest public transport project – to deliver a world-class station precincts. The intensity of land uses proposed is consistent with this objective.

To permit a diversity of compatible land uses characteristic of Sydney's global status and that serve the workforce, visitors and wider community.

The proposed development provides for a mix of housing, employment and visitor accommodation which are compatible with each other and the delivery of the future Sydney Metro station. Furthermore, these land uses are compatible with the use of surrounding land and are permitted with development consent within the B8 Metropolitan Centre zone. Notwithstanding the proposed variation to the FSR development standard, the proposed development would not give rise to any amenity impacts that would be incompatible with surrounding existing land uses. The proposed land uses directly serve the needs of Sydney's workforce, visitors and wider community, and is therefore consistent with this objective.

To encourage the use of alternatives to private motor vehicles, such as public transport, walking and cycling.

The proposed development is directly consistent with this objective by promoting increased development for residential, office and tourist accommodation purposes in a location that is directly integrated with the future Sydney Metro station which will encourage public transport usage. Car parking provided for these land uses is limited and less than that permitted under the provisions of SLEP 2012, which will further promote increased public transport usage, walking and cycling. The proposed development is therefore consistent with this objective.

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

The proposed development is largely constrained at the ground level by the approved Pitt Street station portal, with the station occupying the majority of the building footprint along with the associated loading area. On this basis, the proposal will seek to activate the available space as much as practicable, ensuring the use of station and OSD lobbies provides for an active, vibrant ground plane. By providing for a range of land uses within the OSD component, the proposed development will contribute to increased pedestrian interaction and activity within the site and the broader precinct, which is consistent with this objective.

Overall, it is open to the consent authority to consider that the variation is in the public interest because it is consistent with the objectives of the development standard and the B8 Zone.

4.4. Other matters for consideration

Under clause 4.6(5), in deciding whether to grant concurrence, the Secretary must consider the following matters:

(5) In deciding whether to grant concurrence, the Secretary must consider:

- (a) whether contravention of the development standard raises any matter of significance for State or regional environmental planning, and*
- (b) the public benefit of maintaining the development standard, and*
- (c) any other matters required to be taken into consideration by the Secretary before granting concurrence.*

These matters have been further discussed below.

4.4.1. Clause 4.6(5)(a): Whether contravention of the development standard raises any matter of significance for State or regional environmental planning

As part of this clause 4.6 variation request, it has been determined that the proposed development will not raise any matter of significance for State or regional environmental planning.

Rather, the proposal is considered to be highly consistent with the *Greater Sydney Region Plan 2018* and *Eastern City District Plan 2018*. It is noted that a full assessment against all strategic plans and policies has been undertaken as part of the submitted EIS.

The proposal, despite noncompliance with the applicable FSR controls, is consistent with the abovementioned plans by virtue of the following:

- The proposed development will contribute directly towards the ongoing requirements for the provision of new housing in Sydney, providing capacity within the proposed building envelope and maximum FSR for the delivery of approximately 300 dwellings (subject to future detailed SSD Application) within the context of the Sydney CBD.
- The proposal will directly contribute in a positive manner to the creation of a '30-minute city', which is listed as a priority under both the *Greater Sydney Region Plan 2018* and the *Eastern City District Plan 2018*. This concept, which proposes to co-locate residential capacity and employment growth such that commutes are shortened across Greater Sydney, is applicable to the site in that the proposed additional residential dwellings are located in an area which benefits from a near unmatched level of employment accessibility.

-
- The proposed development will enable the provision of a range of dwelling typologies, including the provision of one, two and three-bedroom dwellings, as well as the provision of dwellings both with and without car spaces. This approach enables the provision of housing for a range of different household types.
 - The proposal enables the delivery of additional housing in a location which has been aligned with the location of government public transport infrastructure investment, and which will experience substantial growth in transport connectivity and capacity following completion of the CBD portion of the Sydney Metro City & Southwest (Chatswood to Sydenham) project.
 - The proposed development has been designed such that it works with, and does not compromise the operations of, the future Pitt Street Station northern portal. Rather, the proposal will enable the delivery of an integrated station and OSD solution at the site, which will ensure the efficient operations of both elements.

4.4.2. [Clause 4.6\(5\)\(b\): The public benefit of maintaining the development standard](#)

In the case of clause 4.6 variations, there are cases wherein the strict maintenance of a development standard is required, such as when it would create an undesirable precedent, or would result in substantial and adverse environmental impacts. However, in this case, the maintenance of the standard is considered unreasonable as the proposed development achieves the objectives of the zone and development standard notwithstanding the non-compliance, and accordingly strict compliance would prevent the orderly and economic development of land.

In the case of the proposal, the site and development characteristics are very unique in nature, and would not result in any precedent being set that would undermine the nature of the development control. Rather, this variation request would enable the delivery of a development which is consistent with the broader built form controls applicable at the site, including with respect to building height, and would result in the delivery of a unique OSD outcome in the context of the Sydney CBD. Given that this noncompliance is largely generated by the location of the Pitt Street Station northern portal beneath the site, and the unique nature of design excellence delivery through the Sydney Metro project, it is unlikely that this development will set an undesirable precedent. Rather, the OSD will work with the Metro Station portal component to provide an integrated design outcome at the Pitt Street North site.

On this basis, it is considered that maintenance of the development standard in this instance would not result in any identifiable public benefit.

4.4.3. [Clause 4.6\(5\)\(c\): Any other matters required to be taken into consideration by the Secretary before granting concurrence](#)

There are no other matters which the Secretary is required to take into consideration when granting concurrence to this clause 4.6 variation request.

5. Summary and conclusion

This clause 4.6 variation request is well founded as it demonstrates that compliance with the FSR standards contained at clauses 4.4 and 6.4 of the SLEP 2012 is unreasonable and unnecessary in the circumstances of the proposal, and on this basis the proposed variation to the standard is considered an acceptable outcome. In this case, the proposed variation acknowledges the unique circumstances of the proposal, and enables the delivery of development which will provide a better planning outcome in the context of the site.

In summary, the variation is justified because:

- Compliance with the FSR standards is unreasonable and unnecessary in the circumstances of the proposed development because the proposed development achieves the objectives of the development standard notwithstanding the non-compliance.
- There are sufficient environmental planning grounds to justify the contravention, including that the site has unique circumstances arising from the relationship between the OSD component and broader Sydney Metro integrated station development approach, the provision of an appropriate design excellence process for Sydney Metro projects, and the absence of any environmental impacts arising from the proposed variation.
- The proposed development is in the public interest because it is consistent with the objectives of the FSR development standard and the B8 Metropolitan Centre zone pursuant to SLEP 2012.
- The proposed non-compliance with the FSR standard will not result in any matter of significance for State or regional environmental planning, but rather would result in development which achieves the strategic objectives of the NSW State Government; and
- There is no public benefit in maintaining the development standard given the unique circumstances of the project, the absence of any unacceptable environmental impacts arising from the non-compliance, and the benefits of the proposed development proceeding.

The concept proposal will make a significant contribution to the delivery of a vibrant transit-oriented precinct which delivers mixed residential, visitor accommodation and office commensurate with the significant new public transport capacity provided on the site as part of the Sydney Metro CSSI Approval. Given the unique and particular circumstances of the subject site (being located above a Sydney Metro station), and of the proposed integrated station development, the proposed variation to the FSR development standard is considered to be reasonable and acceptable and will support the delivery of a positive development outcome for the site, and should therefore be supported.

The consent authority is therefore able to grant development consent for the application notwithstanding the non-compliance with the FSR development standard.

**REVISED CLAUSE 4.6
VARIATION REQUEST
COMMERCIAL OPTION**

APPENDIX P





December 2018

Clause 4.6 Variation Request

Floor Space Ratio Development Standard

Concept State Significant Development Application SSD 8875:

Commercial Office Option

Sydney Metro City & Southwest

Pitt Street North Over Station Development

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1. Introduction

This clause 4.6 variation request (clause 4.6) is submitted as part of the Submissions Report for a concept State Significant Development Application (concept SSD Application) to the Department of Planning and Environment (DPE), on behalf of Sydney Metro. The concept proposal provides for two different land use options, and this clause 4.6 variation request relates to the **commercial office option**.

Clause 4.6 of the *Sydney Local Environmental Plan 2012* (SLEP 2012) enables the consent authority to grant development consent for development even though it contravenes a development standard. The clause aims to provide an appropriate degree of flexibility in applying certain development standards to achieve better outcomes for and from development.

Clause 4.6 requires that a consent authority be satisfied of three matters before granting consent to a development that contravenes a development standard:

- that the applicant has adequately demonstrated that compliance with the development standard is unreasonable or unnecessary in the circumstances of the case
- that the applicant has adequately demonstrated that there are sufficient environmental planning grounds to justify contravening the development standard
- that the proposed development will be in the public interest because it is consistent with the objectives of the particular standard and the objectives for development within the zone in which the development is proposed to be carried out

The consent authority's satisfaction as to those matters must be informed by the objective of providing flexibility in the application of the relevant control.

This report requests and justifies a variation to clauses 4.4 and 6.4, which relate to the maximum floor space ratio, as permitted under clause 4.6 of SLEP 2012. It should be read in conjunction with the Environmental Impact Statement (EIS), Submissions Report and Design Guidelines.

2. Development Standard to be Varied

2.1. Is the Planning Control in Question a Development Standard

'Development Standards' are defined under section 4(1) of the *Environmental Planning & Assessment Act 1979* (EP&A Act) as follows:

“development standards means provisions of an environmental planning instrument or the regulations in relation to the carrying out of development, being provisions by or under which requirements are specified or standards are fixed in respect of any aspect of that development, including, but without limiting the generality of the foregoing, requirements or standards in respect of: ...

(c) the character, location, siting, bulk, scale, shape, size, height, density, design or external appearance of a building or work...”

The floor space ratio controls under clauses 4.4 and 6.4 of SLEP 2012 are clearly and unambiguously a development standard.

2.2. Relevant Development Standard

2.2.1. Clause 4.4 of the SLEP 2012

Clause 4.4 of the SLEP 2012 works to detail the objectives and the base FSR for land within the City of Sydney Local Government Area, and is to be read in conjunction with the mapping excerpt (as relevant to the site) at Figure 1. Clause 4.4 has been further detailed below.

4.4 Floor Space Ratio

(1) The objectives of this clause are as follows:

(a) to provide for sufficient floor space to meet anticipated development needs for the foreseeable future,

(b) to regulate the density of development, built form and land use intensity and to control the generation of vehicle and pedestrian traffic,

(c) to provide for an intensity of development that is commensurate with the capacity of existing and planned infrastructure

(d) to ensure that new development reflects the desired character of the locality in which it is located and minimises adverse impacts on the amenity of that locality.

(2) The maximum floor space ratio for a building on any land is not to exceed the floor space ratio shown for the land on the Floor Space Ratio Map.

The maximum floor space ratio for the land shown on the Floor Space Ratio Map is 8:1.

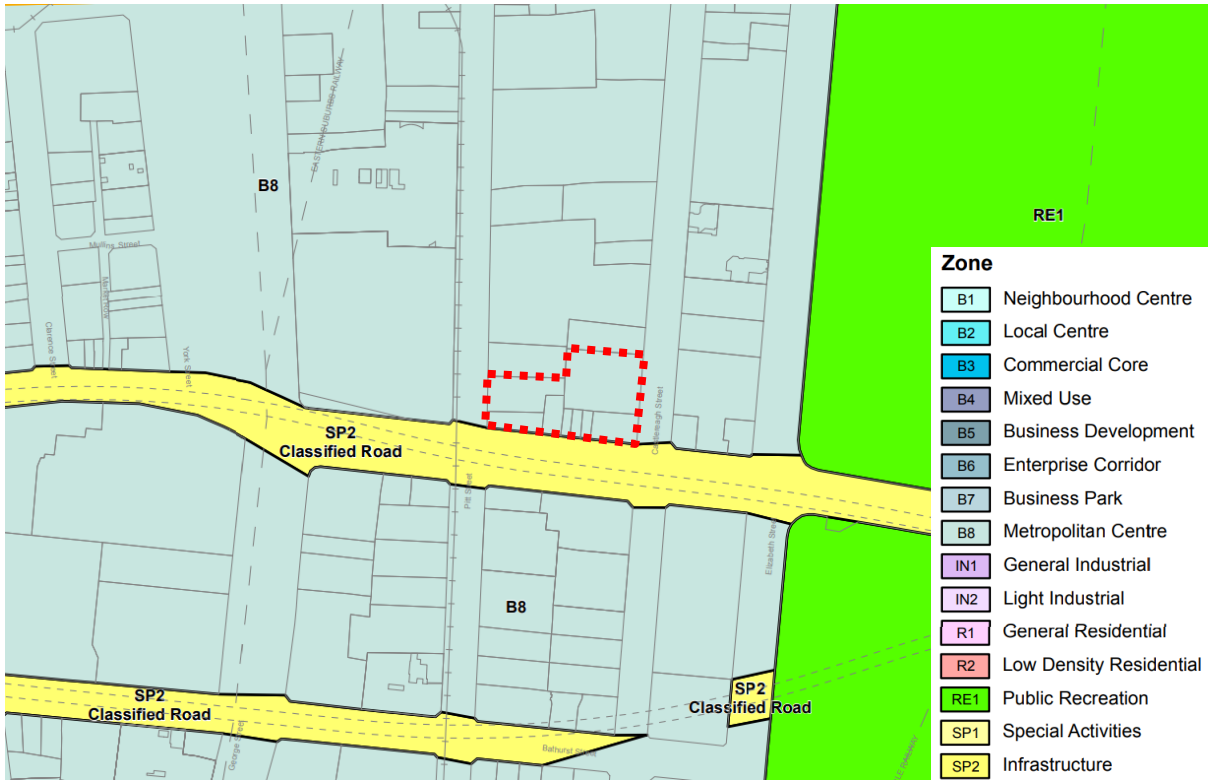


Figure 1 – Land use zone map excerpt (site boundary in red dash)

2.2.2. Clause 6.4 of the SLEP 2012

In addition to the 'base' FSR provided under clause 4.4, an additional quantum of floorspace is unlocked for the site by virtue of the use proposed in accordance with land covered by 'Area 2' of the FSR mapping. This is detailed at clause 6.4 of the SLEP 2012, and the relevant parts of the clause have been reproduced below for reference.

6.4 Accommodation Floor Space

- (1) *A building that is in an Area, and is used for a purpose specified in relation to the Area in paragraph (a), (b), (c), (d), (e), (f) or (g), is eligible for an amount of additional floor space (accommodation floor space) equivalent to that which may be achieved by applying to the building the floor space ratio specified in the relevant paragraph:*

...

(c) Area 2, office premises, business premises or retail premises – 4.5:1,

(d) Area 2, residential accommodation, serviced apartments, hotel or motel accommodation, community facilities or centre-based child care facilities – 6:1,

...

- (2) *The amount of additional floor space that can be achieved under a paragraph is to be reduced proportionally if only part of a building is used for a purpose specified in that paragraph.*

- (3) *More than one amount under subclause (1) may apply in respect of a building that use used for more than one purpose.*

2.3. Extent of Proposed Variation

2.3.1. Proposed Land Use Mix and Maximum Gross Floor Area

The concept SSD Application seeks consent for a maximum GFA of 49,120 square metres within the OSD component, comprising commercial office uses and approximately 500 square metres of retail premises. This equates to a Floor Space Ratio of 15.59:1, resulting in a total maximum GFA at the site (including station floorspace of 1,189 square metres) of 50,310 square metres and a total maximum FSR of 15.966:1.

2.3.2. Extent of Proposed Variation

In accordance with the SLEP 2012, and based on the scheme proposed as part of this concept SSD Application, the maximum FSR permissible for a commercial outcome comprises the sum of the follows:

- The 'base' FSR for the site of 8:1 (clause 4.4 of the SLEP 2012)
- Accommodation floor space FSR of up to 4.5:1 for office premises, business premises or retail premises and up to 6:1 for residential accommodation, serviced apartments, hotel or motel accommodation, community facilities or centre-based child care facilities (clause 6.4 of the SLEP 2012), calculated based on the maximum accommodation floor space allowance
- Up to 1.4:1 (10 per cent above the sum of the base and accommodation FSRs) which is awarded when design excellence is achieved (noting that this clause is not applicable in the current proposal)

Based on the mix of land uses described in Section 2.3.1, the proposal would have a maximum FSR of 12.394:1 (39,052 square metres of GFA). The proposed development therefore exceeds the maximum FSR by 11,257 square metres (3.57:1 or 28.8% of the development standard). Excluding the station floor space, the proposed variation would equate to 6-7 storeys of the indicative commercial office scheme, as illustrated in **Figure 2**.

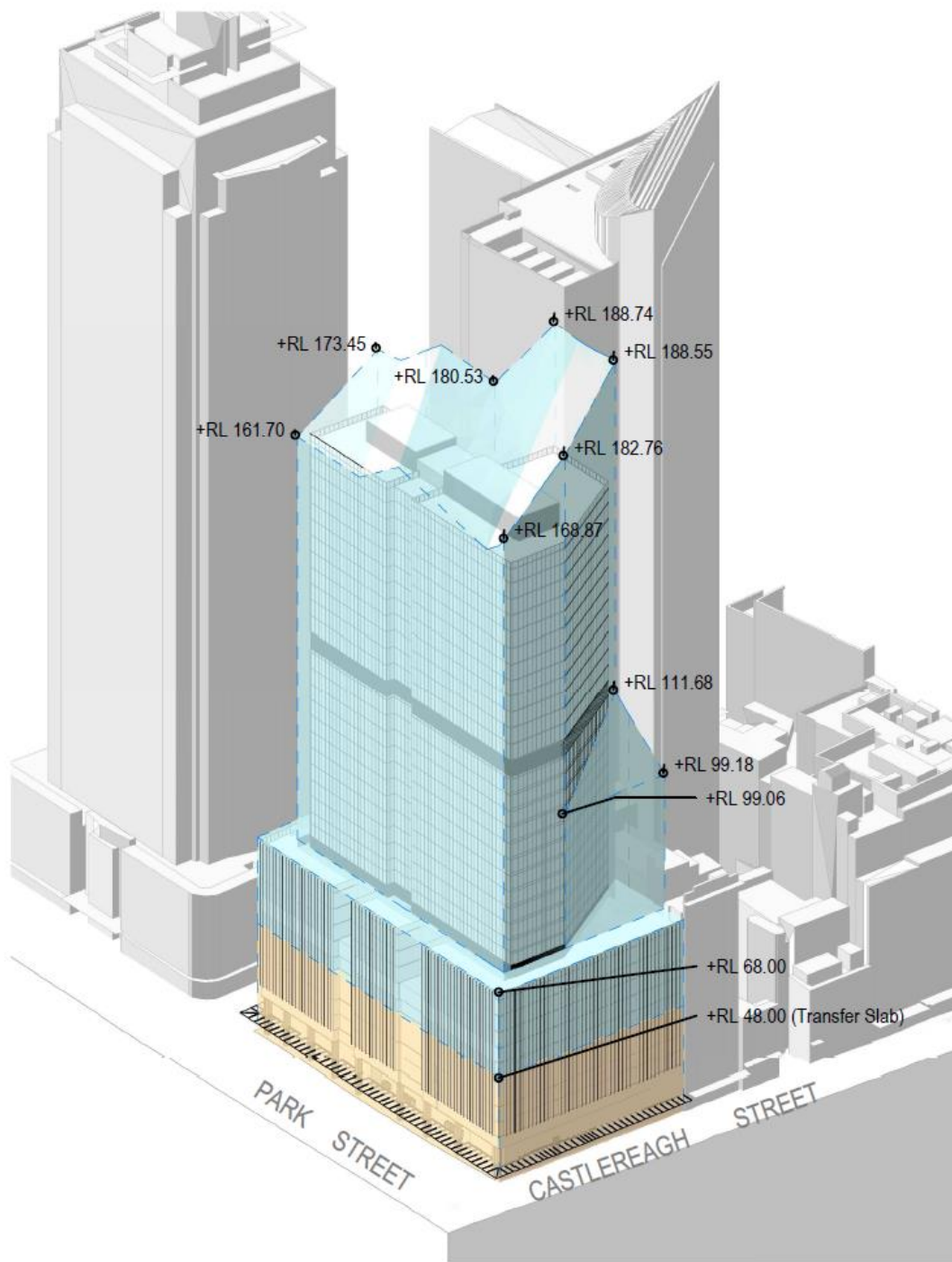


Figure 2 – Indicative commercial scheme within proposed envelope, showing indicative extent of floor space subject to this variation

3. Background and Context

3.1. Project background

On 9 January 2017, the Minister for Planning approved the Sydney Metro City & Southwest Chatswood to Sydenham application lodged by Transport for NSW (TfNSW) as a Critical State Significant Infrastructure (CSSI) project with reference SSI 15_7400 (CSSI Approval).

