

**WESTERN GATEWAY SUB-  
PRECINCT: BLOCK A**  
**8-10 LEE STREET,  
HAYMARKET**

**PLANNING STATEMENT  
REPORT**



**URBIS**

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# EXECUTIVE SUMMARY

- We acknowledge the Traditional custodians of country throughout Australia and recognise their continuing connection to land, waters and culture. We pay our respects to their Elders past, present and emerging.
- This Planning Statement has been prepared on behalf of Atlassian Pty Ltd (the applicant) to support a formal amendment to *Sydney Local Environmental Plan 2012* (SLEP 2012) which is being prepared by the NSW Government. The amendment seeks changes to the building height, floor space ratio development standards and a minor B8 zone boundary adjustment which apply to the site at 8-10 Lee Street, Haymarket (**Block A or the Site**).
- Block A is within the Western Gateway Sub-Precinct, which is a sub precinct of Central Precinct, which was declared a State Significant Precinct by the NSW Government on 12 July 2019. The Western Gateway will form the first stage of rezoning for the Central Precinct
- The Planning Statement provides the NSW Government with details of the site, background to the project (including extensive engagement with stakeholders), a description of the proposal, and commentary on the strategic justification for amendments to the current planning framework which ultimately aims to create Australia's first 'Innovation Precinct' adjacent to Sydney's Central Railway Station. By introducing new built form controls, this will enable a new iconic commercial office tower for the new global headquarters of Atlassian (who would anchor, grow and nurture the Precinct), a re-imagined and adaptive re-use of the YHA tourism accommodation, and a range of spaces for other tech/start-up companies to thrive.
- Atlassian is an Australian enterprise software company founded in Sydney, who have grown significantly since their establishment in 2002 and is globally recognised as a leader in technology and innovation. The company employs over 3,500 people (or 'Atlassian's') across 12 offices around the world, with approximately 1,400 staff in Sydney. Atlassian service a deep and wide customer base including several Fortune 500 companies.
- The Atlassian vision includes:
  - 50 Year Company making Atlassian an iconic 50-year old business.
  - Commitment to Sydney, wanting to invest in grow in its 'home'.
  - Retain Australia's best and brightest talent.
  - Attract world-class talent
  - Establish a real estate base where it can grow.
- Technology and innovation is at the heart of all successful global cities and represents an essential ingredient for strong economic, social and environmental growth. The role of 'knowledge' in our economy is particularly important in Australia as we start to transition from a strong dominance and prosperity in the mining, agriculture and raw materials industries, to more sustainable forms of economic growth that are not intensive on our physical environments.
- This shift has generated a strong and critical need for the capital cities of Australia to harness and support the knowledge, technology and innovation industries to ensure the economy can grow and be resilient to change, and also importantly create the right environment to attract talent to our major cities.
- The knowledge economy is thriving globally in a range of 'innovation precincts' in London, California, New York City, Toronto, Paris, Berlin, Singapore and other cities which generate significant economic and job growth to their local and national economies. Australia is currently losing a large pool of local talent to these precincts across the globe in the absence of an alternative precinct here.
- The critical need (and strong economic benefits) of an innovation precinct in Sydney is widely accepted, supported and enshrined in national, state and local government policy. While there have been some attempts in Sydney to create an innovation precinct (such as in White Bay or Redfern/Eveleigh), these have not come to fruition for various reasons.

- The success and delivery of innovation precincts across the globe is heavily reliant on being in the right location, having a very strong anchor tenant to grow and nurture the knowledge 'ecosystem' and critically, to be led by the industry. The NSW Government Tech Taskforce has identified the need to secure five anchor tenants to ensure the long-term success of the new Sydney Innovation and Technology Precinct.
- This Planning Statement will inform the preparation of amendments to the planning control framework being coordinated by TNSW that would enable this opportunity to be realised, and ultimately deliver Sydney with a leading innovation precinct that competes on the global stage with the likes of San Francisco's Silicon Valley.
- The Site location is highly strategic and significant, located directly adjacent to Central Railway Station, which is undergoing rapid transformation by the NSW State Government to allow for the integration of rail, metro and light rail transport infrastructure to improve connectivity in Sydney. These infrastructure upgrades will elevate the role and function of Central Station not only for transport, but also pave the way for the renewal and revitalisation of the precinct around the Station, which is ideally positioned for more intensive employment growth by these important enhancements. The importance of Central Station has been emphasised in the recent announcement by the NSW Government of the Central Station State Significant Precinct, which includes the Site.
- Atlassian is Australia's leading technology company and is at the forefront of technology and innovation, and are fully committed to anchoring a new Innovation Precinct at Central Station. This commitment will involve attracting, growing and retaining talent, promoting innovation and education and supporting the needs of a wide range of technology companies; from start-ups to successful mid-sized domestic technology companies and researchers to large international technology firms.
- As testament to this commitment, Atlassian has worked very closely with other leading industry groups to articulate, define, and importantly advocate for the Sydney Innovation and Technology Precinct ("**TechCentral**") to be a policy priority of government. In response to this, in August 2018 the NSW State Government announced that it would be committed to establishing a new technology industry hub within the Central to Redfern/Eveleigh corridor, and would partner with Atlassian (and other leading industry experts) to ensure that the development of the precinct was informed by industry leaders and not just government.
- In light of the above, there has been significant consultation with a range of stakeholders to highlight the strategic significance of the proposal, including Transport for NSW (**TNSW**), NSW Department of Premier and Cabinet (**DPC**), NSW Department of Planning Industry & Environment (**DPIE**), NSW Office of Government Architect (**GANSW**), NSW Office of Environment and Heritage (**OEH**), and the other proponents of the Western Gateway Sub-Precinct, DEXUS / Frasers (**Block B**) and Toga prior to preparation of this report. This consultation has assisted with the progression and refinement of the planning controls being sought for Block A in the Western Gateway Sub-Precinct.
- Through the consultation process it has been confirmed a self-repealing State Environmental Planning Policy (**SEPP**) will be proposed for the whole Western Gateway Sub-Precinct which will amend the key development standards within the *Sydney Local Environmental Plan 2012* (**LEP 2012**) for the precinct.
- The Western Gateway SEPP is unique insofar as it will have a transformative economic impact not only on Sydney and NSW, but also Australia's reach into the global economy. The Atlassian project therefore requires appropriate strategic direction and oversight by senior levels of government to ensure that these economic benefits are realised.
- The Greater Sydney Regional Plan places a very strong policy emphasis on adaptive re-use and urban renewal opportunities close to transport hubs, and strengthening and growing a competitive economy in Sydney which contains a significant agglomeration of economic activity, employment diversity and concentration of globally competitive businesses.
- The City of Sydney Council has demonstrated a commitment to innovation and technology with their 'Tech Startups Action Plan' (March 2016) and the draft Central Sydney Planning Strategy (**CSPS**). The City of Sydney have also been actively involved in the Technology Taskforce, as well as initial engagement with TNSW on the revitalisation of Central Station.
- The project is closely aligned with the City of Sydney's future direction for the Central Station precinct which is outlined in the CSPS. While significant uplift is being sought within the Western Gateway, Atlassian are seeking to utilise this uplift to deliver commercial office and visitor accommodation uses



which are prioritised in accordance with the CSPS. The proposed massing arrangement are aligned with the proposed sun-access planes which protect overshadowing to parks and open space.

- This Planning Statement has been supported by a range of technical reports, which have examined both the strategic and site-specific merits of additional height and density on Block A. In summary, the proposal will:
  - Be **aligned with National, State and Local policy directions** by providing a range of positive economic, social and environment impacts from the creation of a world class Innovation District at Central Station. An express objective by Atlassian is to send a signal to the world that Australia is “open for business” in leading the way with technology and innovation.
  - **Prioritise high quality commercial office and tourism land uses** which are consistent with the City of Sydney’s vision in the draft Central Sydney Planning Strategy for Central Station and a future commercial core directly adjacent to a convergence of transport infrastructure.
  - **Enhance and transform the existing visitor accommodation offer** - The design will deliver an enhanced visitor reception area and more accommodation (up to 500 beds). The design will provide new ancillary food and beverage and retail options within the precinct, as well as better ground plane connectivity to surrounding facilities, including the remodelled Central Station precinct and Railway Square. This will transform the visitor experience for YHA guests. The integration of the YHA into the design provides opportunity for on-site low-cost visitor accommodation. This will be attractive to start-up visitors, and education facilities in the nearby precinct. Providing on-site accommodation enhances the innovation linkages between start-ups and schools, strengthening collaboration and fostering enterprise culture.
  - **Provide a number of strong public benefits that are in the public interest** including very significant employment generation (more than 4,000 jobs on-site) which will have a positive, transformative effect on the surrounding precinct, initiatives to encourage new start-up companies to co-locate both on-site and within the Innovation District, through-site pedestrian links which connect the Site and the Western Gateway to the station concourse, creation of new high quality tourism accommodation, and significant investment in the public domain and ground plane.
  - **Create new built form controls that are contextually appropriate** for the highly strategic location and position of the Site and the broader Western Gateway sub-precinct. The proposed building height aligns with the sun-access planes which seek to protect Prince Alfred Park from additional shadowing while also sympathetic to the heritage significance of the Site and surrounds.
  - **Be committed to a competitive design process** aligned with the *City of Sydney’s Design Excellence Policy* and implemented by the GANSW prior to any development application being submitted. This will ensure that the highest level of design excellence is provided in response to this unique opportunity.
  - **Provide a very high quality, adaptive re-use of the former Inwards Parcels Shed on the Site**, and will not be seeking to amend the State Heritage Listing applicable to the Site. The proposal has been accompanied by a Heritage Impact Statement and Cultural Heritage Statement which supports amended planning controls for the Site. Ongoing engagement with the OEH will occur throughout the process, to ensure that the proposal is consistent with the best practice heritage conservation principles.
  - **Promote a number of leading environmentally sustainable design practices** and be seen as an exemplar for sustainable workplace design in line with Atlassian’s core values for their workplaces internationally.
  - **Not give rise to any unreasonable environmental impacts** such as overshadowing of public spaces, visual and acoustic privacy, wind impacts on the public domain or traffic/vehicular access/servicing (note no car parking is proposed).



# 1. INTRODUCTION

## 1.1. ACKNOWLEDGEMENT OF COUNTRY

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

## 1.2. OVERVIEW

Technology and innovation is at the heart of all successful global cities and represents an essential ingredient for strong economic, social and environmental growth. The role of 'knowledge' in our economy is particularly important in Australia as we start to transition from a strong dominance and prosperity in the mining, agriculture and raw materials industries, to more sustainable forms of economic growth that are less intensive on our physical environments.

This shift has generated a strong and critical need for the capital cities of Australia to harness and support the knowledge, technology and innovation industries to ensure the economy can grow and be resilient to change, and also importantly create the right environment to attract talent to our major cities. There is a national innovation and technology precinct gap to support growth in these industries, and push Australia into the global innovation network. Australia needs to embrace the current economic and innovation changes and establish a World Class Innovation Hub, TechCentral.

The knowledge economy is thriving globally in a range of 'innovation precincts' in London, California, New York City, Toronto, Paris, Berlin, Singapore and other cities which generate significant economic and job growth to their local and national economies. Australia is currently losing a large pool of local talent to these precincts as a result of there being too few opportunities locally to retain and attract talent in the technology and innovation industry.

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

The success and delivery of innovation precincts across the globe is heavily reliant on being in the right location, having a very strong anchor tenant to grow and nurture the knowledge 'ecosystem' and critically, to be led by the industry.

Based on international experiences establishing technology precincts, it is now widely accepted that there are several key attributes which a new "innovation precinct" must have to succeed. These attributes rely on the precinct being:

- Industry led;
- An anchor with critical mass and commitment to the precinct;
- Locational requirements, including proximity to transport networks, education, feeder industries and government.

Identifying the economic importance of establishing an innovation precinct in Sydney, the NSW Government established a Taskforce to identify a suitable location for the new Technology Precinct. Atlassian were a key industry representative on the taskforce, alongside representatives from City of Sydney, Stone and Chalk, University of Sydney, Tech Sydney, Fishburners, University of Technology Sydney, Jobs for NSW, Transport for NSW, NSW Department of Industry, Health Infrastructure NSW, and Greater Sydney Commission. Atlassian have worked very closely with government and other industry groups to articulate, define, brand and advocate the need for government policy to recognise and facilitate the delivery of a new innovation precinct.

In August 2018 the NSW Premier, Gladys Berejiklian, announced the Central to Eveleigh/Redfern corridor as the new technology and innovation precinct for Sydney. This proposal is aligned to this announcement. Atlassian are seeking to advance their roll in anchoring the precinct, through amending the planning controls to align to the State Governments vision to deliver a centrally located innovation precinct and attract other operators within the innovation industries to the precinct. They have a significant global presence in the technology industry, and a critical mass to attract other industry operators to the precinct.

### 1.3. THE PROJECT VISION

The need to support the growth of the technology and innovation sectors has been recognised and supported by all levels of government in Australia. The Australian Federal Government has funded grants for innovation Startups and established a presence in San Francisco to help Australian technology entrepreneurs bring their ideas to the market.

The NSW Government established a Taskforce to deliver a new technology precinct in Sydney which will attract and retain talent in the technology and innovation sectors, and support Sydney being identified globally as a centre for technology and innovation. Atlassian have been an active member of the Taskforce, advocating the urgent need to establish an innovation precinct in Sydney.

The recommendations and goals of the Taskforce were presented in the *Sydney Innovation and Technology Precinct Panel Report (SITP Report)* released in December 2018 which was endorsed by Government and Industry Members of the Taskforce. The SITP Report specifies the following key precinct goals for the new Sydney Innovation and Technology Precinct:

- Initial commitment of 250,000sqm of net lettable floorspace for technology companies, including 50,000sqm of affordable workspace for Startups and early stage companies.
- Commitment from five anchor tenants by 2020.
- Support 25,000 additional innovation jobs.

Atlassian are seeking to deliver the first building in the Sydney Innovation and Technology Precinct “**TechCentral**”, to entrench their presence in the precinct, and also provide space to accommodate tech-Startup companies and entrepreneurs within the establishing precinct. The development will contribute to achieving the precinct goals, providing the initial anchor tenant for the precinct, delivering approximately 70,000sqm of gross floor space, including space to accommodate Startup and early stage companies, and supporting approximately 4,000 innovation jobs.

The establishment of an innovation precinct in Sydney will deliver the following key support to the technology and innovation sector:

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

The City of Sydney has also recognised the need for local policy to support the establishment of an inner-city technology precinct. The City of Sydney’s *Draft Tech Startup Action Plan 2016* recognises that Innovation Startups are a key social and economic driver for Global Cities and is a sector which currently lacks an identifiable base in Sydney. The NSW government have announced the new innovation precinct will be within the Central to Eveleigh/Redfern corridor, located directly adjacent to Central Railway Station, which is undergoing rapid transformation.

The project vision is to amend the planning controls to facilitate the delivery of a cornerstone building within TechCentral for Atlassian to establish its global head office. The project will also support floor space to accommodate technology and innovation Startup companies. It will be the anchor for TechCentral to attract others within the technology and innovation industries to relocate to the precinct, with the vision to establish a globally leading technology and innovation precinct, which will be within the top-ten precincts in the world.

### 1.4. THE PROPOSAL

This Planning Statement supports the following key amendments to the current planning control framework for Block A under SLEP 2012, to assist TNSW in their overarching amendments to Western Gateway Sub-Precinct:

**Table 1 – Proposed Development Standard amendments**

<b>Control</b>	<b>Current Sydney LEP 2012</b>	<b>Proposed Amendment</b>
Zoning (Lot 118 in DP 1078271)	SP2 Railway Infrastructure	B8 Metropolitan Zone
Building Height	7.5m	Up to RL. 201.2 (or 180m) (Refer to envelope drawing)
Floor Space Ratio / Gross Floor Area	3:1	70,000sqm GFA

The proposal is supported by the following documentation:

- **Appendix A** – Urban Design Report
- **Appendix B** - Shadow Analysis
- **Appendix C** - Visual Impact Assessment
- **Appendix D** – Western Gateway Sub-Precinct Design Guideline
- **Appendix E** – Heritage Impact Statement
- **Appendix F** – Cultural Heritage Statement
- **Appendix G** – Economic Impact Statement
- **Appendix H** - Aeronautical Study
- **Appendix I** – Traffic Assessment
- **Appendix H** – Survey Plan
- **Appendix K** – Geotechnical Investigation Report
- **Appendix L** – Contamination Investigation Report
- **Appendix M** – Services Report
- **Appendix N** – Wind Study
- **Appendix O** - Solar Reflectivity Study

The supporting documentation demonstrates the suitability of the Site for the revised development controls and provides the basis for more detailed design investigations as part of any future development applications (DAs).

## 2. PROJECT BACKGROUND & APPROVAL PATHWAY

### 2.1. OVERVIEW

There has been a considerable amount of research, work and consultation undertaken by the applicant with various key stakeholders over the course of the last few years prior to the preparation of this report.

From selecting the most ideal location for an Innovation Precinct, through to engaging with industry groups, government agencies and defining the essential ingredients for a successful tech ecosystem. This has been a long journey taken with considerable amounts of care, thought and strategic insights into what could create a truly world-class destination for local and global talent.

This section provides an overview of Atlassian and their commitment to the creation of the Sydney Innovation and Technology Precinct “TechCentral”, policy support by the NSW Government in establishing an Industry Taskforce, and finally engagement with various government agencies.



### 2.2. ATLASSIAN

While there are clear levels of national, state and local government support for an Innovation Precinct in Sydney, the delivery and implementation of these precincts needs to be led by a strong commitment by the technology and innovation industry. They also need commitment by industry leaders to anchor these precincts, and heavily invest in their establishment and growth.

Atlassian is an Australian owned enterprise software company which builds platforms and tools for businesses and Startups, and has grown significantly since their creation in 2002. They are globally recognised as a leader in technology and innovation, employs over 3,500 people (or ‘Atlassian’s’) across 11 offices around the world and has over 125,000 customers. A glimpse of some of the work Atlassian do is echoed in a statement by one of their founders in a recent newspaper article:

*"We helped the engineering teams at NASA land the rover on Mars; the non-profit Code.org teach students to learn programming; and the IT teams of the [UK] Daily Telegraph to ship newspapers to over two million readers,"*

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

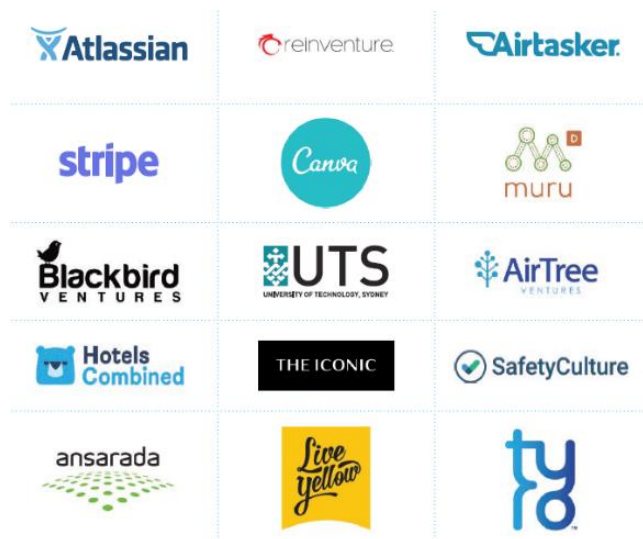
Atlassian has shown strong commitment to anchor the TechCentral Precinct, from initial ideas through to creation of an industry body to advocate ‘Tech Central’, through to partnering with the NSW Government as part of the NSW Technology & Innovation Precinct, commitment to a lease arrangement with TNSW for the Site, and ultimately into seeking to amend the current planning controls applicable to the Site to create a unique opportunity to accommodate a significant tech ecosystem in the precinct. This is discussed in further detail below.

If any Australian owned technology company is capable of creating an Innovation Precinct, Atlassian are the safest pair of hands for this extremely important role.

## 2.3. INDUSTRY AND GOVERNMENT SUPPORT FOR AN INNOVATION PRECINCT

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

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



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

## 2.4. CENTRAL STATE SIGNIFICANT PRECINCT

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

The extend of the Central SSP and the Western Gateway Sub-precinct is shown in **Figure 1** below.



Figure 1 - Central Station State Significant Precinct



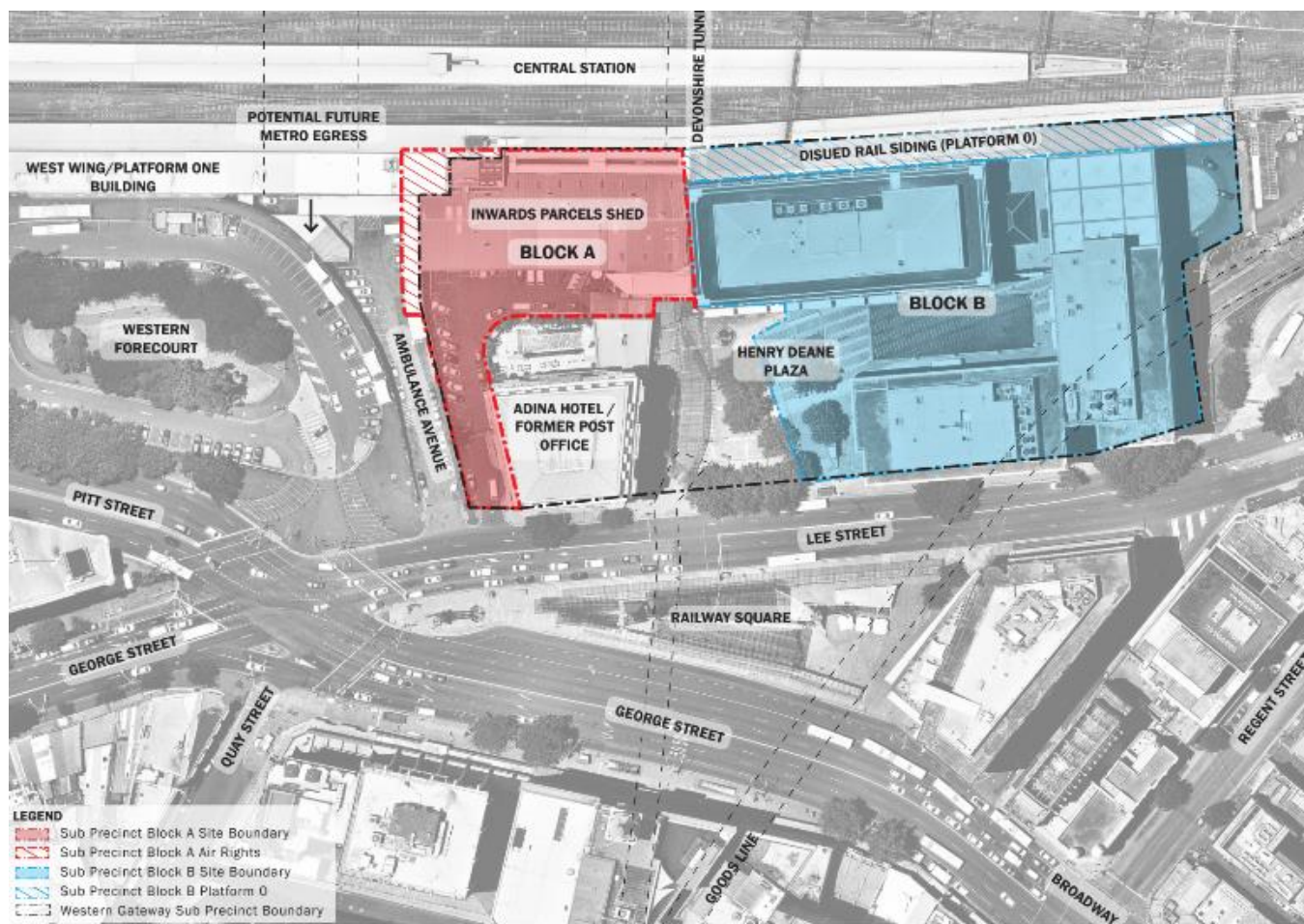
Source: Department of Planning Infrastructure and Environment website

The Western Gateway Sub-precinct comprises three landowner consortiums, which have been identified as Block A, B and C which are illustrated in **Figure 2** below.

This report relates to the north-eastern part of the Western Gateway Sub-precinct known as Block A. It is noted that there is a multi-layered land ownership arrangement within the Sub-precinct, and that the image in **Figure 2** represents the land ownership or lease arrangements above the uppermost levels. Further discussion on the Site and land ownership/lease arrangements is contained in **Section 3** of this report.



Figure 2 - Western Gateway Sub-Precinct



This Planning Statement has been prepared to inform the new planning control framework for the Western Gateway Sub-precinct as the initial stage of redevelopment within the Central SSP.

## 2.5. APPROVAL PATHWAY

Prior to the preparation of this report, there have been multiple discussions with senior officers at the NSW Department of Planning Industry & Environment (**DPIE**) and Transport for NSW (**TNSW**) regarding the applicable planning approval pathway to support the project in a relatively urgent timeframe that would enable Atlassian to develop the Site, immobilise and start growing the tech ecosystem at Central.