The NSW Government identified that stations on the Sydney Metro City & Southwest project could be better integrated with the communities and public spaces around them. This included the construction of buildings on top of these stations and commercial, residential, community and retail opportunities.

The concept proposal capitalises on the Sydney Metro improvements by providing for additional employment capacity in location which is immediately proximate to new high-capacity public transport. Additional employment capacity in this location will align with the planning priorities in the *Eastern City District Plan 2018* by providing capacity for employment in a location which supports the economic development of the Sydney Central Business District (CBD) as a major contributor to the NSW and Australian economy.

However, the ability for the proposed project to contribute to the legacy of the Sydney Metro project in a meaningful manner is limited in this case by an overly prescriptive floor space control. This is seen as an unreasonable and unnecessary outcome at the site, given that the development does not result in any unacceptable adverse impacts, and the substantial economic, social and legacy benefits to be gained from the site. This has been further discussed throughout this statement.

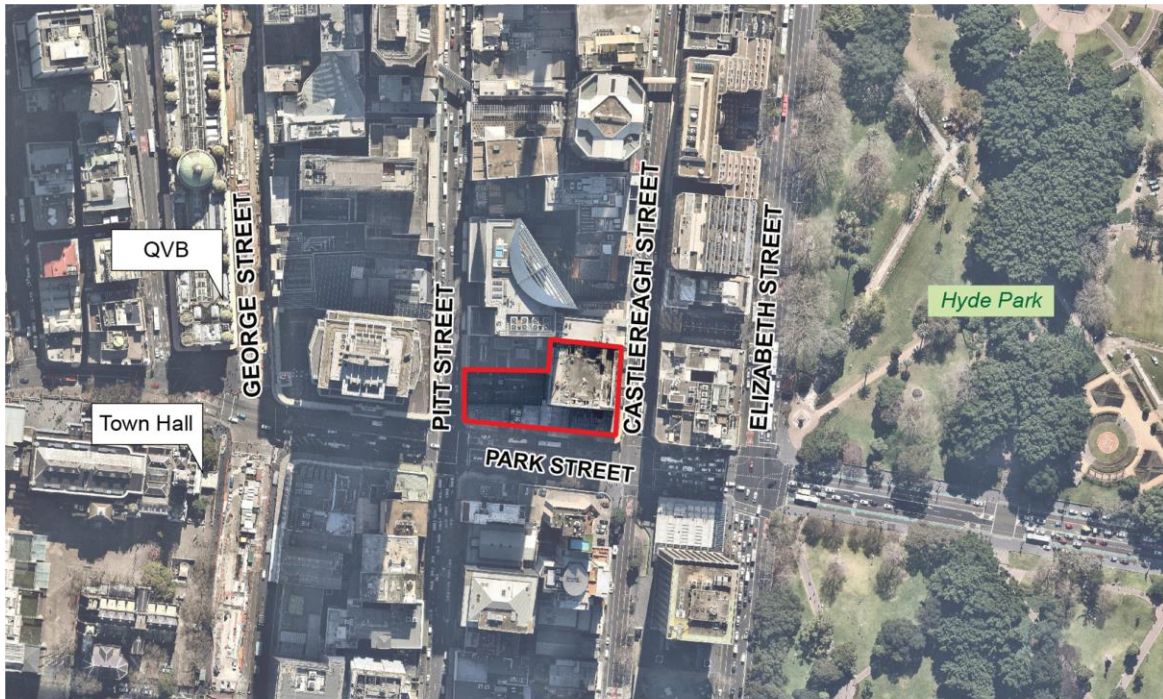
The concept proposal was publicly exhibited between 16 August 2018 and 12 September 2018. Sydney Metro has responded to the submissions made by the public and government agencies in the Submissions Report. An issue identified in the submissions was the flexibility of land uses within the proposed building envelope, and the relationship between this flexibility and the maximum gross floor area for which consent is sought in relation to the provisions of the SLEP 2012.

3.2. The land subject to this variation

This clause 4.6 relates to the following allotments which, together, are referred to as 175-183 Castlereagh Street, Sydney and outlined in Figure 2:

- Lot 1 in DP596474
- Lot 17 in DP1095869
- Lot 2 in DP509677
- Lot 2 in DP982663
- Lot 1 in DP982663
- Lot 3 in DP61187
- Lot 1 in DP74367
- Lot 3 in DP74952
- Lot 2 in DP900055
- Lot 1 in DP229365

The site has an area of 3,150 square metres. A full description of the site is included in Section 4.0 of the EIS submitted for this application.



The Site

NOT TO SCALE

Figure 3 – Site aerial photograph

3.3. Site context

It is relevant to consider the context of the site when evaluating the merits of a proposal which seeks to exceed a development standard through clause 4.6 of the SLEP 2012. Specifically, this site comprises a significant consolidated site in the Sydney CBD, which forms part of a transformative precinct within the south-eastern portion of the City.

In effect, the development above the Pitt Street Station portals comprises a centrepiece of this wider precinct which will work to reinforce the primacy and legacy of the Sydney Metro project. Sydney Metro will provide a substantial boost to transport accessibility into and through the Sydney CBD, with Pitt Street Station comprising part of the Chatswood to Sydenham stage of the overall future network. On the basis of this boost to public transport capacity, a future over station development at the site will be uniquely positioned to take advantage of the future Pitt Street Station. This has been reiterated through the design development of the station, which has made detailed provision for a future OSD element above. On this basis, it is necessary to deliver a building form which delivers on this opportunity, enabling the delivery of a world class integrated station development at the site whereby the station and OSD elements work together to provide a seamless user experience.

4. Justification for contravention of the development standard

Clause 4.6 of the SLEP 2012 provides that:

4.6 Exceptions to Development Standards

- (3) *Development consent must not be granted for development that contravenes a development standard unless the consent authority has considered a written request from the applicant that seeks to justify the contravention of the development standard by demonstrating:*
- (a) *that compliance with the development standard is unreasonable or unnecessary in the circumstances of the case, and*
 - (b) *that there are sufficient environmental planning grounds to justify contravening the development standard.*

Further, clause 4.6(4)(a) of SLEP 2012 provides that:

- (4) *Development consent must not be granted for development that contravenes a development standard unless:*
- (a) *the consent authority is satisfied that:*
 - (i) *the applicant's written request has adequately addressed the matters required to be demonstrated by subclause (3), and*
 - (ii) *the proposed development will be in the public interest because it is consistent with the objectives of the particular standard and the objectives for development within the zone in which the development is proposed to be carried out, and*
 - (b) *the concurrence of the Secretary has been obtained.*

Additionally, the tests that are relevant to assessing a request to vary a development standard are contained in the following NSW Land and Environment Court cases:

1. *Wehbe v Pittwater Council* [2007] NSW LEC 827;
2. *Four2Five Pty Ltd v Ashfield Council* [2015] NSWLEC 1009;
3. *Initial Action Pty Ltd v Woollahra Municipal Council* [2018] NSWLEC 118; and
4. *Turland v Wingecarribee Shire Council* [2018] NSWLEC 1511.

The relevant matters contained in clause 4.6 of SLEP 2012, with respect to the maximum floor space ratio development standard, are each addressed below, including with regard to these decisions.

4.1. **Clause 4.6(3)(a): Compliance with the development standard is unreasonable or unnecessary in the circumstances of the case**

In *Wehbe*, Preston CJ of the Land and Environment Court identified five ways in which it could be shown that a variation to a development standard was unreasonable or unnecessary. However, His Honour in that case (and subsequently in *Initial Action*) confirmed that the types of ways that it could be shown that compliance with a development standard was unreasonable or unnecessary in the circumstances of the case, was not limited to the five ways identified in *Wehbe*.

While *Wehbe* related to objections made pursuant to *State Environmental Planning Policy No. 1 – Development Standards* (SEPP 1), the analysis is applicable to variations made under clause 4.6 where subclause 4.6(3)(a) uses the same language as clause 6 of SEPP 1 (see *Four2Five* at [61] and [62]).

As the language used in subclause 4.6(3)(a) of SLEP 2012 is the same as the language used in clause 6 of SEPP 1, the principles contained in *Wehbe* are applicable to this clause 4.6 variation request.

The five ways outlined in *Wehbe* include:

1. The objectives of the standard are achieved notwithstanding noncompliance with the standard (**First Way**)
2. The underlying objective of purpose of the standard is not relevant to the development and therefore compliance is unnecessary (**Second Way**)
3. The underlying object or purpose would be defeated or thwarted if compliance was required and therefore compliance is unreasonable (**Third Way**)
4. The development standard has been virtually abandoned or destroyed by the Council's own actions in granting consents departing from the standard and hence compliance with the standard is unnecessary and unreasonable (**Fourth Way**)
5. The zoning of the particular land is unreasonable or inappropriate so that a development standard appropriate for that zoning is also unreasonable and unnecessary as it applies to the land and compliance with the standard would be unreasonable or unnecessary. That is, the particular parcel of land should not have been included in the particular zone (**Fifth Way**)

This clause 4.6 variation request establishes that primarily compliance with the development standard is unreasonable or unnecessary in the circumstances of the proposed development because objectives of the standard are achieved notwithstanding the non-compliance with the standard (First Way).

The environmental planning grounds relied on in the written request under clause 4.6 must be sufficient to justify contravening the development standard. The focus is on the aspect of the development that contravenes the development standard, not the development as a whole. Therefore, the environmental planning grounds advanced in the written request must justify the contravention of the development standard and not simply promote the benefits of carrying out the development as a whole (*Initial Action v Woollahra Municipal Council* [24] and *Turland v Wingecarribee Shire Council* [42]).

4.1.1. The objectives of the standard are achieved notwithstanding non-compliance with the standard (First Way)

Clause 4.4 of SLEP 2012 sets out the following objectives in relation to the FSR development standard:

- (a) to provide sufficient floor space to meet anticipated development needs for the foreseeable future.
- (b) to regulate the density of development, built form and land use intensity and to control the generation of vehicle and pedestrian traffic.
- (c) to provide for an intensity of development that is commensurate with the capacity of existing and planned infrastructure.
- (d) to ensure that new development reflects the desired character of the locality in which it is located and minimises adverse impacts on the amenity of that locality.

The concept SSD Application to which this clause 4.6 variation request relates seeks consent for a Floor Space Ratio which exceeds the specified rate under the SLEP 2012. As part of any such request, it must be demonstrated whether the development achieves the objectives of the development standard, despite a numerical non-compliance. On this basis, the proposed development has been assessed against each objective contained at clause 4.4 of the SLEP 2012.

(a) to provide sufficient floor space to meet anticipated development needs for the foreseeable future.

The NSW Government has identified Sydney as Australia's finance and economic capital, containing half of Australia's globally competitive service sector jobs. It accounts for approximately 70 per cent of total NSW's economic output and over 20 percent of Australia's Gross Domestic Product (SGS Economics, from CSSI Project Application Report p21). Sydney's population is forecast to increase from 4.3 million to 6.2 million people by 2036, and employment is expected to increase from 2.1 million to 3.1 million by 2036.

The *Greater Sydney Region Plan 2018* includes a number of statements and objectives which emphasise the importance of facilitating additional employment capacity within the Sydney CBD beyond that which is currently planned for in order to support Greater Sydney's economic development. In particular, 'Objective 18: Harbour CBD is stronger and more competitive'

*"Facilitating office development can be complex, especially as residential development also competes with commercial development for scarce Harbour CBD space. **Maintaining a long-term supply of office space is critical to maintaining Greater Sydney's global economic role, and should not be compromised by residential development**". (emphasis added)*

Strategy 18.1 of the *Greater Sydney Region Plan 2018* emphasises the need to prioritise "public transport projects to the Harbour CBD to improve business-to-business connections and support the 30-minute city". The proposed Pitt Street North OSD is unique in its ability to support this by providing sufficient floor space to meet anticipated development needs in a location which is directly connected to new public transport infrastructure that will support direct business-to-business connections with enterprise in the Sydney CBD as well as other major centres serviced by Sydney Metro including Barangaroo, North Sydney, Chatswood, Macquarie Park and Norwest.

The *Eastern City District Plan 2018* also provides a number of relevant 'Planning Priorities' which indicated the need to provide more commercial office floor space within the Sydney CBD:

- *Planning Priority E7: Growing a stronger and more competitive Harbour CBD*
- *Planning Priority E10: Delivering integrated land use and transport planning and a 30-minute city*
- *Planning Priority E11: Growing investment, business opportunities and jobs in strategic centres*

The following discussion in the *Eastern City District Plan 2018* in relation to Planning Priority E7 provides a useful further discussion of the need for increased commercial office floor space:

"Of particular significance for Greater Sydney is the Sydney CBD office market, which at 5 million square metres is larger than all the other major metropolitan office markets combined (refer to Table 3). In 2014, the Sydney CBD generated \$68 billion worth of Australia's Gross Domestic Product, compared to Melbourne CBD's \$39 billion.

However, there is limited capacity available to attract the investment that will support expansion of Sydney CBD's footprint and increase the supply of premium and A-grade office space. Barangaroo has provided a much-needed supply increase; however, new sites are required to expand Greater Sydney's competitive tradable export services. Planning Priority E13 provides more information on supporting industry sectors.

New office towers require relatively large floorplates (800 to 2,000 square metres) on large sites. The mid-town and southern precincts of the Sydney CBD, which hold most development potential, have a profusion of relatively small sites. New sites need to be consolidated, which takes time and occurs in phases.

Sydney CBD planning controls need to support commercial developments, otherwise there will be insufficient floor space to accommodate the 45,000-80,000 future jobs forecast. The City of Sydney's Central Sydney Planning Strategy and the Planning Proposal Central Sydney propose controls to facilitate this and enable the delivery of these job forecasts". (emphasis added)

This extract from the Eastern City District Plan makes clear that:

- The Sydney CBD office market is the largest and most significant commercial office centre in Australia.
- There is a need to be facilitative to ensure that new office development occurs within the Sydney CBD to provide capacity for this growth in employment.
- The site is located within a precinct of the Sydney CBD where there is the greatest development potential, but where development is most constrained by the need to consolidate which adds time and cost in bringing office space to the market.
- The existing planning controls for the Sydney CBD do not adequately support the delivery of commercial developments.
- Without variation to existing planning controls, there will be insufficient employment floorspace delivered to support the future jobs forecast for the Sydney CBD.

The Draft Central Sydney Planning Strategy (CSPS) and accompanying Planning Proposal has been endorsed for exhibition and consultation by the City of Sydney Council, but has not yet received a Gateway Determination or been publicly exhibited. Accordingly, the Planning

Proposal is not a formal matter for consideration pursuant to Section 4.15 of the EP&A Act. Notwithstanding this, the CSPA includes a number of relevant objectives and statements that support the need for increased commercial office floor space beyond those currently provided for by SLEP 2012:

- A need to increase the number of jobs within Central Sydney from 286,000 to 375,000 at an average rate of 1.25% p.a.
- “*The largest commitment to new public transport infrastructure since the 1980s is set to boost public transport capacity in 2024, which will likely lead to an increase in demand for employment floor space. **Central Sydney must be positioned to accommodate this growth**”.* (emphasis added)
- Identifies a gap between future required capacity and present capacity to deliver employment floorspace under the planning controls embedded in SLEP 2012, and the consequent need to depart from existing standards for height and FSR in order to deliver this needed capacity

Having regard to all of the above, it is clear that the proposed development is consistent with the objective of the development standard to provide sufficient floor space to meet anticipated development needs for the foreseeable future. The proposed quantum of commercial office floor space would support approximately 2,500 ongoing office jobs on the subject site. On a pro-rata basis, the proposed variation to the development standard would result in the delivery of 560 office jobs on the subject site beyond those that would be provided under a scheme that was strictly in compliance with the development standard.

The provision of 11,257 square metres of additional floor space arising from the proposed variation to the development standard, and the additional 560 ongoing jobs supported by this floor space, is directly consistent with the objective of the development standard and with all relevant strategic planning instruments. This is a significant contribution to employment capacity that will contribute towards meeting the substantial employment growth targets for the Sydney CBD and Greater Sydney Region.

Moreover, additional floorspace is necessary to support a high-quality commercial office land use given the specific and unique commercial constraints of delivering the OSD as part of an integrated station development. Developing a commercial office use as part of an integrated station development poses a number of unique challenges:

- Additional construction costs and program involved with aligning with station development.
- Restrictions on the location, size and extent of lifting facilities provided due to the ground-plane restrictions imposed by station requirements.
- Limitations relating to the location and physical presence of the address for the commercial office space, due to the ground-plane restrictions imposed by station requirements, reducing the prominence of the office lobby within the streetscape as a distinct office building.
- Restrictions on the location, size and functionality of car parking and loading facilities provided on-site due to the ground-plane and podium-level restrictions imposed by station requirements.

The provision of an additional quantum of gross floor area for commercial office uses is necessary to overcome these commercial challenges to some extent, and to a degree that is sufficient to make a commercial office land use comparatively attractive to a mixed use option from a development perspective.

Accordingly, this objective is satisfied notwithstanding the variation to the development standard.

(b) to regulate the density of development, built form and land use intensity and to control the generation of vehicle and pedestrian traffic.

The subject site, by virtue of the delivery of Pitt Street Station in accordance with the CSSI Approval, will provide a significant boost to the public transport capacity of the broader Sydney CBD, and deliver a unique level of convenience, service and accessibility for the future OSD that is unprecedented in Sydney or NSW. Accordingly, the subject site has a unique ability to accommodate a density and intensity of land use that partially exceeds the FSR controls under SLEP 2012 that apply across the entire Area 2 precinct of the Sydney CBD without resulting in any adverse environmental impacts. It is noted that the formulation of FSR controls under SLEP 2012 preceded, and accordingly does not recognise, the delivery of a new Metro Station at the subject site which is capable of accommodating an increased intensity of development.

The proposed additional floor space is capable of being accommodated within a proposed building envelope that complies with the relevant provisions of SLEP 2012 in relation to maximum building height and overshadowing, and which provides for appropriate setbacks and building massing consistent with the built form objectives of SDCP 2012. The built form impacts of the proposed envelope are considered in detail in Section 8 of the EIS and the Design Report provided at Appendix I of the EIS. This assessment concludes that, subject to detailed design, future development within the proposed building envelope will not result in any unacceptable adverse impacts on the surrounding urban environment in terms of urban design, built form, overshadowing, residential amenity for surrounding buildings, wind impacts or impacts on utilities infrastructure.

The transport and traffic impacts of the proposed development are considered at Section 8.10 of the EIS and Appendix T of the EIS, with a Traffic Report Addendum submitted as part of the Submissions Report. The site is located within a busy CBD environment, with substantial pedestrian and vehicular traffic in the immediate vicinity of the site. The delivery of the metro station will significantly enhance public transit capacity within the Sydney CBD, providing increased opportunities for public transit utilisation and reducing the need for driving. Future occupants of the OSD will benefit from an unprecedented level of accessibility. This is in addition to the high level of walkability and direct access to employment, services and leisure that comes with a CBD-location. This will control the extent of pedestrian generation in the surrounding area to a level commensurate or less than would otherwise occur under a compliant scheme where the integrated station development did not occur. On-site parking provision for the future OSD is not increased by the proposed variation, and is well below the maximum car parking rates prescribed in Part 7 Division 1 of SLEP 2012. Accordingly, the variation continues to achieve the objective of the development standard by controlling car parking (and resultant vehicular generation) to a level that is below that which could otherwise result from a compliant scheme.