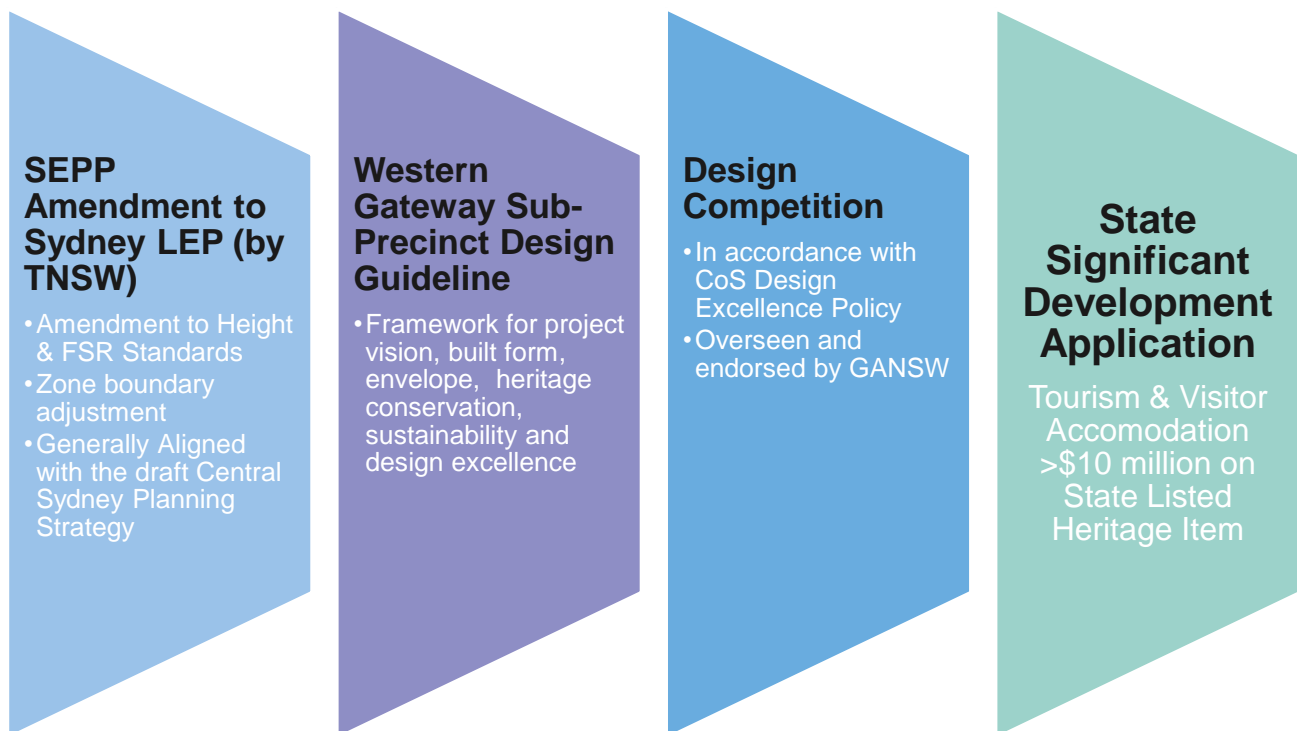
With the announcement of the Central Precinct State Significant Precinct (**Central SSP**) in July 2019, a sub-precinct, known as the Western Gateway Sub-precinct (the “**Sub-precinct**”) was identified as the initial stage of rezoning to support the creation of the new Sydney Innovation and Technology Precinct.

Following the announcement of the Sub-precinct, TNSW and DPIE determined the most suitable pathway in terms of ensuring the amended controls were considered in the context of the broader renewal of Central Station, and the process, a self-repealing State Environmental Planning Policy (**SEPP**) should be prepared to amend the *Sydney Local Environmental Plan 2012* (**LEP 2012**) development standards and controls which apply to the whole Western Gateway Sub-precinct.

A Precinct-wide Development Control Plan (DCP) or Design Guideline (‘known as the Western Gateway Design Guide’) has been prepared to meet the requirement for a Site-Specific DCP or Stage 1 Concept Application being prepared for the Site.

This pathway recognises the high State and Regional significance of the Sub-precinct, the need for a Technology and Innovation precinct within central Sydney, and the range of benefits to the NSW economy this project is able to deliver. It also enabled a co-ordinate approach to the Western-Gateway Sub-precinct which require all landowners within the Sub-precinct to work collaboratively with TNSW and DPIE.

Figure 3 – Overview of planning approval pathway



## 2.6. CONSULTATION WITH GOVERNMENT AGENCIES

In addition to the active role in developing TechCentral and the NSW Industry Taskforce, Atlassian has been closely consulting with a range of government agencies to progress the adaptive re-use and development of their new headquarters on Block A within the Western Gateway Sub-precinct. The proposal and consultation have been informed by a range of technical and supporting studies that accompany this report. A summary of the key stakeholder consultation is provided below in **Table 2** below.

Table 2 – Engagement with Government Agencies

Agency	Key Discussion Items
<b>NSW Department of Premier &amp; Cabinet</b>	<ul style="list-style-type: none"> <li>• Ongoing discussions on the Innovation Precinct</li> <li>• Partnership on the NSW Tech Taskforce</li> </ul>
<b>Transport for NSW</b>	<ul style="list-style-type: none"> <li>• Land ownership/leaseholder discussions</li> <li>• Planning approval pathway discussions</li> <li>• Ongoing briefings on project progression</li> <li>• Sharing of information in relation to Central Station Infrastructure upgrades</li> <li>• Partnership on the NSW Tech Industry Taskforce</li> </ul>
<b>NSW Department of Planning Industry &amp; Environment</b>	<ul style="list-style-type: none"> <li>• Planning approval pathway options</li> <li>• State and regional significance and the ‘uniqueness’ of the proposal</li> </ul>

Agency	Key Discussion Items
	<ul style="list-style-type: none"> <li>Briefings with the applicant's project team and the NSW Tech Industry Taskforce</li> </ul>
<b>NSW Office of Environment &amp; Heritage</b>	<ul style="list-style-type: none"> <li>Briefing on the heritage aspects of the proposal with the applicant's architect and heritage consultant</li> <li>Engagement on draft Heritage Impact Statement and Conservation Principles</li> </ul>
<b>NSW Office of Government Architect</b>	<ul style="list-style-type: none"> <li>Briefing on draft Design Excellence Strategy</li> <li>Early discussions on design competition process</li> </ul>
<b>City of Sydney Council</b>	<ul style="list-style-type: none"> <li>Regular engagement with Council's Chief Executive Officer with regard to the Tech Taskforce</li> <li>Briefing on the proposal with senior planning officers</li> <li>Early discussions on design competition process</li> </ul>
<b>Jobs NSW</b>	<ul style="list-style-type: none"> <li>Engagement on the curation of the future innovation and technology precinct.</li> </ul>
<b>Central Design Review Panel</b>	<ul style="list-style-type: none"> <li>Three (3) formal presentations by the proponent's project team to the Central Precinct Design Review Panel (CDRP) which included representatives of State and Local government. See discussion below.</li> </ul>
<b>Tech Taskforce</b>	<ul style="list-style-type: none"> <li>Key Industry representative on the NSW Government's Tech Taskforce which included key innovation and support industry representatives, as well as state and local government agencies and departments.</li> </ul>

## 2.7. CENTRAL PRECINCT DESIGN REVIEW PANEL (CDRP)

Through the consultation process a Central Design Review Panel (**CDRP**) process was established which included representatives from State and Local government Agencies, as well as design experts. The CDRP was chaired by the Acting Government Architect.

The CDRP met on three (3) separate occasions and provided general observations and guidance on the design development of the precinct, to provide specialist, independent, expert and impartial advice to assist DPIE in forming its advice to Transport for NSW (TNSW) in relation to the Central Precinct Renewal SSP and Western Gateway Sub-Precinct. Subsequent clarifications of the CDRP minutes have also been separately been sought from the individual project teams.

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

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

A summary of the key matters raised, and the proposal response is outlined in **Table 3** below.

**Table 3 – Central Design Review Panel Feedback**

<b>Central Design Review Panel Theme</b>	<b>Commentary</b>
<b><i>Overall Project Vision</i></b>	<p>The CDRP noted that Atlassian's vision and aspiration to anchor the proposed Innovation Precinct to for the precinct was commendable and was strongly supported.</p> <p>The sustainability aspirations governing the built form design which were presented and outlined by Atlassian's project team for the proposed tower were also strongly supported.</p>
<b><i>Design Excellence</i></b>	<p>The CDRP fully supported the proposed intent for a future design competition process for the site to arrive at a preferred design team to deliver the project.</p> <p>As discussed elsewhere in this report, Atlassian is committed to delivering a very high-quality design outcome for the project which is consistent with the Design Excellence provisions of the SLEP 2012 and the City of Sydney and the GANSW's competitive design policies.</p>
<b><i>Heritage</i></b>	<p>Given the site's heritage listing (which the CDRP recognise as being of 'moderate' heritage significance), Atlassian's project team have carefully considered design options which retain, adaptively re-use and celebrate the Former Inwards Parcels Shed.</p> <p>The CDRP were of the view that the placement of the tower's structure and core in relation to the Inward's Parcel Shed fabric was a positive intervention. Heritage Conservation Principles have been recommended by Weir Phillips to inform the future built form design and guidance for the competitive design process for the site, which have been reflected in the proposed building envelope.</p>
<b><i>GBA/GFA of the Planning Envelope</i></b>	<p>The CDRP recommended that maximum GBA targets should be well within the proposed maximum planning envelopes (75%) to create genuine opportunities for innovation during the competitive design process.</p> <p>Clarification has been provided to the CDRP on this matter, which confirms that of the potential envelope, the 'reference design' which includes a range of design principles such as setbacks, articulation zones and cantilever areas represents approximately 70% which provide the opportunity for both a highly sustainable form, as well as generous areas for architectural innovation through the competitive design process. In this respect, the proposed envelope provides in excess of the CDRPs guidance.</p>
<b><i>Overshadowing of Prince Alfred Park</i></b>	<p>The CDRP has made recommendations in relation to the overshadowing of Prince Alfred Park. Following feedback from the DRP (and subsequent clarifications) the proposed envelope adopts the overshadowing principles in the City of Sydney <i>Draft Central Sydney Planning Strategy</i>, which is discussed in detail in <b>Section 9.4</b> below.</p>

Central Design Review Panel Theme	Commentary
<p><b><i>Views to Marcus Clarke Building &amp; Building Separation</i></b></p>	<p>The CDRP identified that greater building separation and setbacks were required between Block A and Block B to ensure that views to the Marcus Clarke Building in an east/west direction were maintained from a heritage perspective. It was recommended that proponents should work collaboratively to resolve this interface and the setback issues identified.</p> <p>Atlassian's project team (in collaboration with surrounding proponents) have looked at this important issue to explore how to increase the visual connectivity and aperture between the two sites. In particular, significant design analysis and modelling was undertaken by the project team to understand and appreciate the east-west view lines at both the pedestrian level, and views at various points along this vista.</p> <p>To respond positively, a larger separation distance has been provided at the lower levels of the building envelope to ensure that pedestrian views along this vista are improved, and also respond to the alignment of the Adina Hotel heritage item. This separation distance at the lower pedestrian level between Block A and B is now 29m, which is generally aligned with the feedback from the CDRP.</p> <p>At the tower (or upper) levels, the proposed envelope has also increased, with the Atlassian tower envelope amended to create a larger separation distance of 24m to the Block B tower envelope levels. This has been undertaken in parallel with the proponents of Block B who have realigned their building envelope to create greater separation and also reference and view lines to both the Adina Hotel and Marcus Clarke Buildings from an east-west direction.</p> <p>These significant changes to the building envelopes provide a positive response to the CDRPs feedback and will provide a greater visual reference to the heritage buildings within the surrounding context, and also open up the solar access to Henry Deane Plaza.</p>
<p><b><i>Cantilever Zones</i></b></p>	<p>The preliminary building envelope and reference design by Atlassian provided a cantilever zone on the western extent of the envelope which was to provide an opportunity to encourage innovative design responses for a future design competition.</p> <p>The CDRP identified some concerns in relation to the loss of visual connection from the public domain to the sky, and the potential overshadowing of public space and proximity of towers. The CDRP suggested whether Atlassian could consider moving the cantilever zone to the east (i.e. above the TNSW land). TNSW confirmed that this was not something that could be supported.</p> <p>In response to these concerns, Atlassian's design team carefully considered this feedback and undertook considerable visual analysis, shadow and views to the sky evaluation of the building envelope to understand how to respond positively.</p> <p>As a positive response, Atlassian have proposed to reduce the area of cantilever zone and increase the Western setback, the Western Gateway</p>

Central Design Review Panel Theme	Commentary
	Design Guidelines will provide guidance that seeks to protect the public domain, and ensure that overshadowing, sky exposure and view impacts are limited.



### 3. SITE CONTEXT AND DESCRIPTION

#### 3.1. SITE LOCATION

This Strategic Positioning Report relates to the land at 8-10 Lee Street, Haymarket. The Site is an irregular shaped allotment. The allotment has a small street frontage to Lee Street, however this frontage is limited to the width of the access handle. The Site has an area of 3,768m<sup>2</sup>.

Figure 4 - Site Location and Dimensions



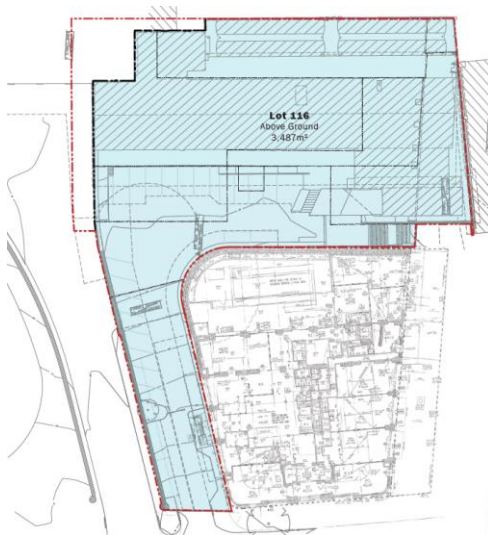
Source: EC3 with Terroir

## 3.2. LEGAL DESCRIPTION

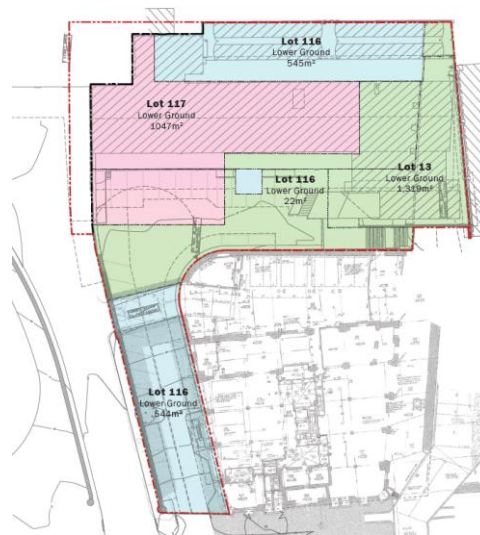
Block A is located within the City of Sydney local government area. Block A comprises multiple parcels of land which exist at various strata. The legal description of these allotments and their locations are described below. All of the following lots are in the freehold ownership of Transport for NSW, with differing lease arrangements to individual parties within the precinct.

- **Lot 116 in DP 1078271:** YHA is currently the long-term leaseholder of the Site which covers the areas shown in blue below.
- **Lot 117 in DP 1078271:** This is currently in the ownership of TNSW and the applicant is seeking the transfer of the leasehold on this land to provide for an optimise basement and servicing outcome for the Site.
- **Lot 118 in DP 1078271:** This is currently in the ownership of TNSW and the applicant is seeking the transfer of the leasehold for part of the air-rights above part of this allotment to allow for an optimised building envelope for the project.
- **Lot 13 in DP 1062447:** This is currently in the ownership of TNSW but TOGA have a long-term lease of this space in the lower ground area.

**Figure 5 – Land Ownership and Air Rights**



*Picture 1 – Upper Ground and Above*



*Picture 2 – Lower Ground and Below*



*Picture 3 – Air Rights*

- Lot 13
- Lot 116
- Lot 117
- Lot 118
- - - Site Boundary



Block A is directly adjacent to the Western Wing Extension of Central Station, and forms part of the 'Western Gateway Sub-Precinct' of the Central Railway Station lands. It is situated between the existing CountryLink and Intercity railway platforms to the east and the Adina Hotel (former Parcel Post Office) to the west. Existing vehicle access to the Site is via Lee Street, however the Site does not have a direct street frontage.

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

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

Central Railway Station is currently undergoing rapid transformation to allow for integration of rail, metro and light rail transport infrastructure. This will elevate the role of Central Station not only for transport but also enhance opportunities for urban renewal and revitalisation of the surrounding precinct. This is one of the key drivers for the identification of the Central SSP and the Western Gateway Sub-precinct to accommodate a new innovation and technology precinct.

The proximity of the Western Gateway Sub-precinct to the city, while still being located outside the core Sydney CBD, provides opportunity for it to evolve to attract technology and innovation companies. It has access to all required services while being sufficiently separate to the CBD to establish a distinct technology industry ecosystem. Its CBD fringe location will provide affordable commercial rents which will support Start-ups and entrepreneurs which are a key component of an innovation precinct.

**Figure 6 – Site Photographs**





### 3.3. EXISTING USE

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

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

As the building has had a range of uses since its original construction as an Inward Parcels Shed, the building includes a mix of original features, as well as alterations to the building structure, materials and form. Of note the following structural and internal elements of the building have been retained:

- Four rooftop brick chimneys;
- The roof awnings;
- Strutted timber columns supporting purlins on rafters;
- Bolted steel plates connected to timber purlins and columns to reinforce the eaves on both sides;
- Remnant red brick walls with sandstone plinths on eastern and western facades; northern edge of the western platform shows original trachyte used as edging to the platform ramp access, as well as being used to construct steps adjacent to the ramp;
- The concrete floor
- The rows of steel columns supporting the roof structure; and
- Some of the early skylights, light fixtures and sprinklers also remain but have been upgraded for the YHA use.

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

The Atlassian proposal will enable conservation works to be undertaken to the building to remove the recent fitout materials associated with the YHA use and present the original shed expanse of the structure. This is discussed in detail in **Section 7.6**.

It is noted that Block A includes other below ground level, including:

- Retail shops fronting the Devonshire Street pedestrian tunnel;
- Back of house operations for train services; and
- Storage.

### 3.4. SYDNEY INNOVATION AND TECHNOLOGY PRECINCT

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

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

The knowledge economy is thriving globally. Australia is currently losing a large pool of local talent to these precincts across the globe in the absence of an alternative precinct here. The critical need (and strong economic benefits) of an innovation precinct in Sydney is widely accepted, supported and enshrined in national, state and local government policy. While there have been some attempts in Sydney to create an innovation precinct (such as in White Bay or Redfern/Eveleigh), these have not come to fruition for various reasons.



The Sydney Innovation and Technology Precinct was announced by the NSW Premier in August 2018. The Precinct was identified to stretch from Central to Eveleigh/Redfern and will require a significant urban regeneration program for its delivery. The precinct has been coined 'TechCentral' by the industry, with the forecast long-term capacity of the precinct supporting approximately 100,000 jobs.

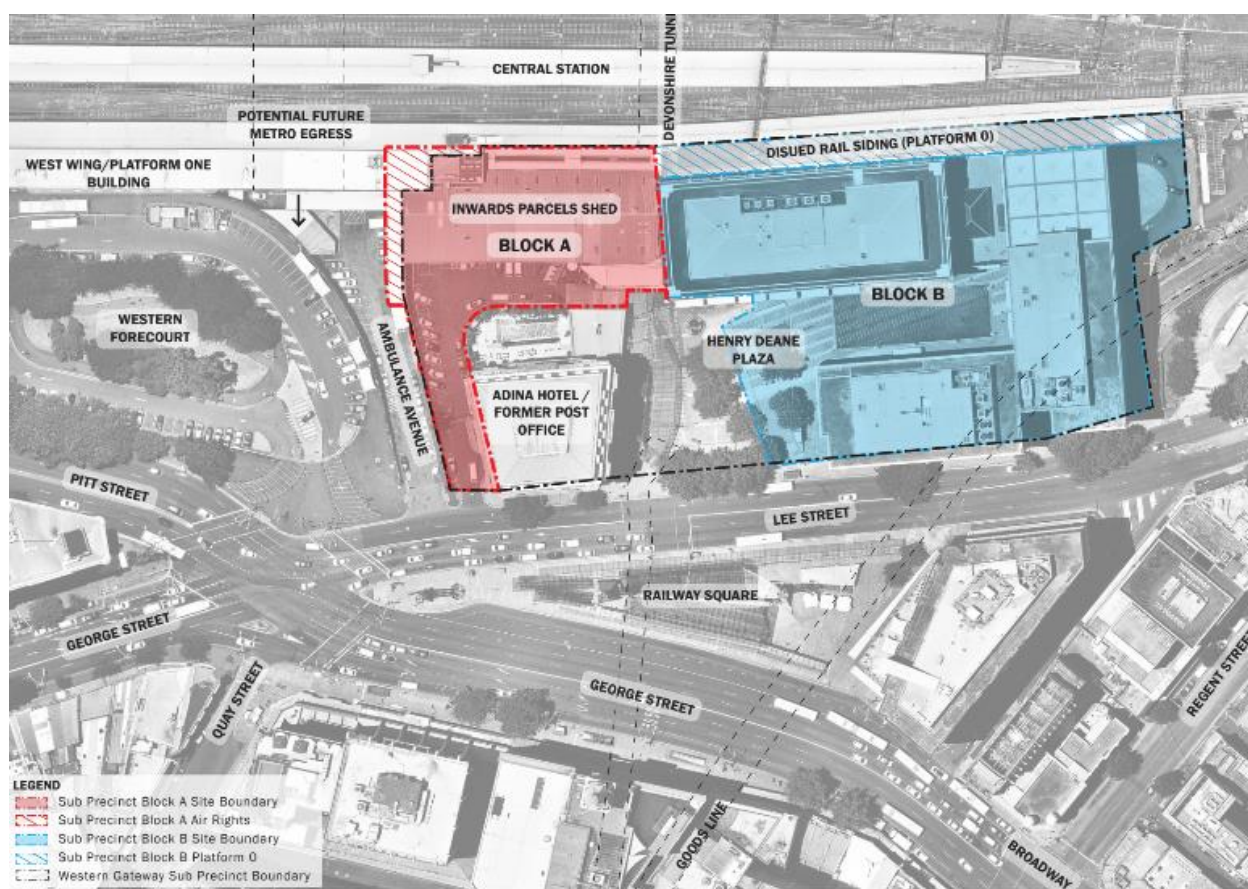
In December 2018 the Sydney Innovation and Technology Panel endorsed a report which seeks to establish a 15-year plan for the Sydney Innovation and Technology Precinct, or TechCentral, to support the growth of technology and innovation industries in Australia. The Atlassian proposal will deliver one of the key precinct anchors for TechCentral and support approximately 4,000 jobs within a single building which are aligned to Precinct goals outlined in the *Sydney Innovation and Technology Panel Report*.

### 3.5. SURROUNDING CONTEXT

The key elements immediately surrounding the Site are highlighted in **Figure 7**. It includes significant transport infrastructure including Central Station, Railway Square and Broadway/George Street.

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

**Figure 7 - Immediate Site Context**

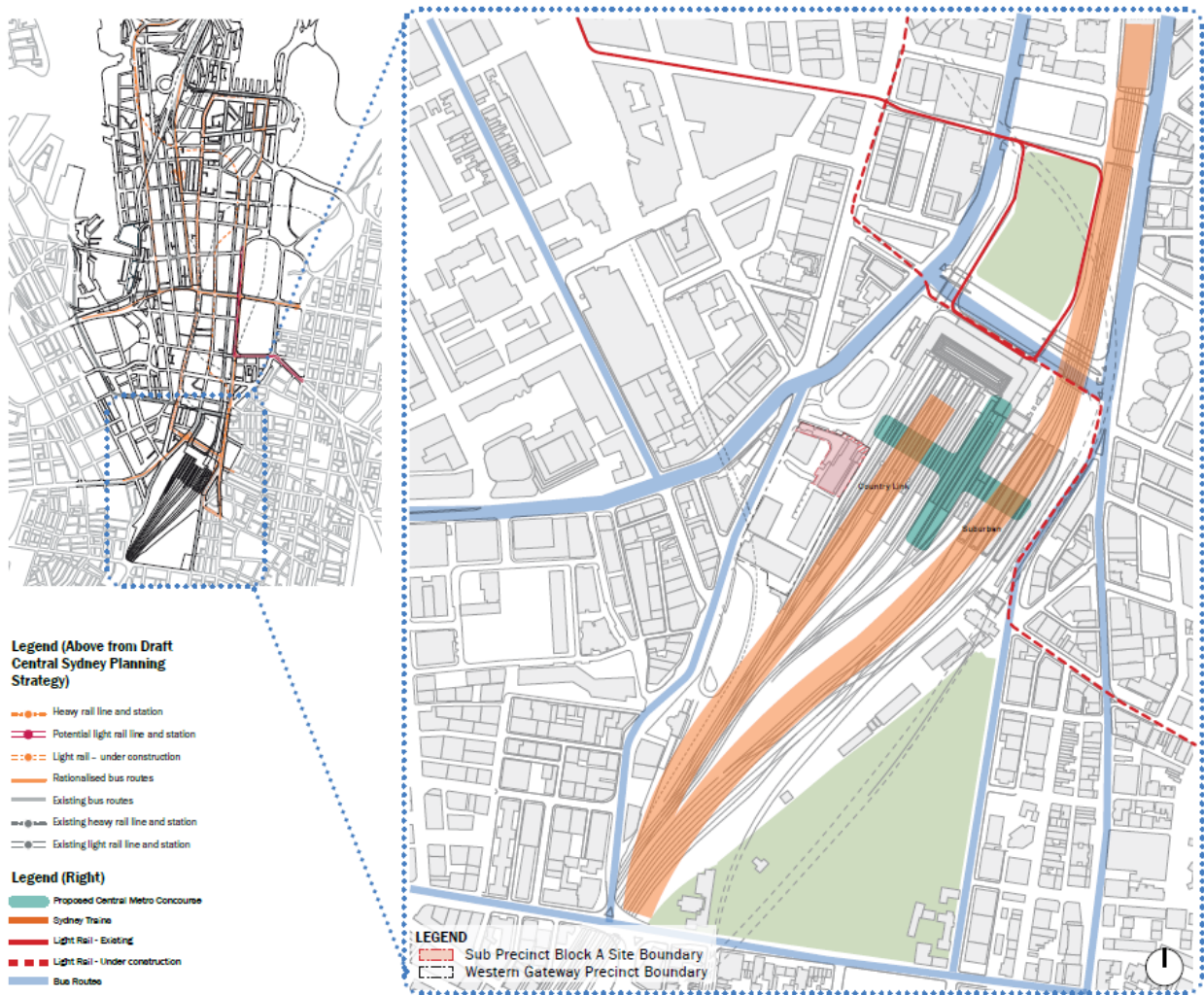


Source: EC3 with Terroir

### 3.6. TRANSPORT INFRASTRUCTURE

The Site is situated directly adjacent to Central Railway Station, which is the most connected transport node in NSW. The transport network from Central are currently undergoing significant revitalisation, with the expansion of the light rail network and the introduction of a Metro system, which will improve Centrals connectivity across the Sydney Metropolitan Area and increase the speed of connections to and from Central.