Further to the above, it is noted that the proposed development of the site would have an FSR of 15.58:1 if the station space was excluded from the calculation of FSR, which is a reasonable proposition given that it adds to, rather than detracts from, the infrastructure capacity of the Sydney CBD. This FSR is less than the maximum development capacity of the site (15.4:1) under a fully compliant scheme with the maximum accommodation floor space and design excellence bonus (absent the metro station) in accordance with the SLEP 2012 provisions but does not provide any new infrastructure capacity. The proposed development is therefore considered to be entirely compatible with the capacity of the site from a development intensity perspective.

Accordingly, it is considered that the OSD will continue to regulate the density, built form and land use intensity, and to control vehicle or pedestrian generation on the site, at a level that

is appropriate for the unique circumstances of the site and which achieves this objective of the development standard notwithstanding the non-compliance.

(c) to provide for an intensity of development that is commensurate with the capacity of existing and planned infrastructure.

Transport Infrastructure

The proposed development has been proposed within the context of the wider Sydney Metro Chatswood to Sydenham CSSI project, which comprises a step-change public transport project which aims to improve accessibility through the Sydney CBD. This is one of the key planned infrastructure projects in Sydney in the coming years and will have a direct positive impact on the public transport capacity of the Sydney CBD. It is noted that the NSW Government's commitment to delivering the Sydney Metro City & Southwest Chatswood to Sydenham project was only made subsequent to the drafting and public exhibition of SLEP 2012, and that this significant planned infrastructure was not contemplated at the time that the provisions relevant to the development standard were formulated.

The proposed development will directly facilitate the creation of the Pitt Street Station precinct, which will enable the NSW Government and Council to regulate private vehicle use in the city over the coming years, by providing better transport infrastructure and raising the public transport capacity of Central Sydney.

The benefits of the Sydney Metro City & Southwest Chatswood to Sydenham project are twofold. Initially, the Sydney Metro line will operate with a significantly increased capacity, in two directions on dedicated tracks through the Sydney CBD, with Figure 3 providing a comparison of the metro capacity, when compared to current Sydney Trains suburban lines.

Additionally, in repurposing existing rail lines for metro, Sydney Metro will also work to free up additional spaces within the existing network for the growth of other suburban lines. Effectively, this is caused by a reduced requirement for lines to merge as they approach the CBD. This has been demonstrated visually at Figure 4.

The existing FSR provisions of SLEP 2012 for the site were established prior to the designation of the site as the location of the northern portal for the new Pitt Street Station. Accordingly, the underlying FSR controls do not account for the significant increase in transport infrastructure capacity which is to be delivered on the site as a result of the CSSI Approval (as well as the GFA required to be attributed for transport infrastructure purposes). Accordingly, the proposed variation to the development standard is considered to be minor in the context of the substantive increase in transport infrastructure capacity being provided on the site.

On this basis, it can be considered that the development, which has been proposed in conjunction with this program of wider public transport development, has been aligned with a substantial infrastructure capacity increase at the site in the coming years. In this manner, the proposal directly assists the facilitation of this objective, and has been planned in an integrated manner alongside the future Sydney Metro station.



Figure 4 – Capacity of Sydney Metro by comparison to current suburban train lines

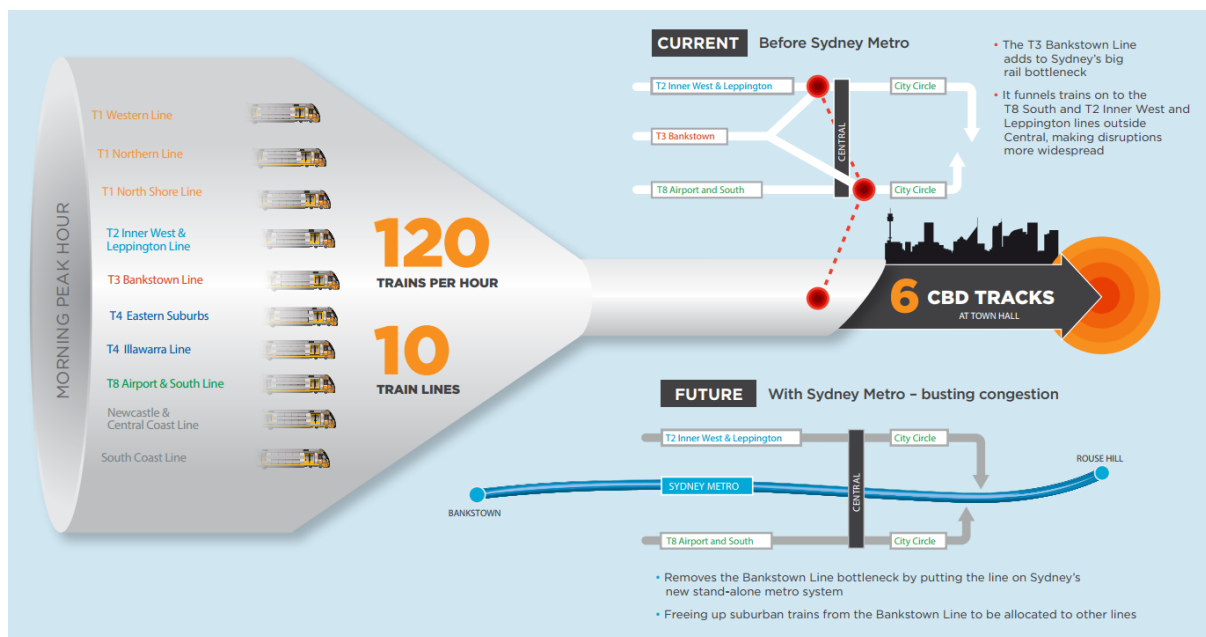


Figure 5 – Capacity unlocked by the Sydney Metro project

Utilities and Services Infrastructure

Additionally, an assessment of the utilities and services infrastructure at the site has been undertaken as Appendix AA of the exhibited EIS. This assessment has determined that the proposed development is well serviced for all utilities in the context of available surrounding infrastructure, and if needed these facilities can be supplemented on an as required basis.

Having regard to the above, it is considered that this objective of the development standard is achieved notwithstanding the variation as the intensity of development will be commensurate with the capacity of existing and planned infrastructure, and is specifically intended to operate and support the capacity of the Sydney Metro.

(d) to ensure that new development reflects the desired character of the locality in which it is located and minimises adverse impacts on the amenity of that locality.

The OSD concept proposal provides for new employment capacity within the Sydney CBD, which has been identified through the *Greater Sydney Region Plan 2018*, the *Eastern City District Plan 2018* and local planning policies as the focal point for metropolitan Sydney's growth within the Eastern City. The delivery of high-density employment-generating development on this uniquely well-serviced site is entirely compatible with this desired future character for the Sydney CBD. The CBD Metro provides for a step-change in the nature and capacity of public transport infrastructure within the Sydney CBD, and the OSD is compatible

with the significantly increase public transport capacity available at the site whilst remaining generally consistent and compatible with the scale and density of development within the locality. The proposed envelope importantly has been designed to maximise solar access to surrounding public open spaces, including Hyde Park.

As outlined in detail in Sections 8.2 to 8.7 of the exhibited EIS and the Design Report provided at Appendix I of the exhibited EIS, the proposed building envelope will minimise environmental impacts on the amenity of the locality, with specific key impacts further discuss below.

Overshadowing

A key component to the development of the proposed envelope has been to ensure that the overshadowing impacts of the development are acceptable in nature, which has resulted in the proposed envelope design. The building envelope exceeds the Sun Access Plane in accordance with clause 6.17 due to the exception to the Sun Access Plane enabled at clause 6.18 of the SLEP 2012.

A detailed assessment of the overshadowing impacts of the development throughout the year has been provided at Appendix F of the exhibited EIS, with a detailed analysis undertaken at Section 8.2 of the exhibited EIS. The following key findings are noted in this regard:

- the proposed additional shadows cast by the development are minimal in nature, as for large parts of the year the shadow of the proposal falls partially or fully within the existing shadow of the building at 201 Elizabeth Street
- the proposed envelope, in light of the above, complies with the building height related provisions under the SLEP 2012, and the proposal complies with all 'No Additional Overshadowing' controls
- the proposal does not overshadow Hyde Park at any time during the year prior to 1.30pm, with the majority of overshadowing occurring during the late afternoon 2.30pm to 3.00pm period
- in the periods of the year where the proposal does overshadow Hyde Park, this impact will generally be limited to a small portion of the park and not adversely affect the potential enjoyment of the public open space
- the proposal comprises a concept SSD Application, which will be subject to further design refinement during future detailed applications and has been assessed on a 'worst case' scenario
- the proposal generally does not result in any adverse overshadowing impacts on nearby residential properties, with a specific assessment of residential overshadowing undertaken at Section 8.7 of the EIS

Views

The proposed development does not interrupt any key public view corridors across the Sydney CBD. However, perspectives demonstrating the envelope from the context of a number of key surrounding points has been provided by Virtual Ideas at Appendix V of the EIS. Additionally, the impact of the proposal on views from surrounding apartments has been assessed at Appendix U of the EIS. Following this, a detailed View and Visual Impact Analysis has been undertaken at Appendix W of the EIS, which determines that the proposed envelope is acceptable from a private view and visual impact perspective.

Heritage

Given the context of the site in relation to a number of surrounding heritage items, including The National Building and Masonic Club located adjacent to the site's northern boundary, heritage impact has been a central consideration in the development of this proposal. A detailed assessment of the envelope, provided at Appendix R of the exhibited EIS, has demonstrated that there will be no adverse impacts on the heritage significance of surrounding items from the proposal.

Wind

A Qualitative Wind Assessment has been undertaken as part of this assessment at Appendix M of the exhibited EIS, supported by Wind Tunnel Testing Results at Appendix N of the exhibited EIS. The wind assessment undertaken in relation to the proposed envelope demonstrated that the proposed envelope would not result in any adverse environmental impacts, with wind conditions around the development likely to be classified as acceptable for pedestrian walking under the Lawson criterion, and also pass the distress / safety criterion.

Concluding remarks

Having regard to the above, it is considered that the proposed development will, by varying the development standard, be consistent with the existing and desired future character of the locality by delivering high-quality commercial office floorspace that supports additional employment and economic development in a location within the Sydney CBD that is uniquely well-served by public transport. This is consistent with the vision for the Sydney CBD outlined in the *Greater Sydney Region Plan 2018*, *Eastern City District Plan 2018* and local planning strategies and SLEP 2012. Furthermore, the integration of the future OSD with the Sydney Metro station presents a unique opportunity to deliver a development that is closely aligned with infrastructure provision in order to reduce vehicle congestion and increase public transport utilisation.

The proposed development, and specifically the proposed variation to the development standard, does not give rise to any adverse impacts on the amenity of the locality for the key reasons outlined above and as described in further detail in the exhibited Environmental Impact Statement and Submissions Report. Rather, by providing for additional new commercial office space above the future Sydney Metro station, the OSD will deliver increased environmental, social and economic benefits to the community.

Accordingly, the proposal is considered to achieve the objectives of this development standard notwithstanding the non-compliance with the FSR development standard.

Conclusion

The preceding sections have demonstrated that the proposed development continues to achieve each of the objectives of the FSR development standard notwithstanding the variation to this control. Accordingly, the consent authority may be satisfied that compliance with the development standard is unreasonable and unnecessary as required by clause 4.6(3)(a) of SLEP 2012.

4.2. Clause 4.6(3)(b): Environmental planning grounds to justify contravening the development standard

In accordance with clause 4.6(3)(b), as part of any clause 4.6 variation request it must be demonstrated that there are sufficient environmental planning grounds to justify a contravention to the development standard. Accordingly, Sections 4.2.1 to 4.2.5 below provide a breakdown of the key environmental planning grounds which support the proposed variation request, including:

- a variety of unique circumstances at the site which warrant the provision of a higher FSR
- the proposed building form does not result in any significant adverse impacts and achieves a good urban development outcome for the site
- the maintenance of design excellence through the proposed alternate strategy, which has been designed to be a core element of the delivery of the integrated station development outcome
- the unreasonable nature of a floor space penalty over the site resulting from the provision of railway infrastructure
- the ability of the development to exhibit design excellence, and for the development to contribute to the legacy of the Sydney Metro project
- the delivery of a development outcome which does not result in any adverse environmental impacts

4.2.1. Unique constraints for a commercial office land use arising from the delivery of Sydney Metro infrastructure

As outlined in Section 4.1.1, the relevant strategic planning policies make clear that there is a planning policy purpose to providing increased commercial office floor space at the subject site beyond that provided for under the existing floor space ratio development of SLEP2012.

However, whilst the subject site is in many ways well-positioned to accommodate a commercial office building, there are also a number of unique constraints that pose a challenge to the feasible delivery of a commercial office land use on the site:

- Additional construction costs and program involved with aligning with station development. Development above the station podium requires a number of additional safety and structural measures to be implemented during the construction which will add to the cost of delivering the OSD and reduce potential commercial returns compared to an unencumbered development site.
- Restrictions on the location, size and extent of lifting facilities provided due to the ground-plane restrictions imposed by station requirements. The provision of well-located and sufficient lifting facilities to reduce queuing and delays can improve the rental yield for a commercial building. Due to the constrained nature of the ground plane, there is more limited flexibility to deliver lifting arrangements to suit any specific tenant requirements compared to an unencumbered site. Providing additional commercial floor space can offset the commercial impact of this limitation.
- Limitations relating to the location and physical presence of the address for the commercial office space, due to the ground-plane restrictions imposed by station requirements, reducing the prominence of the office lobby within the streetscape as a distinct office building. Providing for a sufficient scale of commercial office floor space will deliver a critical mass of office accommodation on site such that the building has a well
- Restrictions on the location, size and functionality of car parking and loading facilities provided on-site due to the ground-plane and podium-level restrictions imposed by station requirements. Providing additional commercial floor space would offset to some degree the reduced commercial yield arising from a building with limited on-site parking and loading facilities.

The proposed quantum of floor space would also ensure that a commercial office land use is more financially viable in comparison to a mixed-use development scheme, which is also permitted on the subject site, particularly in light of the commercial constraints of delivering the OSD as part of an integrated station development.

Having regard to the above, it is considered that the variation to the FSR development standard is considered to be warranted by the unique constraints posed by the delivery of Sydney Metro infrastructure at ground-plane and within the podium levels on a commercial office land use.

4.2.2. Unique opportunities of the site influence the proposed development

Along with the proposed OSD at Pitt Street South and Martin Place, the proposed development is unique within the Sydney CBD in the high level of direct integration between new high-capacity public transport infrastructure and urban development. The coordinated delivery of an integrated station development at the site delivers a significant number of benefits, as well as its own unique challenges. These challenges include the need to consider portions of the Metro Station infrastructure as GFA when assessing the level of compliance with the FSR development standard under SLEP 2012 (discussed at Section 4.2.1) and the need to construct the OSD in a certain manner.

As has been detailed in the analysis of alternatives undertaken at Section 1.7 of the exhibited EIS, it would be a substantial missed opportunity for the proposal to not incorporate an over station building element. Due to the CBD context of the site, and the consolidated nature of the metro station portal, there is a unique opportunity for over station development to be provided in this location. The site is able to accommodate a tower building form comfortably, and therefore to not take advantage of this would fail to make use of the opportunity provided by the CSSI Approval.

Finally, the vast majority of the floorplate at the ground floor is occupied by the station entrance, as well as the associated plant, loading and other design requirements. The consequence of this is that limited space within the ground floor plane is available for OSD uses, which needs to be used for the vertical transportation of people into the OSD component of the development. In this case, a commercial office land use has benefits to the street level activation by rationalising the number of lobbies and OSD-related services which are required to be provided at the ground plane, whilst simultaneously not affecting station operations.

The 1,189 square metres of GFA which is attributed to the station and included for the purpose of calculating the maximum FSR which applies to this site results in both the loss of development capacity on the site due to the provision of public transport infrastructure, whilst simultaneously resulting in a lowering of the maximum FSR permitted under clause 6.4 of SLEP 2012 due to the exclusion of this GFA from uses which benefit from accommodation floor space bonuses. This exacerbates the extent of the variation to the development standard, and if strictly enforced would penalise the capacity of the site for the provision of significant new public transport infrastructure.

4.2.3. Compliant building envelope results in no adverse impacts

A substantial analysis has been undertaken at Chapter 8.0 of the submitted EIS, as well as within the Design Report at Appendix I, of the various factors which have contributed to the ultimate proposed building form at the site. As a result of the proposed building envelope, the future development is able to minimise any adverse impacts whilst also maintaining the maximum building height of the development in accordance with clauses 4.3, 6.17 and 6.18 of the SLEP 2012.

Given that the development complies with the maximum height of buildings control applicable to the site, and provides setbacks which are not considered to give rise to any adverse impacts, it is noted that numerical compliance with the FSR control would not result in any additional material benefit. Rather, strict application of the FSR would result in the same building envelope, which could still be developed to the maximum extents proposed under this application, only comprising an underdevelopment of the potential density of the site, and minimising the economic, social and environmental benefits enabled through the proposed development. On this basis, it is considered that strict adherence of the maximum FSR control would not result in any additional benefit over the option proposed, given that an FSR compliance would not result any change to the potential building envelope of the site.

As outlined in the exhibited EIS, particularly Sections 8.2 to 8.7, and in the Design Report provided at Appendix I, the proposed building envelope will not result in any significant adverse impacts. Accordingly the envelope is supported on environmental planning grounds irrespective of the proposed variation to the FSR development standard.

4.2.4. Design excellence maintained

As outlined in Section 4.11 and Appendix H of the EIS, the future development of the site will achieve design excellence in accordance with the Design Excellence Strategy (June 2018). The Design Excellence Strategy has been designed to be implemented across the various Sydney Metro City and Southwest integrated station developments, which include:

- Crows Nest
- Victoria Cross (North Sydney)
- Pitt Street North
- Pitt Street South
- Waterloo

The key rationale and components of the strategy have been described further below, in the context of the proposed development.

Strategy rationale

The key rationale of the Design Excellence Strategy, which has helped to shape the overall document and the format in which development would be demonstrated as exhibiting design excellence, comprise the following:

- **A complex and unique project** – Principally, it is considered that the Sydney Metro project is of a level of uniqueness and complexity which warrants the use of a tailor made process of demonstrating design excellence, combined with the accelerated construction timeframes of the Sydney Metro project. In addition the integrated station developments need to maximise the public value of the infrastructure investment, and the assessment criteria reflect the public significance of the Sydney Metro station precincts.

Building on this, the design and construction of the station portal and the OSD above is envisaged to occur simultaneously, which requires the design excellence measures to be imbedded throughout the design and procurement processes to ensure that the station portal and OSD components are truly integrated.

- **A proud track record** – Sydney Metro has a long-standing commitment, and evidence of the importance of delivering design excellence as an organisation. Sydney Metro has engaged highly experienced, multi-disciplinary design practices to

inform reference documents and has been at the forefront of using Design Excellence Panels, and it is considered that this Design Excellence Strategy would be a continuation of this commitment to design excellence in major public sector projects. Specifically, the strategy would assist in the delivery of robust, independent and objective consideration of design. The new measures and enhancements of the existing Sydney Metro processes and systems are described below, and have been developed in conjunction with the Government Architect NSW.

- **A robust competition** – A key level of importance is placed on the provision of high quality of design through a highly competitive process, which encourages diversity, enables the comparative evaluation of design responses and communicates a commitment to design excellence. Despite a requirement for Authorised Engineering Organisations (AEOs) leading Station Design Teams, Sydney Metro is actively working with industry to encourage partnering between AEOs and non-AEO organisations to ensure robust competition. It is noted that the competition process must occur within the NSW Procurement Framework Policy for NSW Government Agencies.
- **Consistency** - Providing for a consistent and rigorous design excellence approach across all OSD projects across multiple local government jurisdictions ensures that design excellence is achieved throughout the project to meet community expectations for the Sydney Metro project. By establishing a process which covers each of the OSD projects, the design excellence approach will ensure that a similar high level of design excellence is achieved throughout this city-shaping transport project.
- **Benchmarks** – Sydney Metro commits to working with the Government Architect NSW and Council to determine the appropriate benchmark projects for each integrated station development site, including Pitt Street North. This will involve selecting high quality examples that demonstrate particular aspirations for each site including integrated station and building design outcomes, building / skyline responses, response to place, public domain and materials / finishes. These benchmark examples are expected to be different between sites, and will follow a documented rationale for site selection, with benchmarks used to ensure that the designs submitted meet minimum performance requirements of comparable quality.
- **Design Excellence Evaluation Panel** – A Design Excellence Evaluation Panel (DEEP) has been included in this Strategy, which seeks to ensure that Sydney Metro's competitive tender selection process benefits from expert, independent and objective design expertise and advice. The role of the DEEP will be to review and advise on tender designs submitted through a competitive tender process, and will sit in place of the Sydney Metro Design Review Panel for the purposes of review of design excellence for tender designs. The DEEP will contribute to the design excellence process by:
 - participating in the procurement process to provide expert feedback on design ideas
 - providing an independent evaluation report on the submitted tenders to Sydney Metro

The DEEP members will be design experts that are recognised as advocates for design excellence by drawing from members of the Sydney Metro Design Review Panel. The Panel would also include a member nominated by Council.

Key strategy components

In light of the above, the delivery of design excellence through the Pitt Street North integrated station development process would comprise three key phases:

- Phase 1 – Defining quality expectations
- Phase 2 – Competitive selection
- Phase 3 – Design integrity

Each of these phases comprises a number of key steps which work together to ensure the delivery of design excellence. The manner in which this process has been formed ensures that these key actions are required as part of the process right through the selection and evolution of the detailed design of the Pitt Street North site, and in conjunction with the considered rationale above works to ensure that design excellence will be delivered right through the procurement process.

Relevance to variation of development standard

Clause 6.21(7) of SLEP 2012 provides that a building demonstrating design excellence is eligible for an amount of additional floor space of up to 10% of the permitted FSR on the site, which in the instance of this proposed development would equate to an additional 3,905 square metres (or 35% of the total variation). Because the proposed development has not followed the competitive design process in accordance with the City of Sydney Competitive Design Policy, the proposed development is not strictly eligible for this additional floor space. Due to the complex nature of the proposed development and the requirement to deliver an integrated station development outcome that aligns design with the delivery of a new Sydney Metro station, it is not possible in the circumstances to provide for a competitive design process in accordance with the *City of Sydney Competitive Design Policy*. However, as outlined in the preceding sections the proposed development has and will nonetheless follow a rigorous design excellence process that is considered to be commensurate to the requirements of the *City of Sydney Competitive Design Policy*. This process will ensure that design excellence is achieved, supporting the objectives of clause 6.21 of SLEP 2012 and Section 1.3(g) of the EP&A Act which seeks to “*to promote good design and amenity of the built environment*”. Having regard to this, it is considered that the attainment of design excellence through an appropriate alternative process is, in the unique circumstances of this site, a justifiable environmental planning ground which supports a variation to the development standard.

Concluding remarks

Given the unique nature of the OSD projects, as well as the robust and considered manner in which the Design Excellence Strategy will deliver design excellence in the future development, it is considered that the proposed competitive design process will deliver a high quality design outcome at the site, whilst taking into account the various constraints associated with the OSD projects.

Further detail regarding the Design Excellence Strategy is available at Section 4.11 and Appendix H of the EIS. Detailed information regarding the role of the DEEP and outlining the Strategy Elements have been provided as appendices to the Design Excellence Strategy.

4.2.5. Floor space ‘penalty’ from railway infrastructure

Gross Floor Area (GFA) is legally considered in accordance with the following definition contained under the SLEP 2012:

the sum of the floor area of each floor of a building measured from the internal face of external walls, or from the internal face of walls separating the building from any other building, measured at a height of 1.4 metres above the floor, and includes:

-
- (a) *the area of a mezzanine, and*
 - (b) *habitable rooms in a basement or an attic, and*
 - (c) *any shop, auditorium, cinema, and the like, in a basement or attic,*

but excludes:

- (d) *any area for common vertical circulation, such as lifts and stairs, and*
- (e) *any basement:*
 - (i) *storage, and*
 - (ii) *vehicular access, loading areas, garbage and services, and*
- (f) *plant rooms, lift towers and other areas used exclusively for mechanical services or ducting, and*
- (g) *car parking to meet any requirements of the consent authority (including access to that car parking), and*
- (h) *any space used for the loading or unloading of goods (including access to it), and*
- (i) *terraces and balconies with outer walls less than 1.4 metres high, and*
- (j) *voids above a floor at the level of a storey or storey above.*

This definition has been typically designed to provide a clear delineation of what should and should not be counted in regard to floor space, with floor space then calculated through the FSR control to determine an acceptable level of density at a given site. However, this definition becomes illogical in parts, when considered in the context of OSD.

Specifically, the inclusion of basement habitable rooms in calculations results in the station concourse being counted towards the overall GFA, in a manner which reduces the maximum amount of floorspace which can be provided for an otherwise FSR compliant envelope. This is despite the below ground floor space being used for a public use of substantial benefit to the City of Sydney, as well as Sydney and NSW as a whole.

Finally, clause 6.4(2) states that *“the amount of additional floor space that can be achieved under a paragraph [referred to in clause 6.4(1)] is to be reduced proportionally if only part of a building is used for a purpose specified in that paragraph.”* In the case of the subject OSD, given that use of floor space for a public transport concourse or interchange is not contemplated by the various floor space bonus areas, the proportion of floor space used for the railway purpose above the base 8:1 accordingly results in a proportionate reduction in the bonus floor space available. This effectively means that the public transport infrastructure being provided results in a penalty on the accommodation floor space which could otherwise have been provided for the development.

In effect, the overall impact of this is that the development is penalised three-fold for the station space occupying the below ground portion of the site. This seems unreasonable in the case of the development, given that this floor space is being used for a separately approved, substantially beneficial use which will benefit all of Sydney. On this basis, it is considered that the development standard is unreasonable in the context of the unique circumstances of the site.

4.2.6. Sydney Metro contribution and legacy

Two of the fundamental principles which have underpinned the OSD at the Pitt Street North site have been the maximisation of benefits associated with the high level of public transport accessibility provided by the Sydney Metro project, as well as the provision of a lasting contribution to the legacy of the Sydney Metro project.

As outlined in Section 4.1.1, the proposed development is consistent with the objectives of SLEP 2012, and in addition is consistent with the clear directions of the *Greater Sydney Region Plan 2018*, the *Eastern City District Plan 2018* and the *Central Sydney Planning Strategy* to increase capacity for employment floor space above that currently provided under the SLEP 2012 to meet future needs and support economic development. The Sydney CBD (or Harbour CBD) is identified at a strategic level as being critical to Sydney's role as a global city and significant economic contributor to the Australian economy. Therefore, it is important that future OSD development at the subject site contribute towards these objectives. As outlined in the EIS and Submissions Report, the proposed building envelope and land use provision does not give rise to any adverse environmental impacts, notwithstanding the proposed variation to the FSR development standard. In light of this and the strategic direction, the delivery of a reduced commercial office building to comply with the FSR development standard under the existing SLEP 2012 would represent a significant missed opportunity and under-development of the subject site. Strict compliance would have the effect of reducing the employment capacity of the site, which is inconsistent with both the existing statutory objectives as well as the broader strategic drivers for the Sydney CBD.

It is undeniable that the development of this site will play a key role in the transformation of the precinct, and the concept proposal has been proposed in a manner which reflects the legacy nature of this project. Within the Sydney Metro project, the OSD of this site (amongst others) will work to reinforce the legacy of the wider project, resulting in an ultimate building form which is memorable and reflective of the transformative nature of the wider project. It is due to this that Sydney Metro have provided a concept design framework which favours the provision of such an ultimate building design. This includes the provision of a design framework which will result in the provision of a building which achieves design excellence.

4.2.7. Objectives achieved notwithstanding the non-compliance

As outlined in Section 4.1.1, the proposed variation is supported on environmental planning grounds because the environmental planning matters raised in the objectives of the FSR development standard are achieved notwithstanding the non-compliance.

4.2.8. No adverse environmental impacts

Finally, as discussed previously in this clause 4.6 variation request, as well as at detail in the submitted EIS, notwithstanding the proposed variation, the environmental impacts of the proposed envelope can be appropriately managed or mitigated and do not represent an overdevelopment of the site.

Specifically, the proposed development would result in the following impacts:

- **Overshadowing** – the proposed envelope has been specifically designed to minimise public domain overshadowing, with particular attention paid to the impact of the proposed envelope on Hyde Park
- **Visual and view impacts** – the proposal will not result in any adverse visual or view impacts from either the public domain or nearby private residences
- **Traffic** – the proposed development comprises the provision of minimal car parking, and when considered in the context of the development at the site before the

construction of the Sydney Metro commenced, will result in a reduction of traffic generation at the site

- **Infrastructure capacity** – the planned infrastructure capacity being delivered by Sydney Metro and other projects will provide substantial additional transport capacity, which the development will be well positioned to benefit from
- **Wind** – the proposed development will not result in any adverse wind impacts

Furthermore, the proposed development will have a significant positive economic impact because of the proposed variation to the FSR development standard. The proposed variation facilitates the delivery of an additional 560 jobs on a site that is uniquely positioned to accommodate the transport and infrastructure demands generated by the development. These additional jobs will directly contribute to the current and future economic development and welfare of the Sydney CBD, Greater Sydney and Australian community.

Overall, it is open to the consent authority to consider that the concept proposal does not result in any significant environmental impacts that could be avoided through a compliant form.

4.3. **Clause 4.6(4)(a)(ii): In the public interest because it is consistent with the objectives of the zone and development standard**

4.3.1. **Consistency with objectives of the development standard**

The proposed development is consistent with the objectives of the FSR development standard, for the reasons previously discussed at **Section 4.1.1**.

4.3.2. **Consistency with the objectives of the zone**

The proposed development is also consistent with the objectives of the B8 Metropolitan Centre land use zone as detailed in the following sections. The objectives of the B8 land use zone are as follows:

- *To recognise and provide for the pre-eminent role of business, office, retail, entertainment and tourist premises in Australia's participation in the global economy.*
- *To provide opportunities for an intensity of land uses commensurate with Sydney's global status.*
- *To permit a diversity of compatible land uses characteristic of Sydney's global status and that serve the workforce, visitors and wider community.*
- *To encourage the use of alternatives to private motor vehicles, such as public transport, walking and cycling.*
- *To promote uses with active street frontages on main streets and on streets in which buildings are used primarily (at street level) for the purposes of retail premises.*

The ways in which the development is consistent with the objectives of the zone are set out in the following sections:

To recognise and provide for the pre-eminent role of business, office, retail, entertainment and tourist premises in Australia's participation in the global economy.

As outlined in Section 4.1.1, the proposed commercial office floor space will make a significant contribution towards the economic development and growth of the Sydney CBD. In 2014, the Sydney CBD alone generated \$68 billion worth of Australia's Gross Domestic Product, and is the largest Australian metropolitan office market (*Eastern City District Plan 2018*). The proposed development will support increased economic activity within the CBD by providing for additional ongoing employment capacity on a site that is uniquely positioned to deliver upon integrated transport and land use planning objectives. The concept proposal also provides for a high quality built form that attains design excellence, thereby supporting Sydney's positioning as a pre-eminent centre within the Australian, Asia-Pacific and global economies. The proposed development is consistent with this objective.

To provide opportunities for an intensity of land uses commensurate with Sydney's global status.

The proposed development will provide for an intensity of land use which is commensurate with Sydney's status as a global city, whilst remaining within the infrastructure capacity of the site and not giving rise to any adverse environmental impacts. The site is uniquely positioned to benefit from and support the successful delivery of Sydney Metro - Australia's biggest public transport project - to deliver a world-class station precinct. It is noted that the formulation of FSR controls under SLEP 2012 preceded, and accordingly does not recognise, the delivery of a new Metro Station at the subject site which is capable of accommodating an increased intensity of development. The intensity of land uses proposed is consistent with this objective.

To permit a diversity of compatible land uses characteristic of Sydney's global status and that serve the workforce, visitors and wider community.

The proposed development provides for employment floor space which is compatible with the delivery of the future Sydney Metro station and with Sydney's global status as a major economic and employment centre. Furthermore, the proposed land use is compatible with the use of surrounding land and is permitted with development consent within the B8 Metropolitan Centre zone. Notwithstanding the proposed variation to the FSR development standard, the proposed development would not give rise to any amenity impacts that would be incompatible with surrounding existing land uses. The proposed land use directly serves the needs of Sydney's existing and future businesses and workforce, as well as the broader community through increased economic growth and development, and is therefore consistent with this objective.

To encourage the use of alternatives to private motor vehicles, such as public transport, walking and cycling.

The proposed development is directly consistent with this objective by promoting increased development for office purposes in a location that is directly integrated with the future Sydney Metro station and which will accordingly encourage public transport usage. Car parking provided for the proposed land use is limited and less than that permitted under the provisions of SLEP 2012, which will further promote increased public transport usage, walking and cycling. The proposed development is therefore consistent with this objective.

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

The proposed development is largely constrained at the ground level by the approved Pitt Street station portal, with the station occupying the majority of the building footprint along

with the associated loading area. On this basis, the proposal will seek to activate the available space as much as practicable, through a rationalised commercial office lobby and accompanying small-scale retail uses to ensure the use of station and OSD lobbies provides for an active, vibrant ground plane. By providing for a critical mass of employment capacity within the OSD component, the proposed development will contribute to increased pedestrian interaction and activity within the site and the broader precinct, which is consistent with this objective.

Overall, it is open to the consent authority to consider that the variation is in the public interest because it is consistent with the objectives of the development standard and the B8 Zone.

4.4. Other matters for consideration

Under clause 4.6(5), in deciding whether to grant concurrence, the Secretary must consider the following matters:

(5) In deciding whether to grant concurrence, the Secretary must consider:

(a) whether contravention of the development standard raises any matter of significance for State or regional environmental planning, and

(b) the public benefit of maintaining the development standard, and

(c) any other matters required to be taken into consideration by the Secretary before granting concurrence.

These matters have been further discussed below.

4.4.1. Clause 4.6(5)(a): Whether contravention of the development standard raises any matter of significance for State or regional environmental planning

As part of this clause 4.6 variation request, it has been determined that the proposed development will not raise any matter of significance for State or regional environmental planning. Rather, the proposal is considered to be directly consistent with and facilitative of the *Greater Sydney Region Plan 2018* and *Eastern City District Plan 2018* because of the proposed variation to the development standard, as elaborated upon in Section 4.1.1. It is noted that a full assessment against all strategic plans and policies has been undertaken as part of the submitted EIS.

4.4.2. Clause 4.6(5)(b): The public benefit of maintaining the development standard

In the case of clause 4.6 variations, there are cases wherein the strict maintenance of a development standard is required, such as when it would create an undesirable precedent, or would result in substantial and adverse environmental impacts. However, in this case, the maintenance of the standard is considered unreasonable as the proposed development achieves the objectives of the zone and development standard notwithstanding the non-compliance, and accordingly strict compliance would prevent the orderly and economic development of land.

In the case of the proposal, the site and development characteristics are very unique in nature, and would not result in any precedent being set that would undermine the nature of the development control. Rather, this variation request would enable the delivery of a development which is consistent with the broader built form controls applicable at the site, including with respect to building height, and would result in the delivery of a unique OSD outcome in the context of the Sydney CBD. Given that this noncompliance is generated part

by the location of the Pitt Street Station northern portal beneath the site, the unique nature of design excellence delivery through the Sydney Metro project, and the delivery of additional commercial office floor space capacity to meet the future needs of Greater Sydney, it is unlikely that this development will set an undesirable precedent. Rather, the OSD will work with the Metro Station portal component to provide an integrated design outcome at the Pitt Street North site.

On this basis, it is considered that maintenance of the development standard in this instance would not result in any identifiable public benefit.

4.4.3. [Clause 4.6\(5\)\(c\): Any other matters required to be taken into consideration by the Secretary before granting concurrence](#)

There are no other matters which the Secretary is required to take into consideration when granting concurrence to this clause 4.6 variation request.

5. Summary and conclusion

This clause 4.6 variation request is well founded as it demonstrates that compliance with the FSR standards contained at clauses 4.4 and 6.4 of the SLEP 2012 is unreasonable and unnecessary in the circumstances of the proposal, and on this basis the proposed variation to the standard is considered an acceptable outcome. In this case, the proposed variation acknowledges the unique circumstances of the proposal, and enables the delivery of development which will provide a better planning outcome in the context of the site.

In summary, the variation is justified because:

- Compliance with the FSR standards is unreasonable and unnecessary in the circumstances of the proposed development because the proposed development achieves the objectives of the development standard notwithstanding the non-compliance.
- There are sufficient environmental planning grounds to justify the contravention, including that the site has unique circumstances arising from the relationship between the OSD component and broader Sydney Metro integrated station development approach, the provision of an appropriate design excellence process for Sydney Metro projects, and the absence of any environmental impacts arising from the proposed variation.
- The proposed development is in the public interest because it is consistent with the objectives of the FSR development standard and the B8 Metropolitan Centre zone pursuant to SLEP 2012.
- The proposed non-compliance with the FSR standard will not result in any matter of significance for State or regional environmental planning, but rather would result in development which better achieves the strategic objectives of the NSW State Government directly as a result of the non-compliance; and
- There is no public benefit in maintaining the development standard given the unique circumstances of the project, the absence of any unacceptable environmental impacts arising from the non-compliance, and the benefits of the proposed development proceeding.

The concept proposal will make a significant contribution to the delivery of a vibrant transit-oriented precinct which delivers a significant quantum of office-based employment capacity commensurate with the significant new public transport capacity provided on the site as part of the Sydney Metro CSSI Approval. Given the unique and particular circumstances of the subject site (being located above a Sydney Metro station), and of the proposed integrated station development, the proposed variation to the FSR development standard is considered to be reasonable and acceptable and will support the delivery of a positive development outcome for the site, and should therefore be supported.

The consent authority is therefore able to grant development consent for the application notwithstanding the non-compliance with the FSR development standard.

REVISED STRATEGIC LAND USE ASSESSMENT

APPENDIX Q





Sydney Metro City & Southwest

Pitt Street North Over Station

Development:

Amended Strategic Land Use Analysis

Applicable to:	Sydney Metro City & Southwest
Author:	Ethos Urban
Owner	Sydney Metro
Status:	Final
Version:	#1
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Executive Summary

This amended land use analysis has been prepared as part of the Submissions Report provided in association with concept State Significant Development Application (concept SSD Application) 8875, submitted to the Minister for Planning pursuant to Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act). This amended report specifically seeks to update the previously submitted report which was exhibited with the Environmental Impact Statement (EIS), in light of additional suitability assessment which has been undertaken as part of the submissions response process.

This report continues to provide a detailed analysis of the strategic merits of various land uses at the site, in order to determine the most appropriate use of land in the context of the Pitt Street Station northern portal. Given that the site comprises the full southern portion of the block bounded by Pitt Street, Park Street and Castlereagh Street, there is a prime opportunity to use the site to provide a memorable, amenable and high quality Over Station Development (OSD) form above the station portal. Noting this, the following land uses have been specifically contemplated as part of this analysis:

- Commercial office
- Visitor accommodation
- Retail
- Residential
- Student accommodation

This amended report reflects the change in strategic land use merits from additional planning work being undertaken to determine whether a commercial office scheme could potentially be suitable for the site. This report should be read in conjunction with the other documentation submitted as part of the Submissions Report, including additional commercial plans.

This analysis also continues to contemplate a mixed use option as well as a 'do nothing' scenario. All options contemplated include a station component at the ground floor.