**Figure 8 – Transport Network**



Source: EC3 with Terroir

## **Rail Infrastructure**

The Site is located directly adjacent to Central Station, and forms part of the Rail Corporation NSW landholdings, reflecting the historic interrelationship between Block A and Central Station.

The Site is situated at one of Sydney's most well-connected locations. It benefits from direct connectivity to a wide network of rail and road based public transport, as well as a direct connection to the Sydney Domestic and International Airports.

The rail network includes:

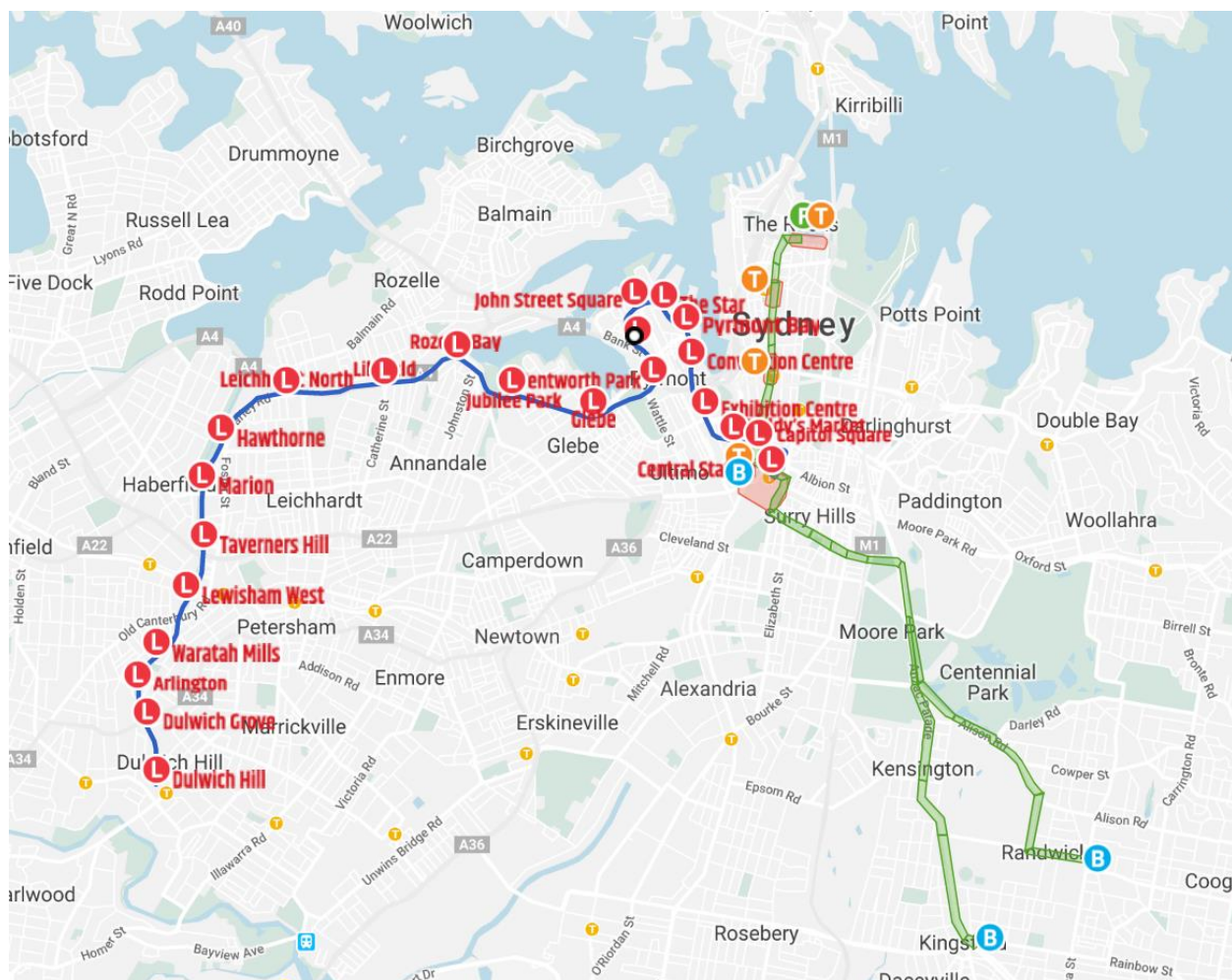
- Sydney suburban railway lines, with all suburban rail lines running through Central Station and direct to Sydney Domestic and International Airport.
- CountryLink railway lines, which run to Regional NSW as far as Broken Hill, Casino, Armidale and Dubbo.
- Interstate trains which run to Melbourne and Brisbane.

## **Light Rail**

The Sydney Light Rail services the Inner West, and is currently being constructed to extend from Circular Quay to Kensington and Randwick also connect through Central Station. This will improve connectivity of the Site to the Sydney CBD core, as well as the Randwick Health and Education Precinct (including the University of NSW main campus).



**Figure 9 – Sydney Light Rail Network**



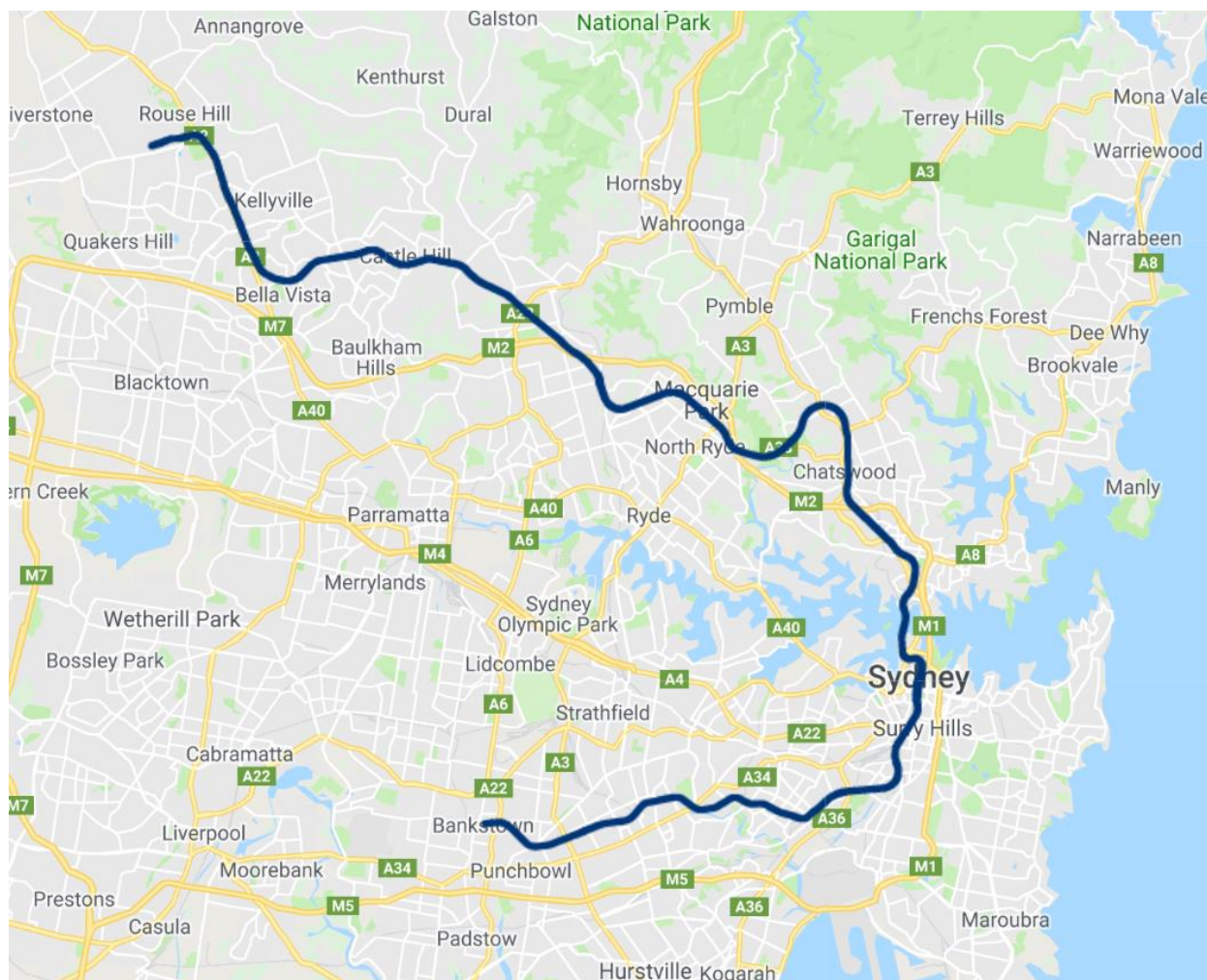
Source: Sydney Light Rail Transport for NSW website

### **Metro Rail**

Central Station will also be interconnected with the new Sydney Metro which is initially planned to run from Bankstown to Tallawong via Chatswood. This will improve connectivity along Sydney's recognised economic corridor. The new Metro connection at Central includes revitalisation works at Central including a new Metro platform below Platforms 13, 14 and 15, and improved connectivity between heavy rail, light rail, the Metro and buses via a new underground concourse, Central Walk.

It is noted that Central Walk west will connect to the north of Block A. This connection will provide a significant new pedestrian link to the Site, and will also require consideration of the public domain at this point, which represents an important public domain opportunity for south Central Sydney.

**Figure 10 – Sydney Metro Network**



Source: Sydney Metro website

### **Bus Infrastructure**

Railway Square is the key bus interchange at the southern end of the Sydney CBD and is located at the junction of George Street and Lee Street. It is directly west of the Adina Hotel and provides an interchange for bus services to the Inner West, South Sydney and Eastern Suburbs.