The analysis undertaken against each of these has been tested against a set of key criteria:

- appropriateness of the development within the locational context of the site
- adequacy of ground floor space for entry and lobby facilities
- adequacy of car parking and loading provision
- adequacy of vertical lifting
- floor plate and size each land use
- impact on adjacent properties and the public domain
- ability for the development to take advantage of the opportunities afforded by Sydney Metro

The originally submitted Strategic Land Use Assessment identified a mixed use outcome as being appropriate at the site. However, further information provided as part of this Submissions Report has allowed for some of the previously ambiguous issues to be demonstrated as acceptable at the site.

The amended report identifies that either a commercial scheme or a mixed use scheme could be accommodated in the envelope. Mixed use and commercial land use schemes have therefore been proposed which reflect the most suitable uses identified through this assessment.

1. Purpose

1.1. Background

This report supports a Submissions Report, provided as part of the additional information for concept State Significant Development Application (concept SSD Application) submitted to the Department of Planning and Environment (DPE) pursuant to Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act). The concept SSD Application is made under section 4.22 of the EP&A Act.

Sydney Metro is seeking to secure concept approval for a commercial or mixed use over station development (OSD) above the northern portal of Pitt Street Station. The concept SSD Application seeks consent for a building envelope and its use for residential accommodation, visitor accommodation and commercial premises, maximum gross floor areas (GFA) for a mixed use or commercial scheme, pedestrian and vehicular access, circulation arrangements and associated car parking as well as the strategies and design parameters for the future detailed design of development.

Sydney Metro proposes to construct the OSD as part of an integrated station development package, which would result in the combined delivery of the station, OSD and public domain improvements. The station and public domain elements form part of a separate planning approval for Critical State Significant Infrastructure (CSSI) approved by the Minister for Planning on 9 January 2017.

As the development is within a rail corridor, is associated with railway infrastructure and is for the purposes of residential or commercial premises with a Capital Investment Value of more than \$30 million, the project is State Significant Development (SSD) pursuant to Schedule 1, clause 19(2)(a) of the *State Environmental Planning Policy (State and Regional Development) 2011* (SRD SEPP). The full extent of the proposed development is also State Significant Development by virtue of clause 8(2) of the SRD SEPP.

This report has been prepared to respond to the Secretary's Environmental Assessment Requirements (SEARs) issued for the concept SSD Application for Pitt Street North on 30th November 2017 which state that the Environmental Impact Statement (EIS) is to address the following requirement:

Land Use

1.2. Overview of the Sydney Metro

The New South Wales (NSW) Government is implementing *Sydney's Rail Future*, a plan to transform and modernise Sydney's rail network so that it can grow with the city's population and meet the needs of customers in the future (Transport for NSW, 2012). Sydney Metro is a new standalone rail network identified in *Sydney's Rail Future*.

Sydney Metro is Australia's biggest public transport project, consisting of Sydney Metro Northwest, which is scheduled for completion in 2019 and Sydney Metro City & Southwest, which is scheduled for completion in 2024.

Sydney Metro West is expected to be operational in the late 2020s. (Refer to **Figure 1**).

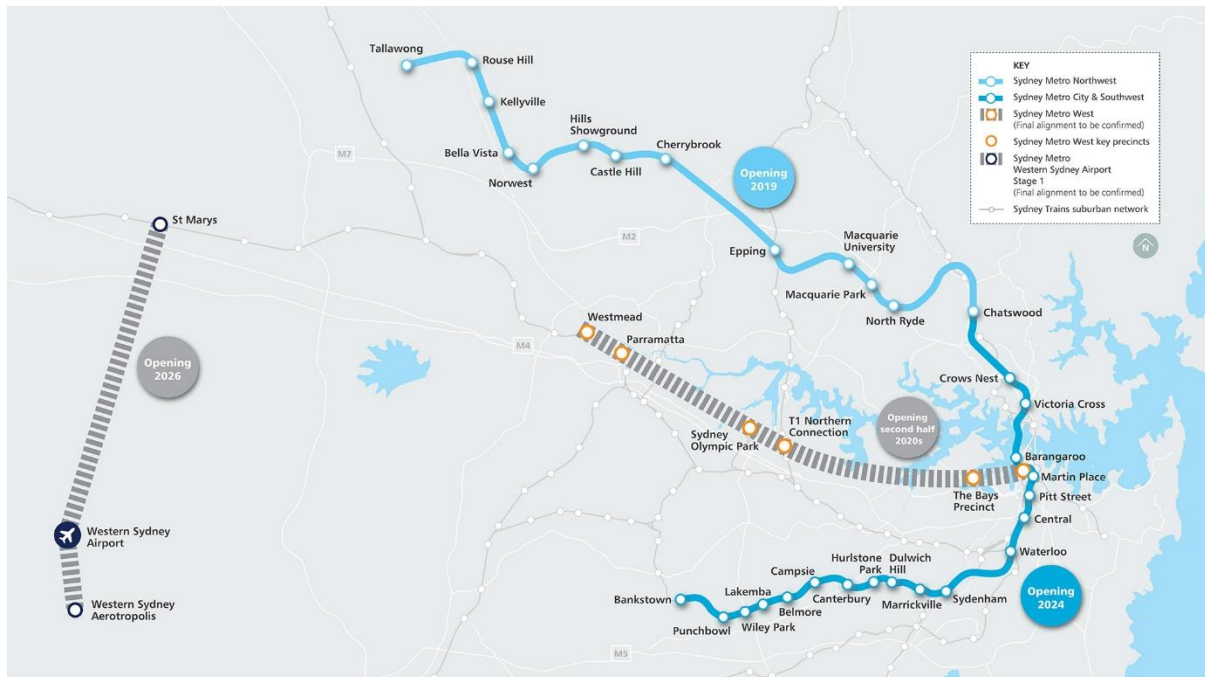


Figure 1: Sydney Metro alignment map

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.

The project also involves the delivery of seven new metro stations, including at Pitt Street. Once completed, Sydney Metro will have the ultimate capacity for 30 trains an hour (one every two minutes) through the CBD in each direction - a level of service never seen before in Sydney.

On 9 January 2017, the Minister for Planning approved the Sydney Metro City & Southwest - Chatswood to Sydenham application as a Critical State Significant Infrastructure project (reference SSI 15_7400), hereafter referred to as the CSSI Approval.

The CSSI Approval includes all physical work required to construct the CSSI, including the demolition of existing buildings and structures on each site. Importantly, the CSSI Approval also includes provision for the construction of below and above-ground structures and other components of the future integrated station development (including building infrastructure and space for future lift cores, plant rooms, access, parking and building services, as relevant to each site). The rationale for this delivery approach, as identified within the CSSI Application, is to enable the integrated station development to be more efficiently built and appropriately integrated into the metro station structure.

The EIS for the Chatswood to Sydenham component of the Sydney Metro City & Southwest project identified that the OSD would be subject to a separate assessment process.

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

- Modification 1 - Victoria Cross and Artarmon Substation which involves relocation of the Victoria Cross northern services building from 194-196A Miller Street to 50 McLaren Street together with inclusion of a new station entrance at this location referred to as Victoria Cross North. 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.
- 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. It is noted that if the Macquarie proposal does not proceed, the modification (if approved) would be surrendered. This modification application was approved on 22 March 2018.
- Modification 4 - Sydenham Station and Sydney Metro Trains Facility South which incorporated 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.

Given the modifications, the CSSI Approval is now approved to operate to Sydenham Station and also includes the upgrade of Sydenham Station.

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.

1.3. Planning relationship between Pitt Street Station and the OSD

While the northern portal of Pitt Street Station and the OSD will form an integrated station development, the planning pathways defined under the EP&A Act requires separate approval for each component of the development. In this regard, the approved station works (CSSI Approval) are subject to the provisions of Part 5.1 of the EP&A Act (now referred to as Division 5.2) and the OSD component is subject to the provisions of Part 4 of the EP&A Act.

For clarity, the approved station works under the CSSI Approval included the construction of below and above ground structures necessary for delivering the station and also enabling construction of the integrated OSD. This included but is not limited to:

- demolition of existing development
- excavation
- station structure including concourse and platforms
- lobbies
- public domain improvements
- station portal link (between the northern and southern portals of Pitt Street Station)
- access arrangements including vertical transport such as escalators and lifts
- structural and service elements and the relevant space provisioning necessary for constructing OSD, such as columns and beams, space for lift cores, plant rooms, access, parking, retail and building services.

The vertical extent of the approved station works above ground level is defined by the 'transfer slab' level (which for Pitt Street North is defined by RL 48.00), above which would sit the OSD. This delineation is illustrated in **Figure 2** below.

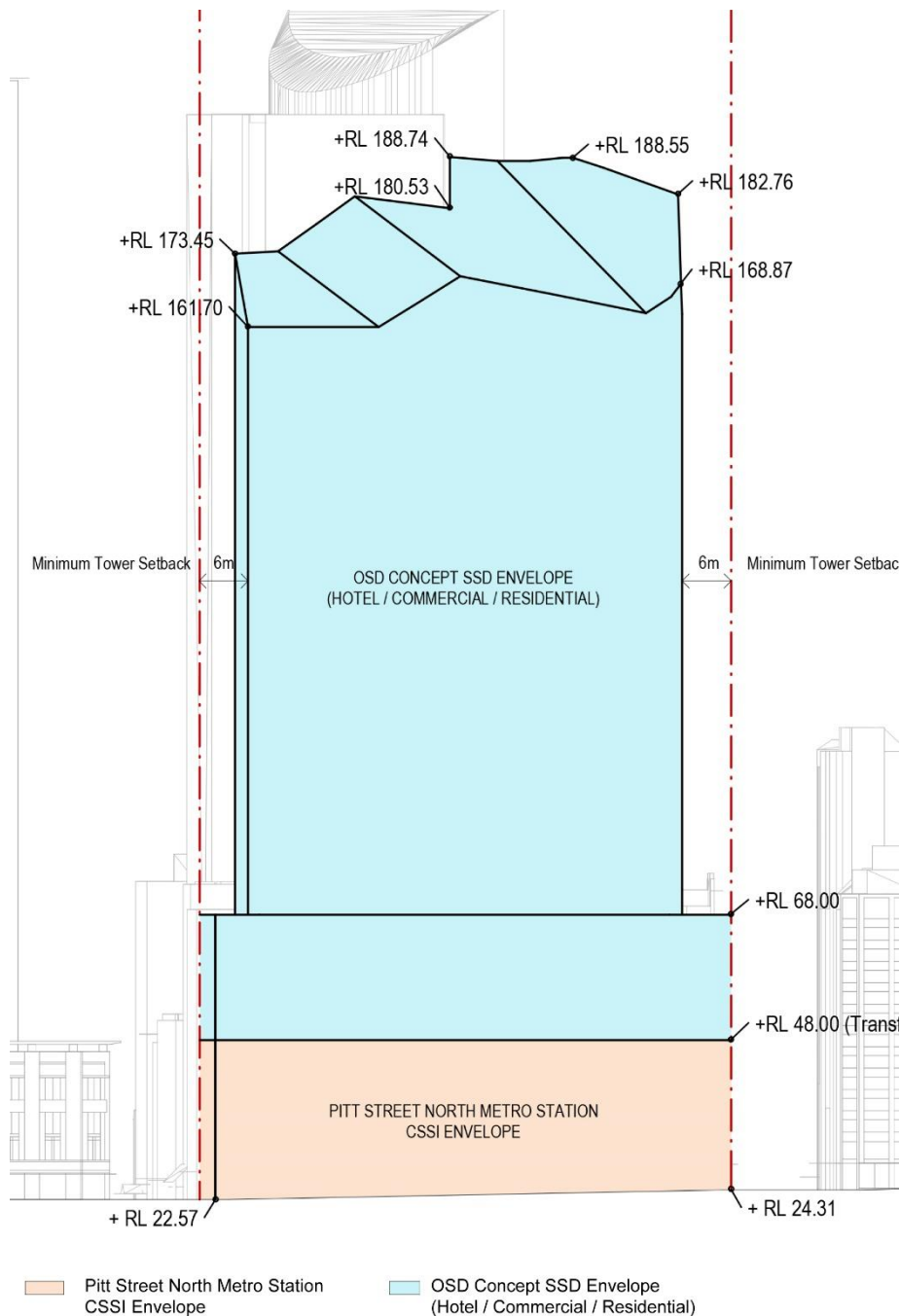


Figure 2: Delineation between station and OSD

The CSSI Approval also establishes the general concept for the ground plane of Pitt Street Station including access strategies for commuters, 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.

Since the issue of the CSSI Approval, Sydney Metro has undertaken sufficient design work to determine the space planning and general layout for the station and identification of those spaces within the station area that would be available for the OSD. In addition, design work

has been undertaken to determine the technical requirements for the structural integration of the OSD with the station. This level of design work has informed the concept proposal for the OSD. It is noted that ongoing design development of the works to be delivered under the CSSI Approval would continue with a view to developing an Interchange Access Plan (IAP) and Station Design Precinct Plan (SDPP) for Pitt Street Station to satisfy Conditions E92 and E101 of the CSSI Approval.

The public domain improvement works around the site would be delivered as part of the CSSI Approval.

1.4. The Site

The Pitt Street North OSD site is located at the southern portion of the Sydney CBD block bounded by Pitt Street, Park Street and Castlereagh Street, above the northern portal of the future Pitt Street Station (refer to **Figure 3** below).

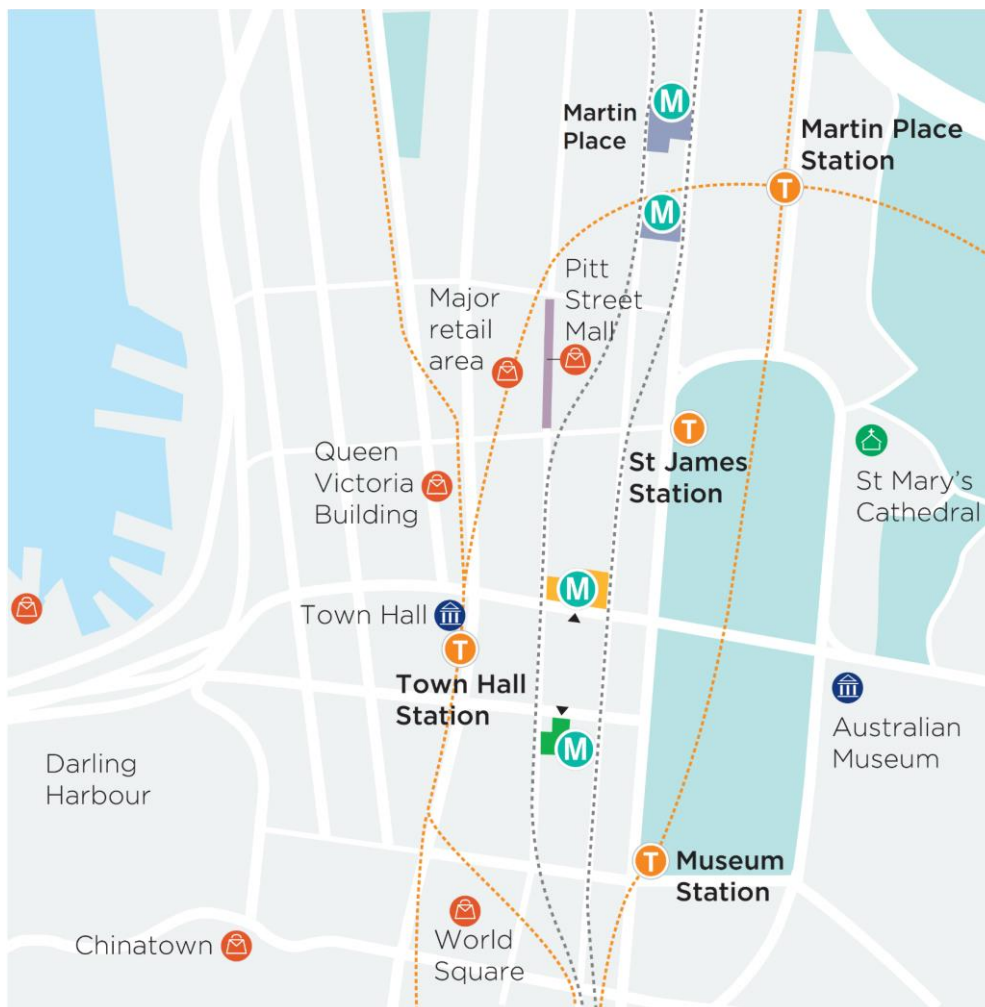


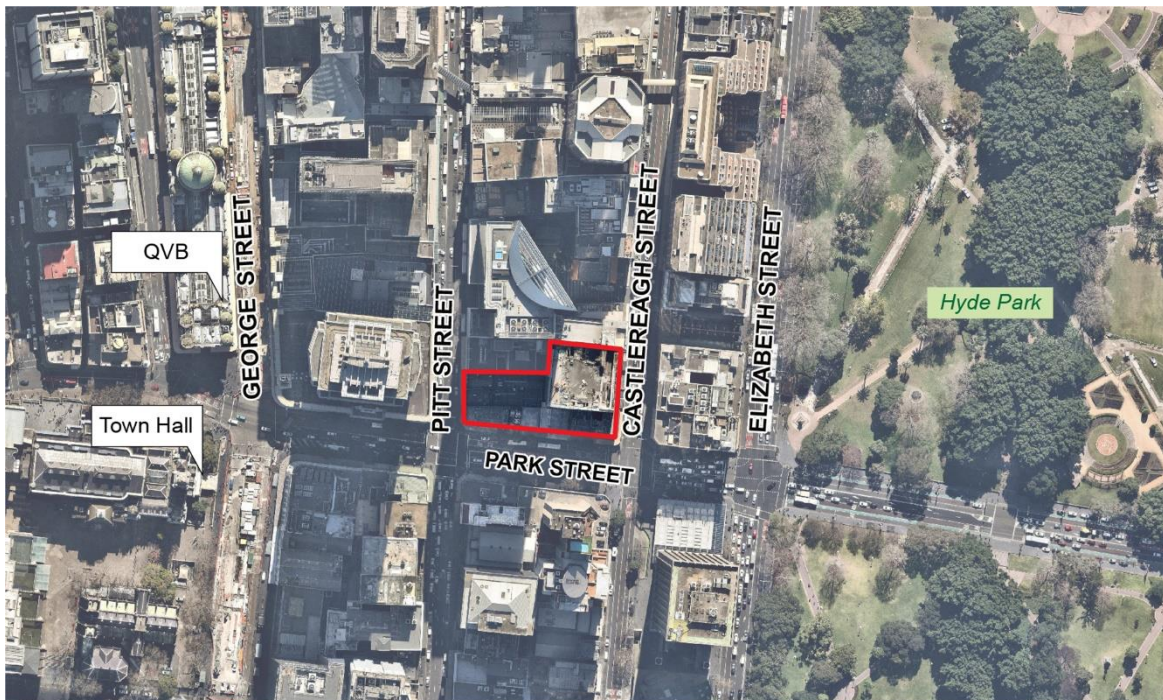
Figure 3: Pitt Street Station location plan

The site is located in the City of Sydney Local Government Area. The site (refer to **Figure 4** below) is irregular in shape, has a total area of approximately 3,150 square metres and has

street frontages of approximately 28 metres to Pitt Street, 81 metres to Park Street and 48 metres to Castlereagh Street.

The site address is 175-183 Castlereagh Street, Sydney and comprises the following properties:

- Lot 3 in DP 74952
- Lot 1 in DP 229365
- Lot 2 in DP 900055
- Lot 1 in DP 596474
- Lot 17 in DP 1095869
- Lot 2 in DP 509677
- Lot 1 in DP 982663
- Lot 2 in DP 982663
- Lot 3 in DP 61187
- Lot 1 in DP 74367



 The Site

 NOT TO SCALE

Figure 4: Aerial photo of Pitt Street North

1.5. Overview of the proposed development

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 5
- 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
- conceptual use of the building envelope for either a commercial office scheme (comprising commercial use only) or a mixed use scheme (comprising commercial, visitor accommodation and residential use), in accordance with the following maximum OSD floor space areas:
 - Commercial scheme: Maximum GFA of 49,120 square metres of commercial use for the OSD component (including approximately 500 square metres of retail space within the podium only), which equates to a Floor Space Ratio 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.
 - Mixed use scheme: Maximum GFA of 49,120 square metres for the OSD component, comprising a maximum GFA of 33,416 square metres for residential use, 769 square metres of OSD storage for residential dwellings, 13,453 square metres for visitor accommodation use, and 1,482 square metres for commercial use. This equates to a Floor Space Ratio 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.
- 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 E of the exhibited EIS.

Drawings demonstrating how a commercial OSD scheme could potentially be provided at the site have been provided as part of the Submissions Report. Both land use options can be accommodated within the proposed maximum building envelope outlined above.

Pitt Street Station is to be a key station on the future Sydney Metro network, providing access to the Sydney Central Business District (CBD). The proposal combines the metro station with a significant OSD envelope, contributing to the Sydney skyline. The OSD would assist in strengthening the role of Central Sydney as the key centre of business in Australia and would contribute to the diversity, amenity and sustainability of the CBD.

It is noted that Pitt Street Station southern portal OSD has been subject to a separate application, and does not form part of this concept SSD Application.

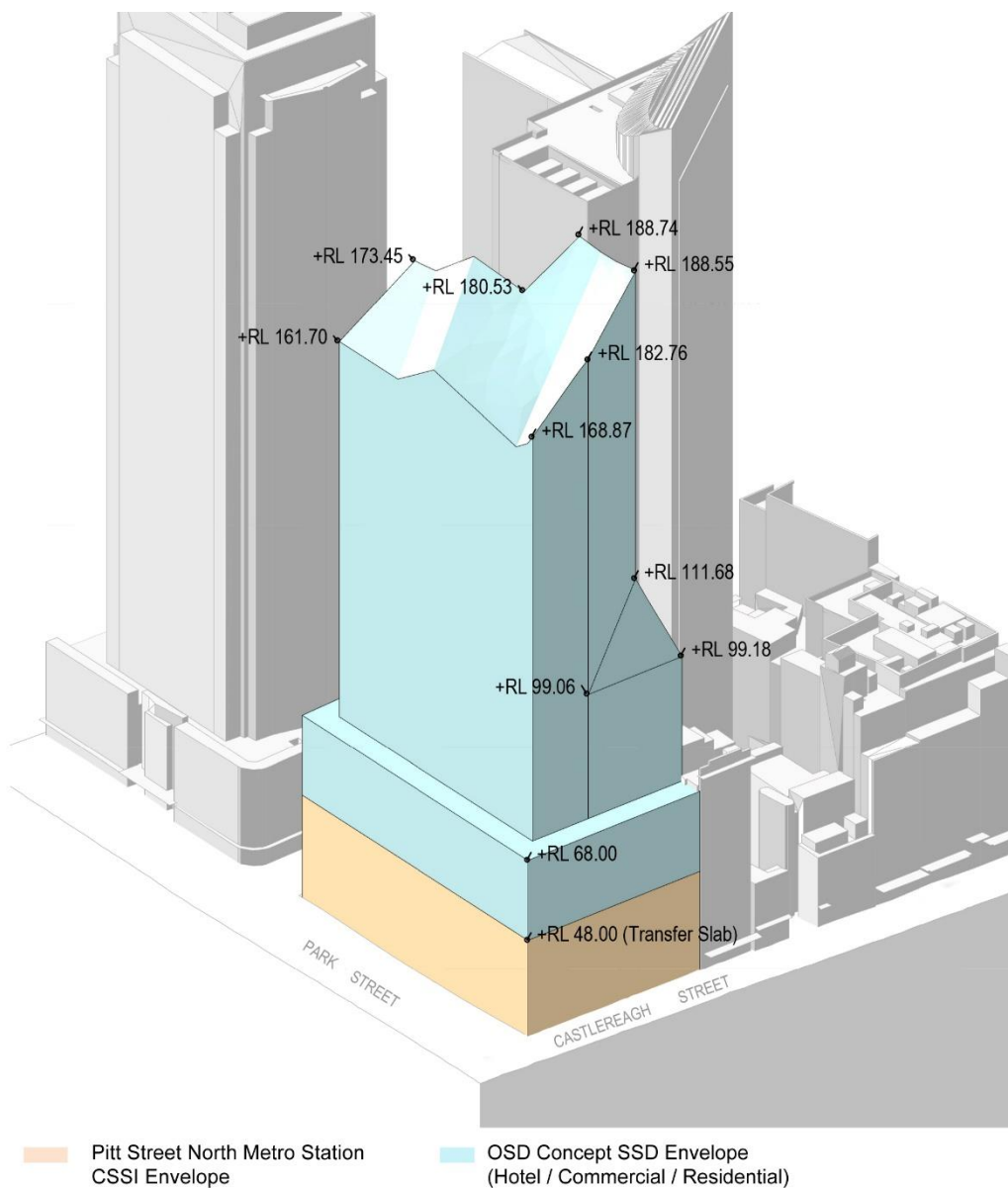


Figure 5: Pitt Street North OSD envelope, including OSD components (orange) and station box (grey)



Figure 6: Pitt Street North OSD indicative design (as exhibited), as seen from eastern, southern and western elevations

1.6. Staging and framework for managing environmental impacts

Sydney Metro proposes to procure the delivery of the Pitt Street North integrated station development in one single package, which would entail the following works:

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

Separate delivery packages are also proposed by Sydney Metro to deliver the excavation of the station boxes/shafts ahead of the integrated station development delivery package, and 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.

Three possible staging scenarios have been identified for delivery of the Integrated Station Development:

1. 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 in 2024.

2. Scenario 2 - the station is constructed first and ready for operation in 2024. OSD construction may still be incomplete or soon ready to commence after station construction is completed. This means that some or all OSD construction is likely to still be underway upon opening of the station in 2024.
3. Scenario 3 - the station is constructed first and ready for operation in 2024. The OSD is built at a later stage, with timing yet to be determined. This creates two 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 site at the earliest date possible (i.e. on or near 2024 when the station is operational). However, given the delivery of the OSD could be influenced by property market forces, Scenarios 2 or 3 could also occur, where there is a lag between completion of the station component of the integrated station development (station open and operational), and a subsequent development.

The final staging for the delivery of the OSD would be resolved as part of the detailed SSD Application(s).

For the purposes of providing a high level assessment of the potential environmental impacts associated with construction, the following have been considered:

- impacts directly associated with the OSD, the subject of this SSD Application
- cumulative impacts of the construction of the OSD at the same time as the station works (subject of the CSSI Approval).

Given the integration of the delivery of the Sydney Metro City & Southwest metro station with an OSD development, Sydney Metro proposes the framework detailed in

Figure 7 to manage the design and environmental impacts, consistent with the framework adopted for the CSSI Approval, which 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

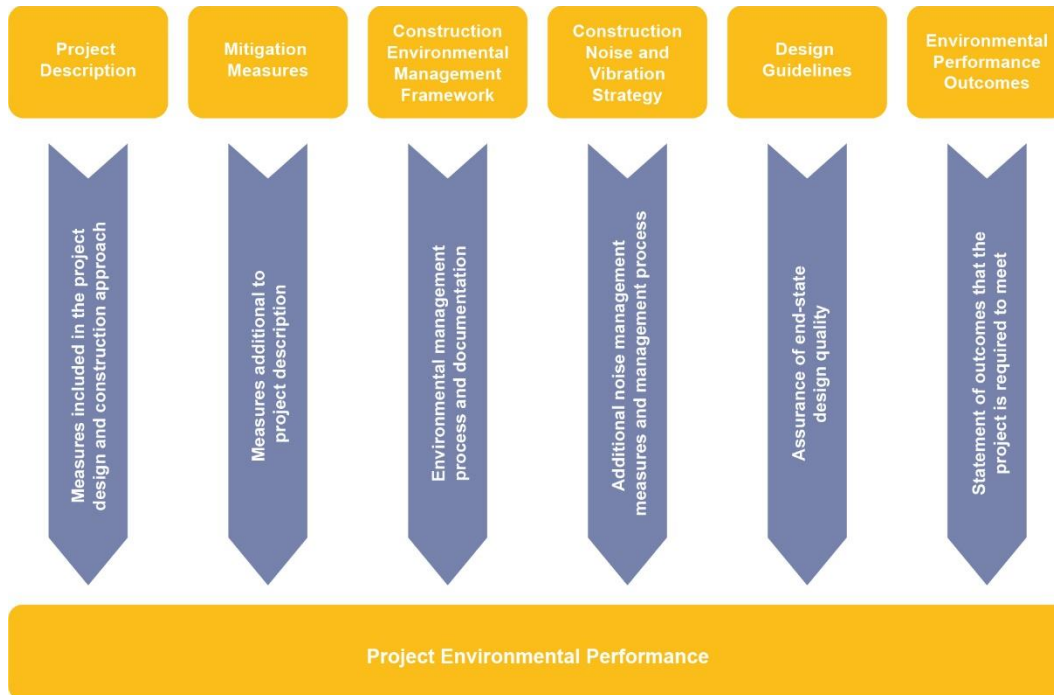


Figure 7: Project approach to environmental mitigation and management

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 section, 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).

2. Site analysis

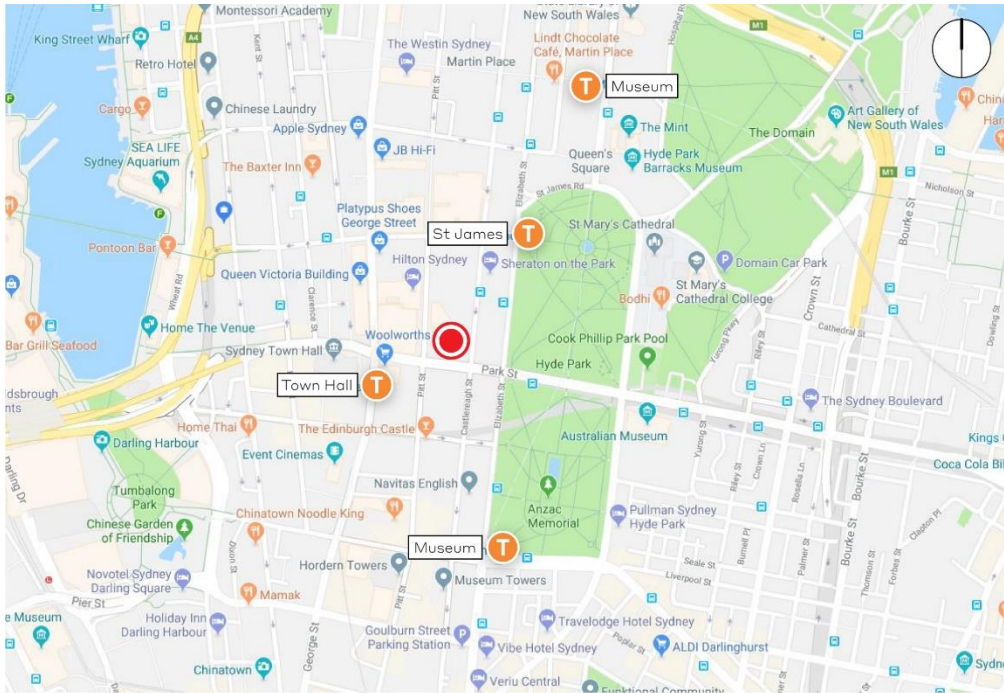
The proposed OSD concept proposal relates to the Pitt Street North Sydney Metro Station currently under construction. The future Pitt Street North Sydney Metro Station is in the heart of the Sydney Central Business District (CBD) between Town Hall Station and Hyde Park and lies within the Local Government Area (LGA) of the City of Sydney. Specifically, the site has the address of 175-183 Castlereagh Street.

The parcels of land that make up the site are identified at **Table 1** below.

Table 1 - Legal description of site

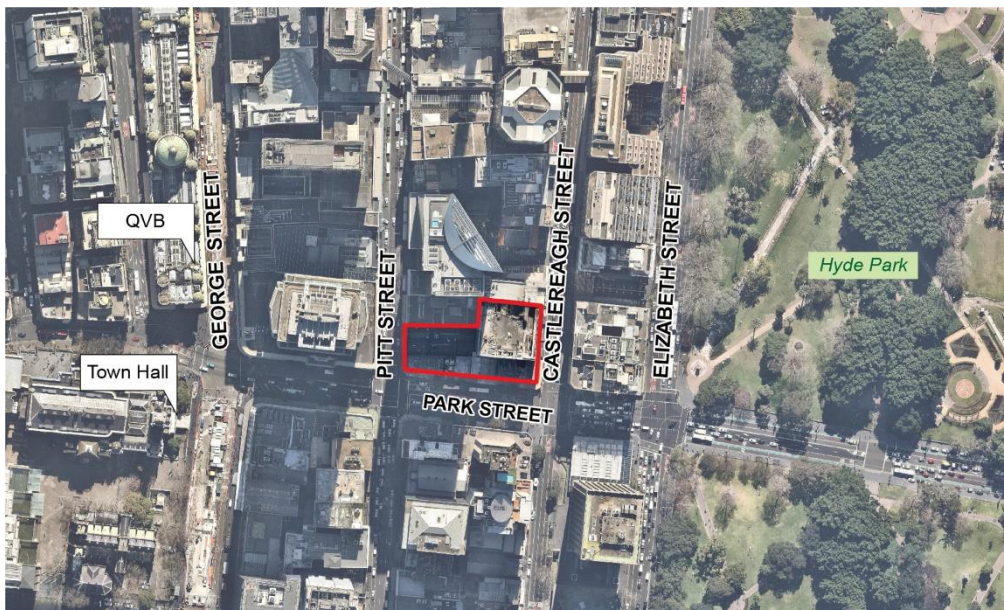
Address	Lot and DP
254 Pitt Street	Lot 1 in DP596474
256 Pitt Street	Lot 17 in DP1095869
40 Park Street	Lot 2 in DP509677
42 Park Street	Lot 2 in DP982663
44 Park Street	Lot 1 in DP982663
46 Park Street	Lot 3 in DP61187
48 Park Street	Lot 1 in DP74367
175-183 Castlereagh Street	Lot 3 in DP74952
	Lot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

A site context map and aerial map is shown below at **Figure 8** and **Figure 9**.



The Site

Figure 8: Site context map



The Site

NOT TO SCALE

Figure 9: Aerial site view

2.1. Existing development

The existing site comprises a construction site associated with the underground metro station component of the development which relates to a separate CSSI Approval. Accordingly, all existing buildings have been demolished and secure construction hoarding line the perimeter of the vacant site at each of its frontages.

Prior to the current construction works, the site was occupied by nine fine grained buildings ranging from three to fourteen storeys in height. These buildings generally accommodated retail uses at street level and office uses above.

The existing site conditions are illustrated below at **Figure 10** and **Figure 11**.



Figure 10: Existing development of the site, as viewed from Park Street (to the north east)



Figure 11: Existing development of the site, as viewed from Castlereagh Street (to the north west)

2.2. Site characteristics

The site comprises a consolidated area of 3,150 square metres, which previously comprised of ten fine grain allotments featuring low to medium rise buildings. Demolition of these buildings has since commenced as part of the CSSI Approval, resulting in the site currently presenting as a construction site for the future Metro portal. A full assessment of the existing site conditions has been provided as part of the submitted EIS.

At completion of the station, the site will comprise a key train station component oriented towards Park Street, with OSD uses oriented towards Pitt Street, Park Street and Castlereagh Street. Vehicular access to the site will be shared from Castlereagh Street. Potential access arrangements to the site have been reproduced at **Figure 12** below.

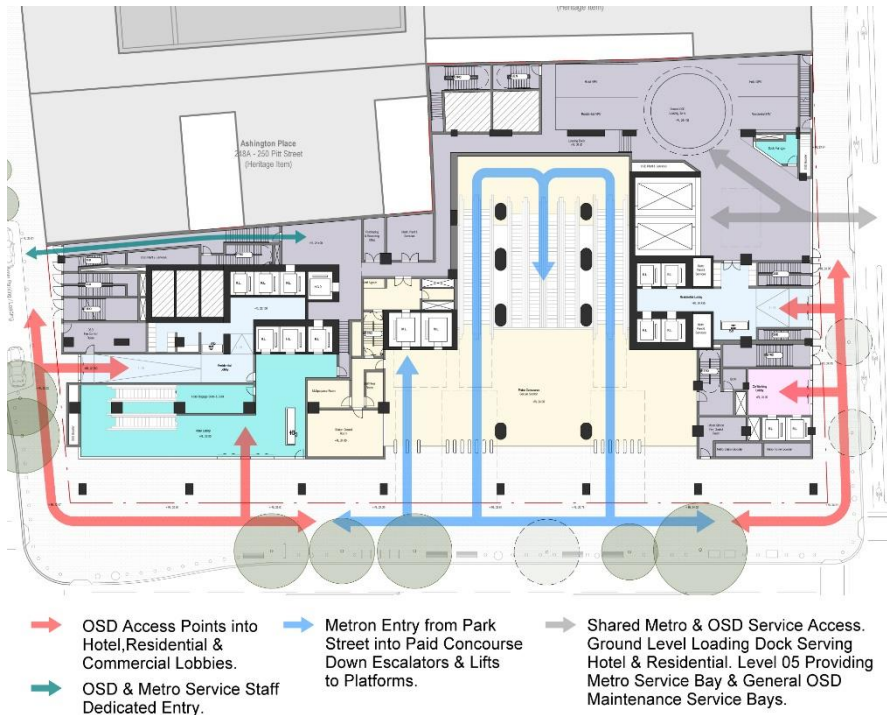


Figure 12: Access arrangements for Pitt Street Station (blue), the OSD (red) and shared vehicular access (grey)

3. The amended proposal

The proposal relates to an OSD comprising development above the future northern portal of Pitt Street Station.

Specifically, consent is sought for a concept SSD Application for:

- a building envelope
- 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
- conceptual use of the building envelope for either a commercial office scheme (comprising commercial use only) or a mixed use scheme (comprising commercial, visitor accommodation and residential use), in accordance with the following maximum OSD floor space areas:
 - Commercial scheme: Maximum GFA of 49,120 square metres of commercial use for the OSD component (including approximately 500 square metres of retail space within the podium only), which equates to a Floor Space Ratio 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.
 - Mixed use scheme: Maximum GFA of 49,120 square metres for the OSD component, comprising a maximum GFA of 33,416 square metres for residential use, 769 square metres of OSD storage for residential dwellings, 13,453 square metres for visitor accommodation use, and 1,482 square metres for commercial use. This equates to a Floor Space Ratio 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.
- 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)

Section 4.22 of the EP&A Act relates to staged Development Applications. A staged Development Application is one that sets out a Concept proposal for the development of a site, and for which one or more proposals for detailed design are subject to separate Development Applications. On this basis, the Concept Proposal establishes the planning and

development framework as the basis for the design of the future development, and it is against this that future detailed applications can be assessed.

The proposed OSD forms part of a Concept SSD Application which seeks approval for a building envelope for the aforementioned uses above the approved Pitt Street North Station portal. As such, it sets out the broad parameters for the redevelopment of the site.

It is important to note that in accordance with the above concept proposal and Section 4.22 of the EP&A Act, no physical works are proposed under this application.

4. Land use assessment approach

4.1. Consideration of appropriate land uses

This strategic land use analysis has included an assessment of a variety of different potential land uses at the site, which comprise of the following:

- residential only
- commercial office only
- retail only
- visitor accommodation only
- student accommodation only
- a mixed use scheme, comprising a combination of two or more of the above uses

This report builds on the originally submitted Strategic Land Use Analysis, and reflects additional analysis of a potential commercial scheme at the site.