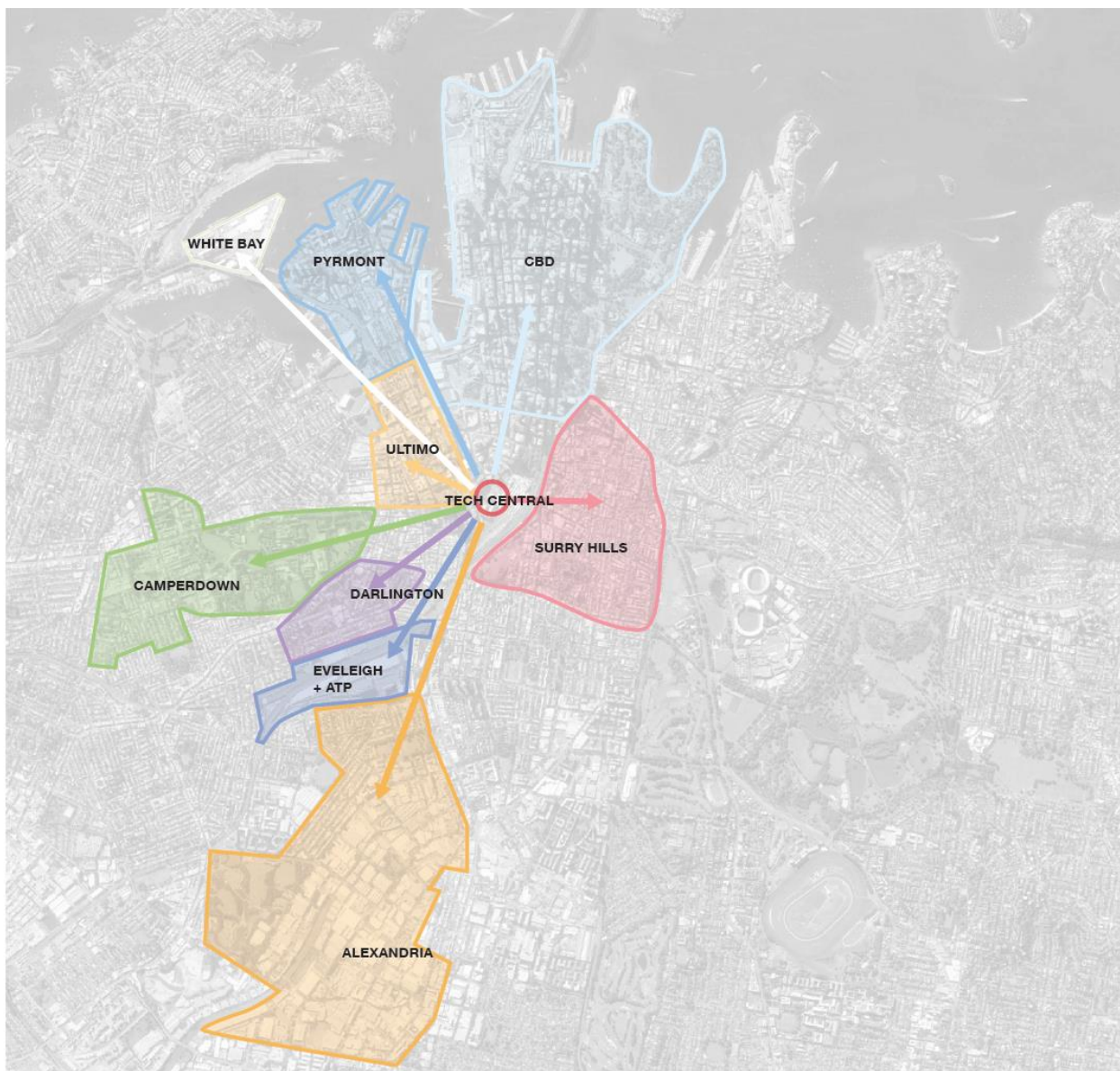
## **3.7. SURROUNDING LAND USES**

The Western Gateway Sub-precinct is surrounded by a mix of land use, including existing commercial buildings largely occupied by government departments and agencies, Surry Hills which houses a number of creative and innovation companies, and Australia Technology Park.

It is at the centre of the technology spine running from Pyrmont to Alexandria, the education precinct which runs from Darlington to Ultimo and across to Kensington, and the creative district running from Surry Hills to Camperdown. Each of these industries combine would come together and combine at TechCentral, positioning it as the epicentre for technology and innovation in Sydney.



Figure 11 – Key Surrounding Precincts



Source: Bates Smart

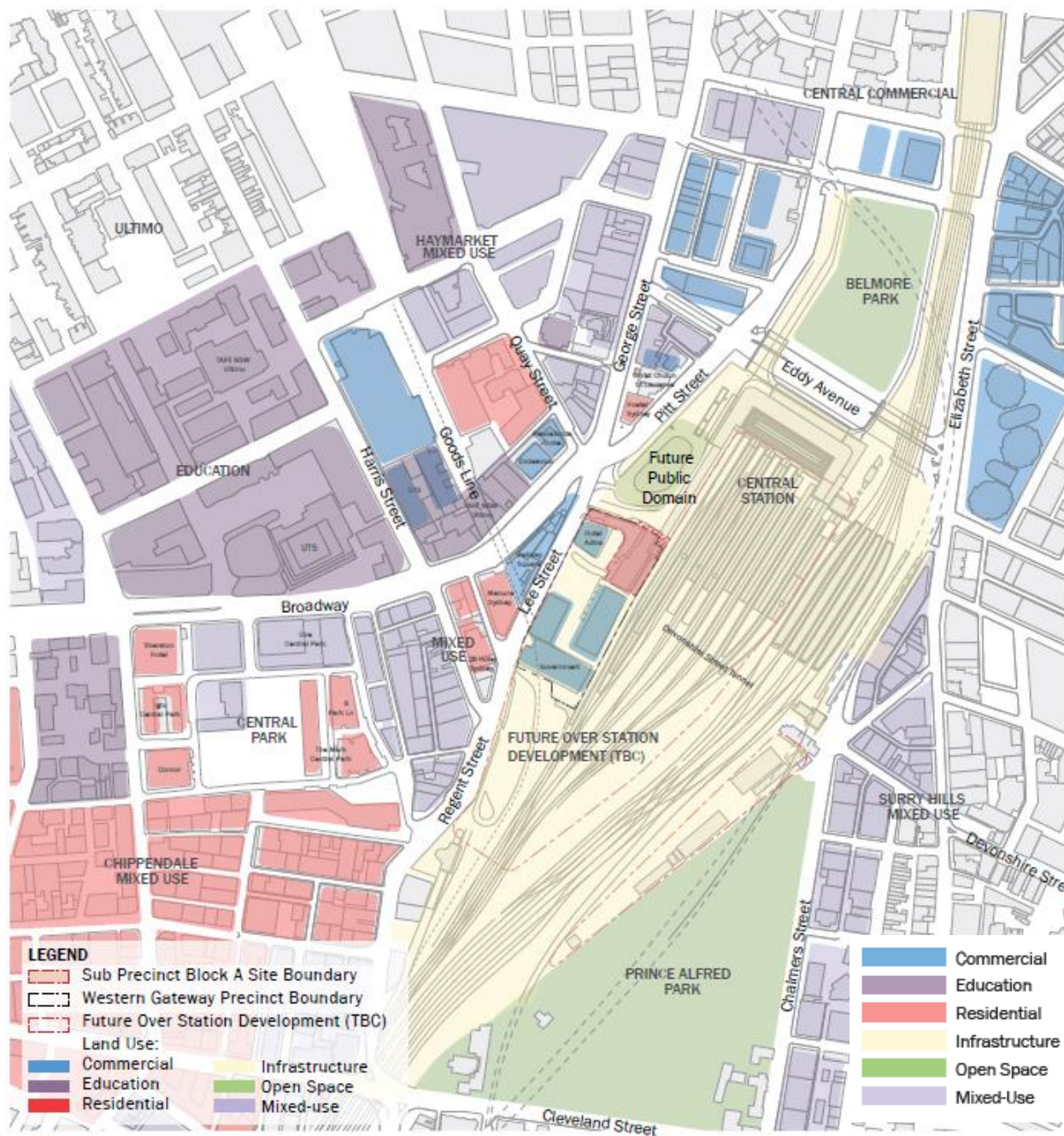
### **Henry Deane Plaza (“Block B”)**

The Henry Deane Plaza, or “**Block B**” is located within the Western Gateway Sub-precinct. It currently comprises three commercial buildings of 8-storeys with basement carparking. The buildings are largely leased to State and Federal Government agencies and departments. The buildings were constructed in early 2000’s and have direct access to Central Railway Station via the Devonshire Street Pedestrian Tunnel.

It is understood that the Block B the subject of an Unsolicited Proposal (**USP**) to the NSW Government. The USP is to redevelop Block B into a large scale mixed-use development integrating transport and pedestrian access. The redevelopment of Block B will deliver a mix of commercial, technology and retail floorspace which will contribute to the TechCentral vision.



Figure 12 - Surrounding Precincts and Land Uses



Source: EC3 with Terroir

### Adina Hotel

The Adina Hotel occupies the former Parcels Post Office on the site to the west of Block A.

### Surry Hills

Creative and innovation industries currently operate from within Surry Hills occupying smaller and cheaper commercial office space. With these industries, Surry Hills has undergone significant urban renewal over the last two decades to become a highly gentrified part of Sydney. Its proximity to Block A and the broader TechCentral precinct will enable the ongoing synergies between industries within this precinct and the technology and innovation businesses which located in TechCentral to be strengthened.

### **Australia Technology Park**

Similar to the TechCentral precinct, the Australia Technology Park (ATP) was formerly used as railway workshops for the manufacture and maintenance of rolling stock from the late 19<sup>th</sup> century. ATP was established on the Site as an innovation and technology hub in the early 1990's. It was led by tertiary education institutes with a focus on generating jobs, investment and urban renewal of the precinct. ATP tenants currently include hi-tech start-ups and biotech firms, media companies including Seven Network, and are soon to be joined by Commonwealth Bank.

## **3.8. EDUCATIONAL INSTITUTIONS**

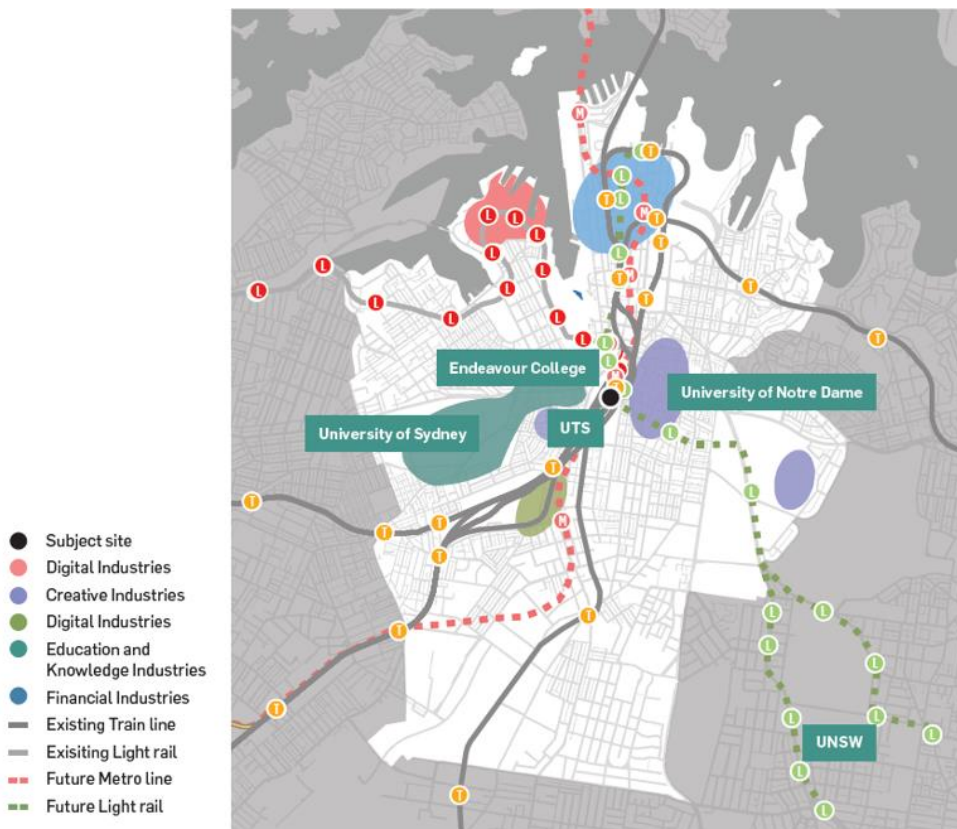
Block A and the broader TechCentral precinct are well connected to a number of major tertiary institutes, namely:

- University of Technology Sydney, Haymarket
- The University of Sydney, Chippendale/Darlington
- Ultimo TAFE
- Endeavour College
- University of Notre Dame
- University of New South Wales, Kensington

In addition, the transport connections from the precinct create direct lines to both the University of New South Wales and Macquarie University.

These education institutes have large technology and innovation faculties, which are key contributors of talent into the technology and innovation industries. The direct connectivity between education institutions and innovation sectors have been globally documented and are a key component to the success of world leading innovation precincts.

**Figure 13 - Close to 'Feeder Services' at a Highly Connected City Fringe Location**



Source: Urbis

### 3.9. SYDNEY CBD

Successful innovation precincts globally are able to provide a precinct which is distinctly for the industry, with good access to support services, while also having a vibrancy which can only be achieved in an urban area.

The CBD fringe location of TechCentral provides opportunity for the precinct to evolve and development to service the technology and innovation industry which operates globally and therefore not within conventional business hours, and also attracts younger employees seeking a precinct which can accommodate extended operating hours.

While undergoing significant revitalisation, due to the precincts downtown location and lack of harbour views, it is unlikely to be attractive to core CBD tenants such as banks, finance and professional services, and therefore is unlikely to come under threat from these industries seeking to locate in the precinct. This will enable TechCentral to maintain its technology and innovation focus, while also having good access to key support industries located in the Sydney CBD including:

- venture capital,
- lawyers,
- accountants and
- investors

Atlassian as the anchor tenant for TechCentral in the future redevelopment on Block A recognise the need to be proximate to these key support industries and is the key reason why a successful technology and innovation precinct is required to be located in close proximity to a major CBD.

### 3.10. HERITAGE CONTEXT

The former Inwards Parcels Shed on Block A is listed as a heritage item on multiple registers:

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

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

#### 3.10.1. Central Railway Station

Central Railway Station is a State listed heritage item which includes the former Inwards Parcels Shed. Central Railway Station has both indigenous and non-indigenous heritage value, which is detailed in the Heritage Impact Statement prepared by Weir Phillips Heritage (**Appendix C**) and the Aboriginal Heritage Due Diligence Assessment and Non-Aboriginal Archaeological Assessment prepared by Artefact Heritage (**Appendix F**).