4.2. Site opportunities and constraints

In assessing the appropriate land uses for the site, consideration must be given to the opportunities and constraints applicable to the site. Broadly, these have been detailed below:

4.2.1. Site opportunities

- the site is very well connected, providing an excellent opportunity for high density development in conjunction with the future Metro station
- the site is highly visible, which provides a strong opportunity for the provision of a memorable development form which will contribute to the legacy of the Sydney Metro project
- the provision of a substantial developable area, above which there is space for the provision of one or two well-designed towers
- the provision of physical separation to all sides, comprising street frontages to the east, south and west, as well as the provision of undevelopable heritage items to the north
- the strong presence of a 45 metre street frontage height within close proximity of the development site, providing an opportunity for a similar approach to be undertaken at the site and delivers a substantial podium volume
- the ability to accommodate a high amenity residential building form at the upper levels in relation to solar access

- the provision of substantial ground floor area surplus to station needs, such that the lobby and entrance facilities to support multiple uses can be accommodated
- the location of the site in a context which would enable the provision of a variety of different economic uses, enabling the development to contribute to the wider economy through a number of different uses
- the location of the site in a Central CBD location, enabling for higher intensity uses which take advantage of the surrounding context
- the ability for a tower within the envelope to result in minimal additional overshadowing to nearby public open spaces
- the ability for a future building to accommodate public artwork

4.2.2. **Site constraints**

- the provision of a Metro Station portal at the site, which has significant impacts on any building above including:
 - occupation of large portions of the ground floor plane and subsurface
 - limitations as to the structural configuration of any future development above
 - the inability for the development to include any basement area
 - the occupation of a large portion of the ground floor plane at the site with station services, egress and frontage, resulting in the provision of limited ground floor frontage for OSD uses
 - the limited ability for to locate substantial lift cores for lifts to upper levels of the building from the ground floor
 - the provision of limited shared loading space for vehicles at the ground floor
- the proximity of the site to two Heritage Items, comprising the National Building and the Masonic Club
- the proximity of the site to Hyde Park, resulting in the potential for overshadowing
- the proximity to the Park Regis Apartments, including any potential amenity impacts on privacy, solar access and views
- the limited ability for ground floor vehicular servicing, given the frontage of the site to three major CBD thoroughfares and the delineation of vehicular egress / entrance under the CSSI Approval
- the inability for the provision of any through site link, given the use of the site for the Pitt Street station portal

5. Land use comparison

A key part of this assessment is a relative comparison of the various different potential uses possible at the site. As part of this comparison, a series of key characteristics associated with each considered option has been provided below. All options include the provision of the station component beneath.

5.1. Residential only

A residential-only use and form for the OSD would result in the provision of one or two residential towers, which would be designed to be capable of complying with the provision of *State Environmental Planning Policy No. 65 - Design of Residential Flat Buildings* (SEPP 65). This would result in the following general characteristics:

- the provision of an envelope which includes an 8m weighted average setback at all street frontages, and a nil setback at the rear
- the orientation of many apartments towards the north-east, where solar access is highest
- storage space for units located within the parking areas in the podium
- less street activation during business hours by comparison to other options, however providing activation both during evenings and weekends outside of standard business hours when activity within the CBD is reduced
- the provision of substantial residential capacity close to work and transport, but no growth of employment potential of the site
- under-utilisation of ground floor space available for lifting and building cores
- difficulty in providing apartments in the south-facing podium which would have adequate solar access

5.2. Commercial office only

A commercial-only use and form for the OSD would likely result in the provision of a single commercial building. This building form would result in the following general characteristics:

- provision of a building which could be contained within the maximum envelope described for the concept SSD Application, while achieving a viable floorplate
- provision of a building form which would likely comprise only commercial use, featuring ancillary retail within the lower podium levels and commercial use above
- provision of the substantial lift capacity required to support a large building population within the ground floor area

- the provision of a building which results in a substantial boost to the employment potential of the site, but does not result in any increase to residential capacity of the site
- the provision of a building form which generally results in the same, or lesser environmental impacts by virtue of being within the same building envelope as a residential option
- the provision of a use which substantially activates the surrounding street frontages during business hours

5.3. Retail only

A retail use and form for the OSD would result in the provision of a single retail building form. This building form would result in the following general characteristics:

- the provision of a building which would result in a podium only development, with no tower form above
- the provision of delivery and loading facilities which would substantially exceed the maximum available capacity under the loading arrangements approved under the CSSI Approval
- the provision of nil setbacks above the 45 metre podium height limit, resulting in substantial impacts on public domain daylight access
- some additional activation to the surrounding area both inside and outside of traditional business hours and provision of services to meet the needs of existing workers, residents and visitors to the CBD (noting the substantial activation and retail availability already located in the Sydney CBD)

5.4. Visitor accommodation only

A visitor accommodation-only use and form for the OSD would result in the provision of a single building form, comprising podium and tower areas. This building form would result in the following general characteristics:

- the provision of a building which would comprise a podium and either one or two towers above
- the provision of substantial ground floor loading spaces, including on street visitor arrival facilities
- a boost to the employment potential of the site, but does not result in any substantial increase to residential capacity of the site
- activation of the surrounding area through all hours of the day and night, albeit at a generally lower rate than more intensive uses

- an increased tourist and visitor accommodation capacity at the site, which would grow the capacity of the wider visitor economy and the public profile of Sydney as a major tourist destination

5.5. Student accommodation only

A student accommodation use and form for the OSD would likely result in one or two towers above a podium. This building form would result in the following general characteristics:

- provision of a building which would comprise a podium development with a tower above
- the provision of a building which results in a minor addition to the employment potential of the site alongside a significant boost to the resident accommodation capacity of the site
- the provision of a building form which activates the surrounding area through all hours of the day and night, albeit at a lower level
- support growth of Sydney's tertiary education sector and accommodate additional educational export capacity

5.6. Mixed use

A mixed use for the OSD would result in the provision of a mixed use building form, which would include the following general characteristics:

- the provision of a building which would comprise a podium and tower development, comprising one or two towers above
- the provision of mixed uses at the site, which would likely comprise a mixture of residential, visitor accommodation and commercial uses
- the provision of loading which is adequate for the OSD uses, and can be managed in conjunction with station operations
- the provision of a building which results in both a substantial boost to the employment and residential capacity of the site
- the provision of a building form which activates the surrounding area through all hours of the day and night

5.7. Do nothing (station only)

A 'do nothing' option would result in a development form which does not include the provision of any OSD, and accordingly comprises the following:

- provision of only the station building form, without any development above the CSSI Approved envelope

- provision of loading and car parking within the station which is substantially excess to requirements and underutilised
- the provision of a building which does not contribute to either the employment or residential capacity of the site
- the provision of a building form which does not activate the surrounding area, with the exception of the station
- a lost opportunity for the integration of land use and transport at the station precinct

6. Assessment

6.1. Assessment criteria

As discussed at **Section 4.2**, there are a number of constraints which affect the potential and nature of any OSD proposal above the northern portal of Pitt Street Station. In light of these, a key set of assessment criteria have been designed to provide a balanced assessment of the most appropriate uses at the site. The criteria for the proposal have been designed to tailor the key opportunities and constraints of OSD at the site, as well as an assessment with the site's surroundings.

The key criteria have been described below.

6.1.1. Appropriate locational context

An evaluation of the relative suitability of the site for each use has been undertaken, in regards to the Central Sydney context afforded by the site. An optimal land use outcome would result in the OSD directly addressing one or more land uses which are considered highly appropriate for the site, such that the proposed development outcome at the site would result in a proposal which is considered suitable and viable. A use which is not considered appropriate in the Central Sydney context of the site would be discouraged.

6.1.2. Adequacy of ground floor space for entry and lobby facilities

Given the nature of the Sydney Metro station occupying a large portion of the ground floor plane and the basement areas for station uses, a key consideration in the appropriateness of any OSD building form is the ability for it to be accommodated within the limited ground floor plane available.

An optimal land use outcome would result in an appropriate level of impact on the ground floor plane, so as to ensure that the metro station operations are not impacted by the OSD land use. A land use which results in substantial interruption of Metro Station operations would be discouraged.

6.1.3. Adequacy car parking and loading provision

Noting the constraints imposed by the underground metro station, as well as the Central Sydney context of the site, this category assesses the ability for each land use to provide car parking to meet the needs of the land use without disrupting the surrounding road and pedestrian networks. An optimal land use outcome would result in a land use which takes advantage of the parking area provided under the CSSI Approval, but also does not result in any adverse impacts to the surrounding environment and transport networks. Land uses which require the provision of excessive levels of car parking outside of the station podium, result in adverse car parking impacts, or have the potential to disrupt the operations of either the shared loading area or the wider surrounding pedestrian and street network would be discouraged.

An examination of the loading and servicing requirements has been undertaken of each land use in order to ensure sufficient loading and servicing capacity is included in the future

development form. The shared nature of the OSD and station loading areas also means that the OSD loading provisions must be managed so as not to unreasonably interrupt or disrupt station servicing. An optimal land use outcome would result in the provision of loading and servicing requirements which could meet the needs of the occupants of the building, whilst also ensuring that the operations of Pitt Street Metro Station are not adversely impacted by the OSD. Uses which substantially disrupt the loading network, including that required under the CSSI Approval would be discouraged.

6.1.4. Adequacy of vertical lifting

As with a number of other key constraints at the site, the ability for people and goods to be vertically transported affects any determination of the most suitable land use for the OSD. The relative typical requirements for each land use have been reviewed in regards to vertical transport of people and goods. This includes the constraints prescribed by both pedestrian and vehicular elevator or escalator requirements, as well as other vertical transport requirements including emergency egress stairwells and garbage chutes.

An optimal land use outcome would result in the ability to safely and efficiently move people and goods to and from all storeys of the development with minimal disruption. Land uses which disrupt the ground floor plate or are unable to be safely accommodated within the envelope would be discouraged.

6.1.5. Floor plate and size

An evaluation of the typical floor plate characteristics of each category of land use including typical floor dimensions, resulting areas, room layouts, circulation areas, amenity requirements and market demands has been undertaken. This category also includes a detailed assessment of the proposal to achieve an efficient use of the land available at the site in a manner which ensures that the integrated station development will present a holistic overall outcome.

On this basis, an optimal land use outcome would comprise a building which responds as best as possible to the constraints and opportunities afforded by the site in providing a reasonable development form which does not result in any adverse impacts, whilst delivering a high level of amenity to future occupants. An optimal land use outcome will also ensure that floor space potential available at the site is used in an efficient manner. Uses which result in adverse impacts as a result of typical floor plate characteristics would be discouraged.

6.1.6. Impact on adjacent properties and the public domain

In line with the above comment, a broader review of the impacts of each land use on the surrounding public domain and adjacent properties has also been considered as part of this assessment. Specific impacts contemplated include the likely impacts of a typical floor plate on surrounding residential properties, adjacent heritage items and ground floor street presentation and amenity. An optimal land use outcome would result in a development form which does not result in any adverse impacts on the surrounding environment. A land use outcome which would result in adverse environmental impacts would be discouraged.

6.1.7. Takes advantage of the opportunities afforded by Sydney Metro

Finally, there are significant opportunities afforded by Sydney Metro itself, in the provision of high quality Metro Rail to the Sydney CBD.

Commensurate with this, an optimal land use would take advantage of the city changing nature of the Metro project by providing a land use which contributes to the future development of Central Sydney. Uses which fail to sufficiently take advantage of the opportunities afforded by the Sydney Metro project would be discouraged.

6.2. Comparison

In order to provide a balanced comparison of the different available development use options, a scoring system has been applied to each of the options. This enables a comparative analysis to be undertaken which compares the ability for each development option to respond to the criteria outlined at **Section 6.1**. Specifically, the following criteria have been used to support this:

- **Sub-optimal Performance:** The land use is unable to achieve the identified criteria, or will result in substantial impacts from the development of a typical building form in line with the nominated criteria.
- **Average Performance:** The land use is able to achieve the identified criteria, to a level which is considered adequate.
- **Optimal Performance:** The land use is able to achieve the identified criteria in the optimal manner.

	Appropriate locational context	Adequacy of ground floor space for entry and lobby facilities	Adequate car parking provision	Adequacy of vertical lifting	Floor plate and size	Impact on adjacent properties	Takes advantage of opportunities afforded by Sydney Metro
(a) Residential land use	●	●	●	●	●	●	●
(b) Commercial office land use	●	●	●	●	●	●	●
(c) Retail land use	●	●	●	●	●	●	●
(d) Visitor accommodation land use	●	●	●	●	●	●	●
(e) Student accommodation land use	●	●	●	●	●	●	●
(f) Proposed mixed land uses	●	●	●	●	●	●	●
(g) Do nothing	●	●	●	●	●	●	●

The above criteria have been translated visually to the colours red, orange and green, respectively. This has resulted in the comparison diagram provided at **Figure 13** below.

- 1 = Sub-optimal Performance - Results in adverse outcome
- 2 = Average Performance - Results in adequate outcome
- 3 = Optimal Performance - Results in ideal outcome

Figure 13: Relative comparison of potential different land uses at the site

When these criteria are applied with values of 1 (sub-optimal), 2 (average) or 3 (optimal) to determine an overall score for each option, the results at **Table 2** are produced. **Figure 14** provides a comparative representation of how each option performs relative to the others.

Table 2 – Value of each option proposed, in accordance with the Weighted Values prescribed

Option Reference	Development Option	Weighted Score
(a)	Residential land use only, above the station podium	18
(b)	Commercial office land use only, above the station podium	19
(c)	Retail land use only, above the station podium	14
(d)	Visitor accommodation land use only, above the station podium	18
(e)	Student accommodation land use only, above the station podium	16
(f)	Proposed mix of land uses	20
(g)	Do nothing (i.e. station podium only)	9

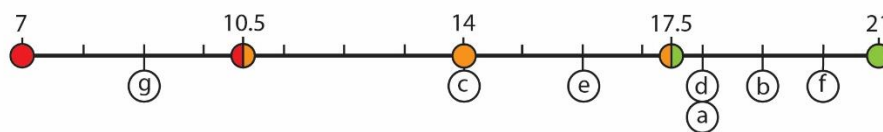


Figure 14: Relative comparison of potential different land uses at the site

Each use has been further analysed and discussed on the basis of these findings at **Section 7**.

7. Analysis of use strategic merit

In light of the results provided at **Section 6** above, an analysis has been undertaken of each option in this section. This provides further clarity and expands upon the results provided at **Section 6.2**, as well as providing additional analysis as to why each option is appropriate or inappropriate at the site.

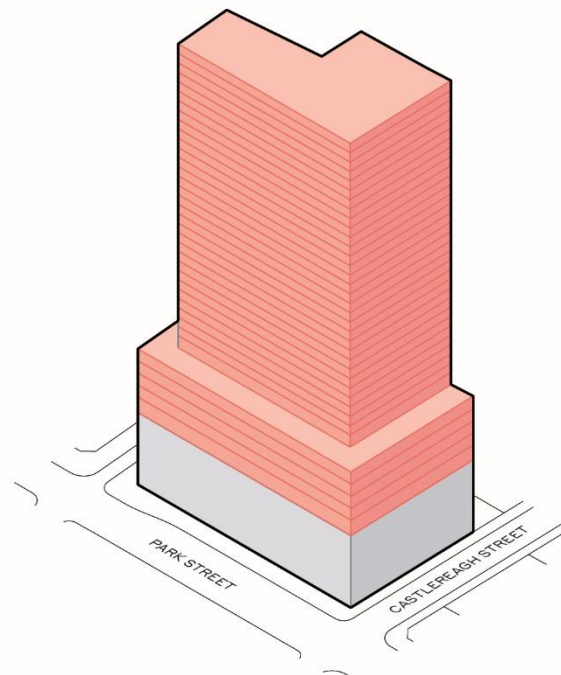
7.1. Residential use OSD (option [a])

A fully residential use scheme would involve the provision of either one or two residential towers above the station podium. Specifically, the following options have been reviewed as part of this analysis:

- A residential OSD option which comprises one single tower above a residential podium
- A residential OSD option which comprises two towers above only the station podium (i.e. no residential podium component).

This option would comprise a single consolidated tower form, which in this case has been added to a residential podium. At a high level communal facility location has not been considered, however could be located in either the podium or the tower components of the development. The tower portion of the development would be set back a weighted average of 8m, except for at the northern boundary which would include the provision of a nil setback.

The principle issue with this scheme would be the inability for a residential development such as this to comply with SEPP 65, given the low amenity levels of the lower levels of the building. This option has been demonstrated at **Figure 15** below.



Residential land use above a station

Legend

■ Residential ■ Sydney Metro Station

Figure 15: A single tower residential OSD outcome at the site

A dual tower version has also been considered as part of this analysis, which comprises no podium area, and the provision of two towers only. The two towers would comprise an 11.5 metre internal separation, as well as 8 metre weighted average setbacks to all street frontages. A nil setback would continue to be provided at the northern boundary of the site. This has been undertaken to ensure that the development can achieve a higher level of amenity to apartments. This option provides for a better outcome for residents at the site, and would also result in the division of the building form into two distinct elements, which are both considered to be substantial benefits.

However, there remains a substantial issue that given that the floor area at this site can accommodate multiple uses. It is therefore considered that a mixed use outcome would have a positive impact on the surrounding environment, including the provision of a building form which actively generates employment at the site. This option would also struggle to achieve amenity requirements at the lower levels of the development.

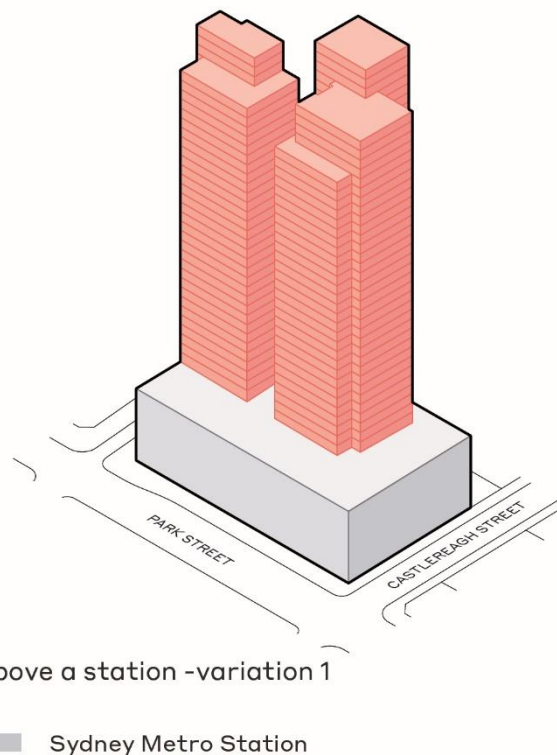


Figure 16: A dual tower residential OSD outcome at the site

7.2. Commercial use OSD (option [b])

Commercial office use of the OSD would comprise the provision of a single commercial tower, above a podium area.

7.2.1. Previous commercial option

The commercial land use option previously scored at the lower to middle end of the scale, which was identified as being due to the impacts of the commercial development and its associated floorplate. Part of this assessment included an assumption that a commercial development outcome would need to compromise on the street setbacks to the south, east and west in order to achieve a viable building footprint. This setback above the podium, in turn, would have a greater level of impact on the surrounding public domain than other options, due to an assumption that such a use would require a setback of four metres to all street frontages.

The substantial lifting requirements for a large office tower and the structural impacts of the resulting lift-core were also identified as other reasons for this lower scoring. The option also scored low (1) for the adequacy of ground floor space for the use. Finally, the option received a low score (1) for the potential for the provision of adequate parking in the development.

7.2.2. Revised commercial option

Following exhibition of the EIS, the proposed development has been amended such that two potential land use options would be pursued, comprising:

- a mixed use option comprising commercial and visitor accommodation use within the podium, as well as residential use above the podium. This option is a fixed version of the previously provided reference scheme.
- a commercial option comprising commercial use only above the station, as well as approximately 500 square meters of retail GFA

Alongside the commercial scheme, additional assessment has been undertaken which confirms that the following key criteria can be refined:

- **Adequacy of ground floor space for entry and lobby facilities** - previous uncertainty around the potential for sufficient ground floor space for entry and lobby facilities has been resolved, allowing for the commercial option to score 3 for this criterion. The reference diagrams for a commercial scheme demonstrate that such space could be accommodated, with substantial benefits provided because of the single use nature of the building no longer requiring multiple different cores for different uses. This option scores particularly well, given that it allows for additional retail space within the lower podium levels.
- **Adequate car parking provision** - it was previously considered that the parking provided would not be appropriate for a commercial use. A Traffic Statement provided as part of the Submissions Report demonstrates that a commercial use could be appropriately accommodated at the site, from a traffic perspective. On this basis, the commercial option now scores a 3 in relation to this criteria.
- **Adequacy of vertical lifting** - it was previously considered that vertical lifting of people, goods and waste would not be able to be accommodated within the envelope for a commercial scheme. Further assessment has demonstrated that although there may still be some constraints with this, it would not result in an adverse outcome. On this basis, the commercial option now scores a 2 in relation to this criterion.
- **Floor plate and size** - it was previously considered that a viable commercial floor plate would not be able to be accommodated within the envelope for a commercial scheme. Further design work and assessment in the Submissions Report has demonstrated that such a floor plate could be achieved in a manner which would be receptive to the market, whilst being contained within the proposed maximum envelope. On this basis, the commercial option now scores a 3 in relation to this criterion.
- **Impact on adjacent properties** - the commercial option previously scored poorly in regards to impacts on adjacent properties, given that an increased tower envelope

was required relative to other options. This is no longer required for a commercial outcome at the site, and as a result of this the commercial option now scores a 2 in relation to this criterion. This is to align with the impact on adjacent properties of other uses which use the proposed maximum envelope, including residential, visitor accommodation, student accommodation and mixed land uses.

A revised example commercial scheme has been provided at **Figure 17**, which demonstrates how such a scheme may appear. This scheme has been modified from the originally submitted option, as such a scheme would now be capable which aligns with the maximum building envelope described within the EIS. In light of the above, a commercial scheme would be an optimal land use at the site.

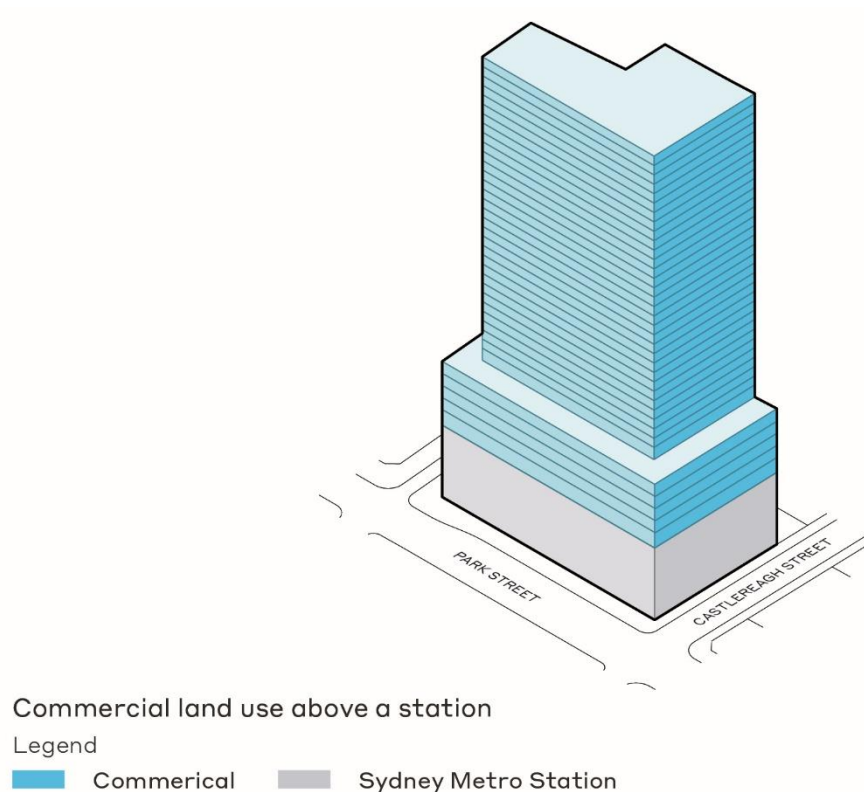


Figure 17: A commercial OSD outcome at the site

7.3. Retail use OSD (option [c])

Retail accommodation use of the OSD would comprise the provision of retail development across the full podium of the development, including some additional retail storeys beyond the 45 metre maximum podium height. However, given the nature of retail development, a tower building form is not envisaged under this land use option, given that it would not be a viable land use outcome at the site.

On the basis of the above land use outcome, the proposed development would likely result in a building form outcome similar to that depicted at **Figure 18** below. This would result in adverse outcomes to the operation of the surrounding area, as well as the operation of the station at the ground floor plane in particular. This is due to the high intensity of such a use for pedestrian and delivery access to the site. Although it may be able to be accommodated on a larger site, a solely retail presence at the Pitt Street North site would not be suitable. Additionally, there is significant potential for the proposed setbacks to impact public domain amenity, including light levels.

Additionally, given the nature of retail development being generally limited to development of approximately 10 storeys, it is very unlikely that there would be substantial ability to take advantage of the full floorspace permissible at the site. This would comprise a lost opportunity, and accordingly, this option has not been pursued.

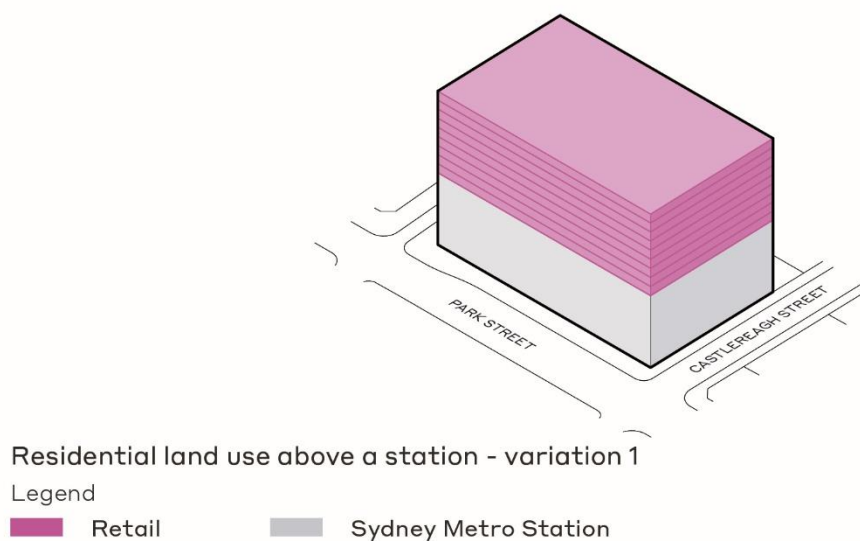


Figure 18: A retail OSD outcome at the site

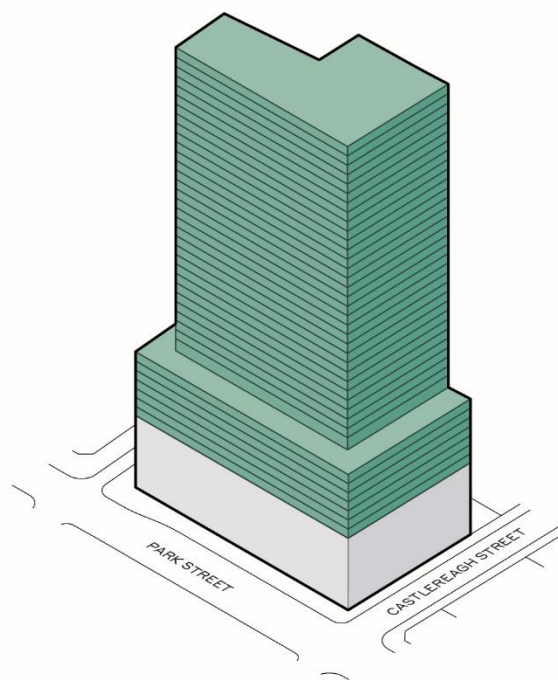
7.4. Visitor accommodation use OSD (option [d])

Visitor accommodation use of the OSD has been considered as part of this analysis, comprising the provision of a single visitor accommodation building above the station portal. This option scored very favourably through the assessment, resulting in the second highest scoring of all options considered. Principally this is due to visitor accommodation being a highly sought after use in Central Sydney which would take advantage of the opportunities afforded by visitor accommodation.

Although some visitor accommodation is capable of being accommodated at the site, a fully visitor accommodation use scheme is not considered an ideal outcome at the site. This is due to the substantial loading requirements that visitor accommodation has on the surrounding street networks, which would impact on both the limited ground floor space available as well as the functionality of the surrounding street network.

An example visitor accommodation only scheme has been provided at **Figure 19**, which demonstrates how such a scheme would work.

Instead, the proposed development includes a reduced visitor accommodation component which has been applied as one of three land uses above the station portal. This option, if built to the maximum allowable floor space would yield in the order of 1,200 rooms, which would have unacceptable impacts on the traffic functionality of the surrounding road network.



Visitor accommodation land use above a station
 Legend
 Visitor accommodation Sydney Metro Station

Figure 19: A visitor accommodation OSD outcome at the site

7.5. Student accommodation use OSD (option [e])

A student accommodation use for the OSD has been considered as part of this analysis, comprising an option whereby the station has a student accommodation building located above. The student accommodation development outcome scored highly in a number of different categories, resulting in it being the fourth ranked option of those considered.

However, given the location of the development, student accommodation demand is superseded at this site by a number of other uses, including residential, commercial and

visitor accommodation. On this basis, a student accommodation option has not been pursued. This option would also result in the provision of space in the podium which would be generally wasted, given that there would be limited need for the uses contemplated within the station podium, such as car parking.

An example student accommodation scheme has been provided at **Figure 20**, which demonstrates how such a scheme would work.

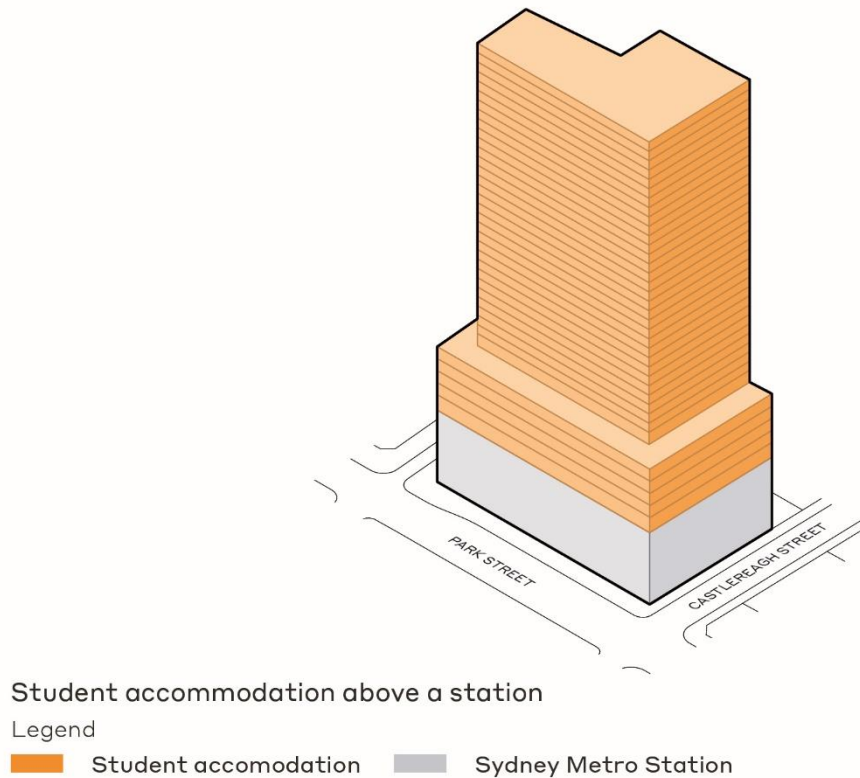


Figure 20: A student accommodation OSD outcome at the site

7.6. Mixed OSD land uses (option [f])

A mixed use option has been considered through this assessment to be an optimal land use outcome at the site, comprising a mix of residential, visitor accommodation and commercial uses. This is the highest scoring option and is considered a highly appropriate land use outcome which would result in a lasting legacy of the future Metro Station. The diversity of land uses would work to enable the activation of the surrounding area throughout the day and night, whilst resulting in environmental impacts which are considered appropriate.

This option would occupy substantial ground floor space with the various lobby and lifting facilities, however as part of the concept application it has been demonstrated that a proposal could be accommodated which would not adversely affect station operations, meaning that this option continues to be viable.

As part of this assessment, alternate mixed uses would also potentially be able to be considered appropriate for the site, even though only one ‘mixed use’ option has been contemplated under this strategic land use analysis. Other potential mixed use options have been included in the Design Report prepared by Architectus at **Appendix I** of the submitted EIS.

An example diagram of the proposed mixed use scheme has been detailed at **Figure 21** below.

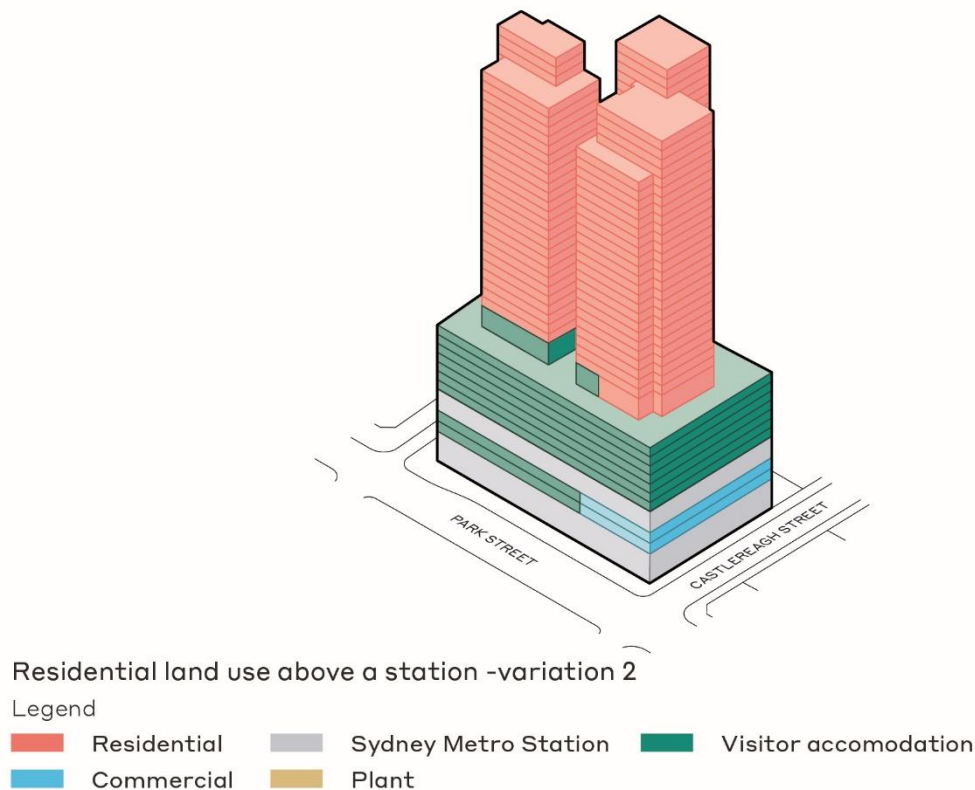


Figure 21: A mixed use OSD outcome at the site (as has been proposed)

7.7. Do nothing (option [g])

A ‘do nothing’ option, whereby there is no OSD component, and only the Pitt Street Station northern portal on its own would be constructed at the site. This is the lowest scoring option out of this analysis, which is principally due to the key issue that the CSSI Approval contemplated development for OSD purposes in the design of the station.

This involved designing the station to ensure that an OSD component could structurally be positioned above, as well as the allocation of substantial space within the ground floor plane and podium for use of the OSD. To not take advantage of this substantial design work would be an inefficient use of resources, and result in a sub-par outcome at the site. Not constructing an OSD component would result in unused areas at the ground floor plane, which would have negative streetscape and safety implications.

In effect, the lack of an OSD component above the Pitt Street North site would fail to ensure that the OSD takes advantage of the site's location, and proximity to infrastructure, resulting in a sub-par outcome at the site. It is a key planning principle that land use intensity should be located where additional transport capacity is located, which makes the site an excellent potential location for the OSD component.

An example axonometric demonstrating a 'do nothing' outcome at the site has been provided at **Figure 22** below.

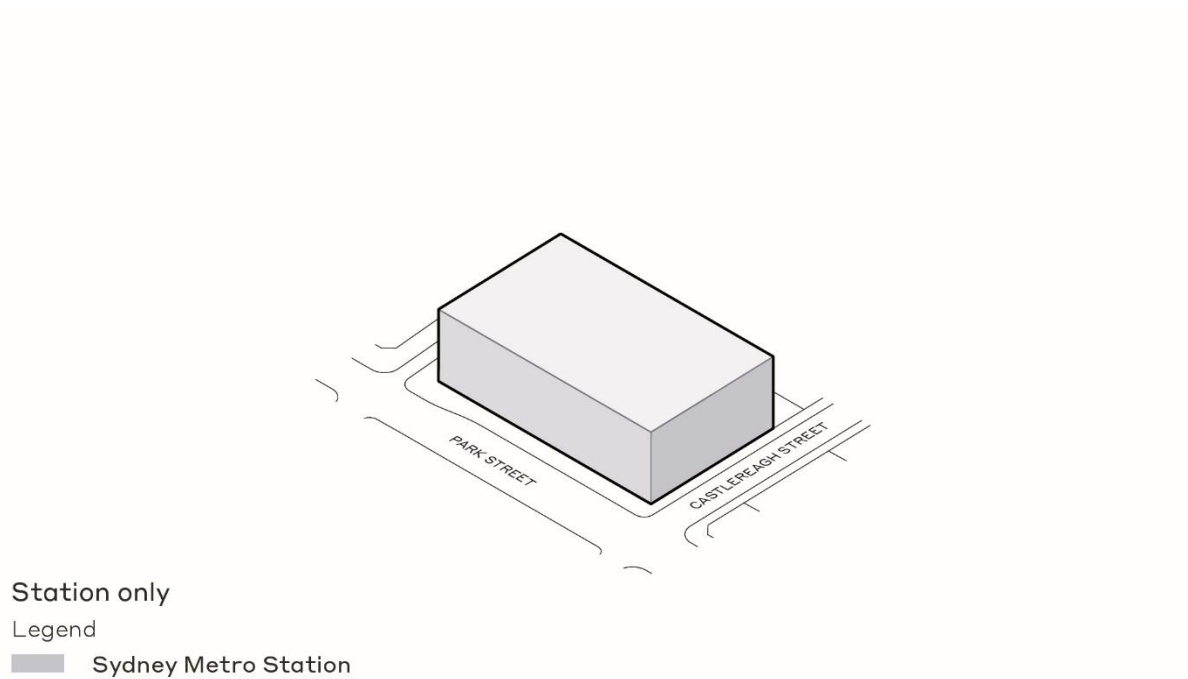


Figure 22: A 'do nothing' OSD outcome at the site

8. Conclusion

This Strategic Land Use Analysis has undertaken a detailed review of a number of different potential land uses at the Pitt Street North site, in order to determine the most appropriate land use outcome for the OSD component. The following key options have been reviewed as part of this assessment:

- Residential
- Commercial
- Retail
- Commercial office
- Visitor accommodation
- Student accommodation
- Mixed
- A 'do nothing' option, whereby no OSD is proposed

This assessment has determined that a mixed use outcome at the site is highly desirable. The proposal seeks to develop this further, by building on strengths of other options in ensuring that the optimal outcome has been proposed at the site. Specifically, the higher amenity areas are proposed for residential use, while the podium is used for economic activity generating commercial and visitor accommodation uses.

This assessment also confirms a commercial option as being highly desirable. By comparison to the originally submitted assessment, further analysis has confirmed that a number of key criteria can be better achieved by a commercial option, including:

- adequacy of ground floor space for entry and lobby facilities
- adequate car parking provision
- adequacy of vertical lifting
- floor plate and size
- impact on adjacent properties

Visitor accommodation only and retail only options are not able to sufficiently use the available floor space area above the station, while a residential only option would not be able to use the podium volume due to potential impacts on solar access.

The OSD would result in a vibrant mixed use or commercial building above a key future transport interchange in Sydney. This assessment has demonstrated that the proposed land

use outcome would result in the satisfaction of key criteria, and accordingly has informed the development of the concept SSD Application.