Due to the hunter-gatherer nature of Aboriginal tribes and the degree of development on the Central Station site, it is difficult to determine whether Aboriginal campsites or other settlements occurred on Block A.

The non-Aboriginal heritage of Central Station includes a number of historic uses including the Devonshire Street Cemetery, the Benevolent Society Asylum, the Carter Barrack, and the Belmore Police Barracks. However, all of these uses were demolished to make way for the construction of Central Station.

The current Central Station is the second Central Station which opened in 1902. In 1903 the excavation works for the Devonshire Street Pedestrian Tunnel Commenced. Central Station is a local landmark, and the elements constructed from sandstone are considered the heights order building elements of the heritage item.



### 3.10.2. Former Inwards Parcels Shed

The former Inwards Parcels Shed was built in 1906, comprising a corrugated metal shed with a loading dock and yard on the western side. Its function was to service the clean parcels arriving from the country by rail. When the Parcels Post Office (now the Adina Hotel) was opened in 1913 on the western adjoining land, the former Inwards Parcels Shed was connected to the Post Office by a series of external parcel chutes.

**Figure 14 - Photograph of Central Station showing Inwards Parcels Shed and Parcels Post Office, c.1910s**



*Source: Weir Phillips Heritage*

The building was originally single-storey. However, as the building has had a range of uses since its original construction as an Inwards Parcels Shed, the building includes a mix of original features, as well as alterations to the building structure, materials and form.

The YHA utilise the existing building form, however the building works associated with the YHA fitout in the early 2000's have altered some of the original building fabric, including the introduction of a mezzanine level, kitchen facilities, reception and accommodation in a mix of share rooms in old railway carriages and private rooms.

While the former Inward Parcels Shed has undergone a number of modifications, Weir Phillips Heritage identified a number of structural and internal elements of the original building have been retained. These original elements have been considered in the development of this proposal.

## 4. CURRENT PLANNING CONTROL FRAMEWORK

### 4.1. SYDNEY LOCAL ENVIRONMENTAL PLAN 2012

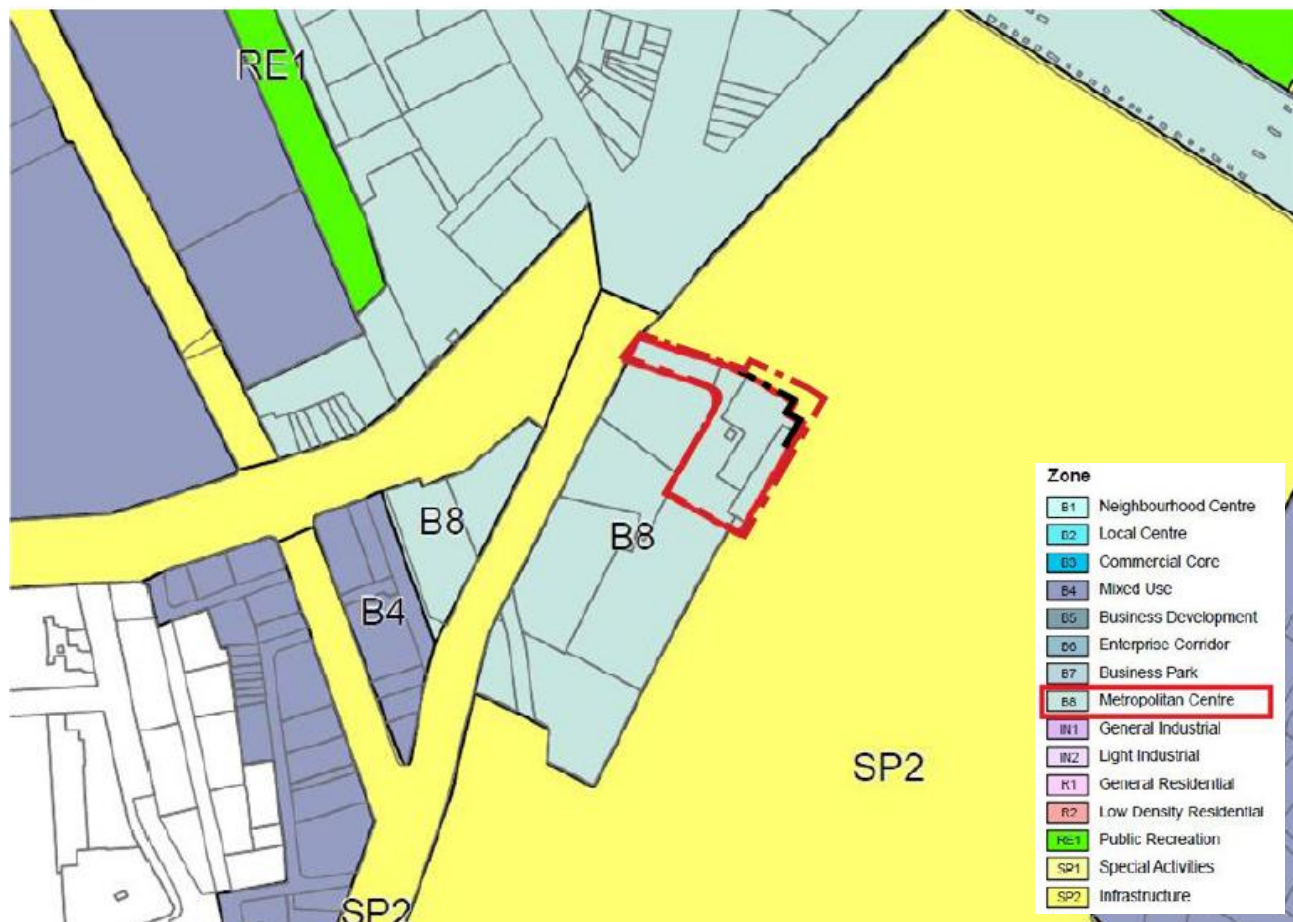
The principle statutory planning instrument which currently applies to Block A is the *Sydney Local Environmental Plan 2012 (LEP 2012)*. The key development standards are detailed in this section.

#### 4.1.1. Zoning and Permissibility

Block A is currently zoned B8 Metropolitan Centre under the LEP 2012. The Site is located at the southern fringe of the B8 Metropolitan Centre zone. It is located adjacent to a large area zoned SP2 Railway Infrastructure and close to the B4 Mixed Use zone which is on the western side of Lee Street.

It is noted that part of the Site (the north and north-eastern corner within Lot 118 in DP 1078271) sits within the SP2 Railway Infrastructure zone which the proposal seeks to use the air rights above.

Figure 15 – LEP 2012 Zoning Map extract



Source: EC3 with Terroir

The existing zoning controls are summarised below.

Table 4 – Summary of Existing Zoning Controls

Control	
<b>B8 - Metropolitan Centre</b>	
Zone Objectives	<ul style="list-style-type: none"><li>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.</li></ul>

<b>Control</b>	<ul style="list-style-type: none"> <li>To provide opportunities for an intensity of land uses commensurate with Sydney's global status.</li> <li>To permit a diversity of compatible land uses characteristic of Sydney's global status and that serve the workforce, visitors and wider community.</li> <li>To encourage the use of alternatives to private motor vehicles, such as public transport, walking and cycling.</li> <li>To promote uses with active street frontages on main streets and on streets which buildings are used primarily (at street level) for the purpose of retail premises.</li> </ul>
Permissible Development	Centre-based child care facilities; <b>Commercial premises</b> ; Community facilities; Educational establishments; Entertainment facilities; Function centres; Information and education facilities; Passenger transport facilities; Recreation facilities (indoor); Registered clubs; Respite day care centres; Restricted premises; Roads; <b>Tourist and visitor accommodation</b> ; Any other development not specified as prohibited
Prohibited Development	Nil
<b>SP2 - Railway Infrastructure</b>	
Zone Objectives	<ul style="list-style-type: none"> <li>To provide for infrastructure and related uses.</li> <li>To prevent development that is not compatible with or that may detract from the provision of infrastructure.</li> </ul>
Permissible Development	Aquaculture; Horticulture; Roads; Water storage facilities; Water treatment facilities; The purpose shown on the Land Zoning Map, including any development that is ordinarily incidental or ancillary to development for that purpose
Prohibited Development	Any development not specified as permissible

The amendments to SLEP 2012 by TNSW will require zoning changes to the part of Lot 118 which forms part of Block A. Lot 118 in DP 1078271 is currently zoned SP2 Railway Infrastructure and is proposed to be rezoned to B8 Metropolitan Centre.

The amendments to SLEP 2012 by TNSW will also seek to amend the height and floor space controls across Block A to accommodate development which is aligned to the existing B8 Metropolitan Centre zone objectives including:

- Support the delivery of the cornerstone building for the establishment of a new Sydney Innovation and Technology Precinct, which will operate on the global platform.
- Increasing the development density on the Site to accommodate new employment floorspace directly adjacent to Central Station, being a key transport node of Sydney, which will promote increased employment opportunities that encourage commuting by public transport, walking and cycling.
- Delivery a mixed-use development which will provide active frontages at ground and lower-ground, and a tower supporting visitor accommodation and commercial floorspace for technology and innovation businesses at various levels of establishment.

#### 4.1.2. Floor Space Ratio

Under LEP 2012, Block A has a maximum Floor Space Ratio of 3:1, except for the north and north-eastern corner of the Site (part of Lot 118 in DP 1078271) which is currently within the SP2 Railway Infrastructure zone has no FSR control.

Figure 16 – LEP 2012 Floor Space Ratio Map extract



Source: Urbis

### 4.1.3. Height of Buildings

Under the LEP 2012, the Site has a maximum building height of 7.5 metres. This height control largely reflects the height of the existing building on the Site. It is noted that the part of the Site on Lot 118 in DP 1078271 extends into Area 1 which under the LEP 2012 is has a maximum building height of *'the height of the building on the land as at the commencement of this Plan'*.



Figure 17 – LEP 2012 Height of Buildings Map extract



Source: Urbis

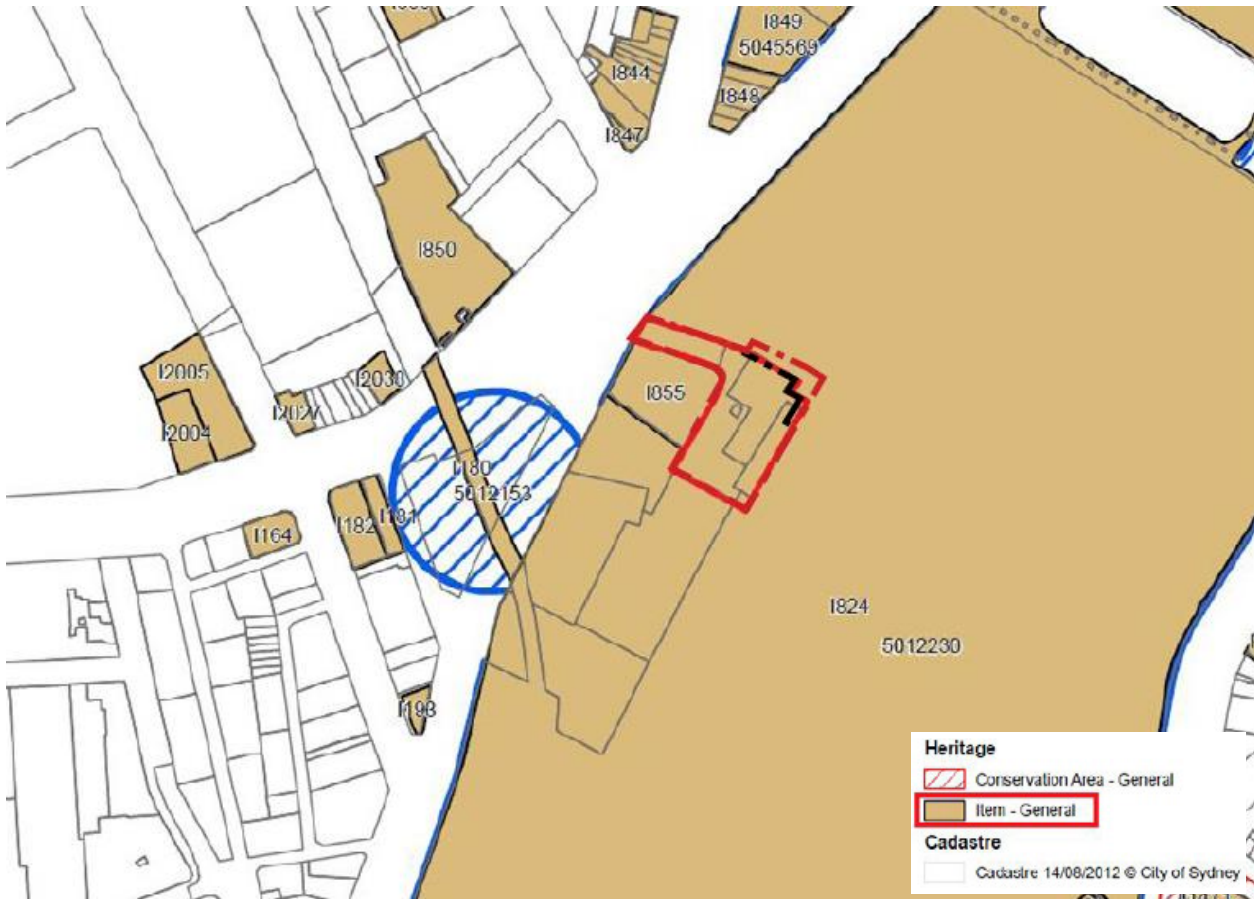
#### 4.1.4. Heritage

The Site forms part of the '1824 - Central Railway Station group including buildings, station yard, viaducts and building interiors' State heritage listed item. The Site specifically contains the former Inwards Parcels Shed which was built in association with the former Parcels Post Office which has since been converted to the Adina Hotel which is on the western adjacent allotment.

Future development on Block A will retain the existing heritage building, and the proposed amendments to the height and FSR controls of the Site reflect the retention of the former Inwards Parcels Shed with a new elevated commercial tower above.



Figure 18 – LEP 2012 Heritage Map extract

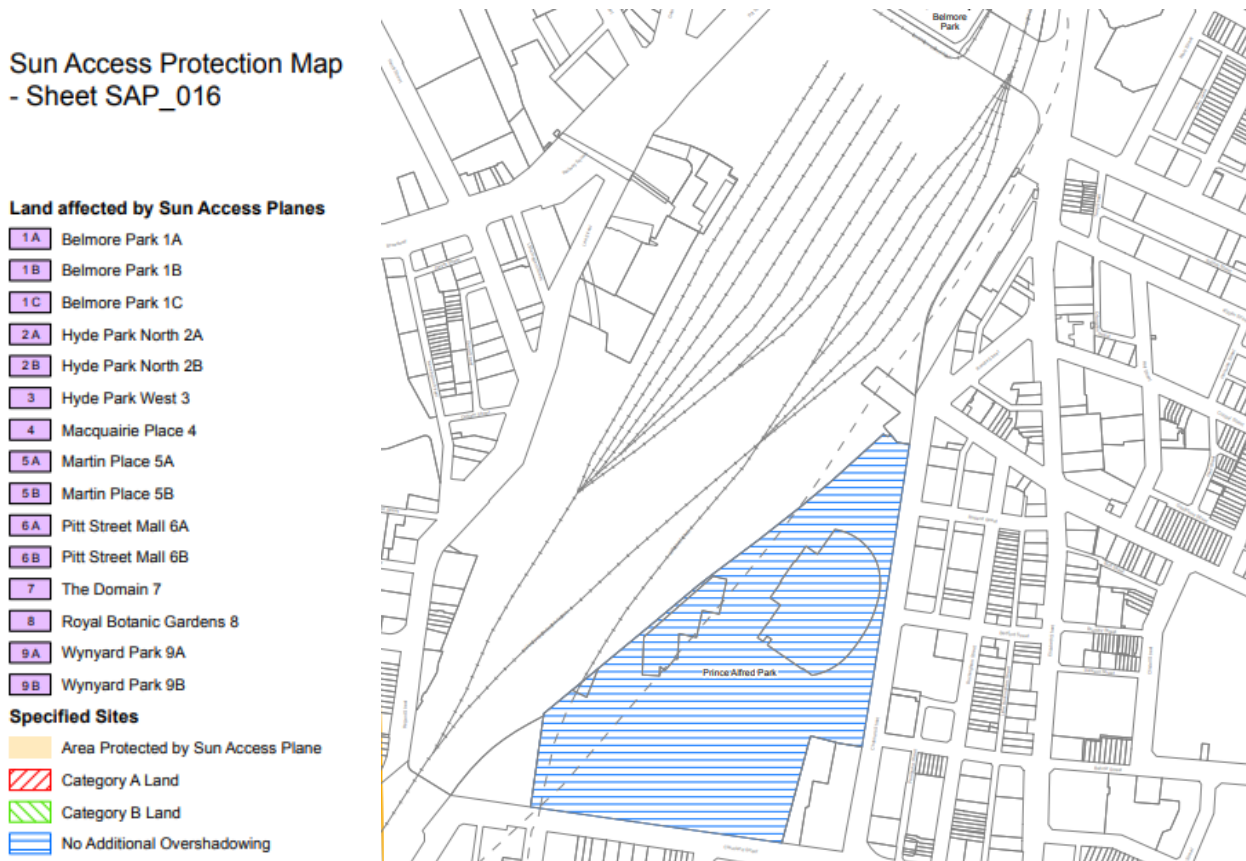


Source: Urbis

#### 4.1.5. Sun Access Protection

The Site is north-west of Prince Alfred Park, which is identified as land affected by a Sun Access Plane under the LEP 2012.

Figure 19 – Sydney LEP 2012 Sun Access Protection Map extract



Source: NSW Legislation website

Clause 6.19 of the LEP 2012 states:

(1) *Despite clause 4.3, development consent must not be granted to development that results in any part of a building causing additional overshadowing, at any time between 14 April and 31 August in any year, of any of the following locations (as shown with blue hatching on the Sun Access Protection Map) during the times specified in relation to those locations:*

(h) *Prince Alfred Park (beyond the shadow that would be cast by a wall with a 20 metre frontage height on the boundary between the park and the railway land)—between 12.00–14.00*

#### 4.1.6. Other Key Planning Controls

Under the LEP 2012, the Site is also identified as being:

- In the Central Sydney locality
- Affected by Class 5 Acid Sulphate Soils
- Partly within the Railway Square / Central Station Special Character Area.
- Category A Land Use and Transport Integration land
- Category D Public Transport Accessibility Level land

## 4.2. DRAFT CENTRAL SYDNEY PLANNING PROPOSAL

Based on the *Draft Central Sydney Planning Strategy (CSPS)*, the City of Sydney prepared the draft Central Sydney Planning Proposal which seeks to amend the planning controls contained within the LEP 2012. The draft Central Sydney Planning Proposal was endorsed by Council in July 2016 and forwarded to the Department of Planning Industry and Environment (**DPIE**) requesting a Gateway Determination.

DPIE have not endorsed the Central Sydney Planning Proposal and it has not received a Gateway Determination. However, it is noted that the Central Sydney Planning Proposal proposes to extend the No Additional Overshadow (**NAO**) control for Prince Alfred Park to apply from 10am to 2pm all year around.

The amendments to the building height control sought for Block A have respected the extended NAO control for Prince Alfred Park contained in the draft Central Sydney Planning Proposal.

## 5. THE PROPOSAL

### 5.1. OVERVIEW

Atlassian have worked very closely with an expert project team with both local and international experience in creating very high quality, iconic, innovative buildings and technology/innovation districts which push the boundaries with regard to sustainability, workplace design, placemaking and design excellence.

This project team have collaborated to create a 'reference design' and building envelope that assists TNSW with the creation of a refined strategic planning and built form framework for the Western Gateway Sub-Precinct.

The building envelope which accompanies this Planning Statement for Block A is the result of significant engagement with various government agencies, neighbouring proponents, the Central Design Review Panel and ultimately provides the unique opportunity to create Australia's first global 'Innovation Precinct' at Central Station.

As TNSW is preparing the new planning framework for the Western Gateway Sub-Precinct, this section provides a brief description of Block A's building envelope and more specifically the proposed land use mix, gross floor area (GFA) allocation, building height and proposed setbacks and built form principles supporting the proposal.

### 5.2. LAND USE

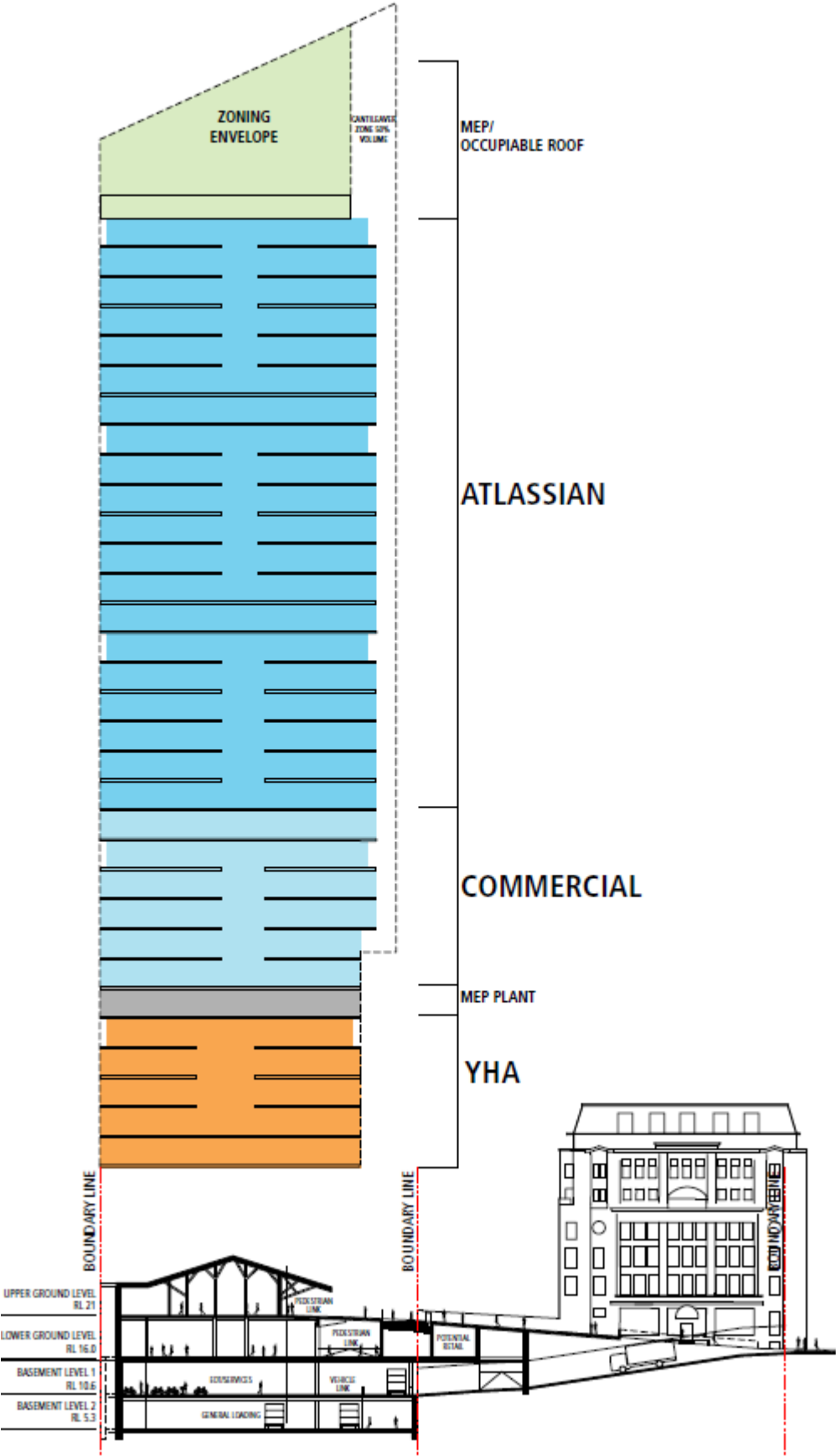
The proposal seeks to deliver land uses which are directly consistent with the aspirations of a truly Global Sydney, including:

Table 5 – Proposed Land Uses

Proposed Land Use	Description
<b>Commercial Premises</b>	
<i>Office Premises</i>	<p>This space would accommodate Atlassian's Global Headquarters, which would accommodate up to 3,860 jobs for both the Atlassian business and other technology and innovation start-ups.</p> <p>This space would be on Levels 6-35 of the proposed new office tower.</p>
<i>Lobby/Retail/Food and Drink Premises</i>	<p>The ground and upper ground levels will also provide space for expansive lobby, retail, food and beverage and other potential uses which integrate with the ground plane.</p>
<b>Tourist and Visitor Accommodation</b>	
<i>Backpackers Accommodation</i>	<p>This space would accommodate 5 new levels of accommodation for the Railway Square YHA.</p> <p>This space would be on Levels 1-5 of the new tower.</p>

The above uses are permissible within the 'B8 Metropolitan Centre' zone under SLEP 2012. As the site boundary for Block A extends into Lot 118 which is zoned 'SP2 Infrastructure' it is proposed that this portion of land will be amended to also be a 'B8 Metropolitan Centre' zone.

Figure 20 – Proposed Land Uses within Block A Building



## 5.3. GROSS FLOOR AREA ALLOCATION

The proposal seeks to provide the following indicative gross floor area (GFA) allocation for Block A:

- Approximately 69,540sqm of Gross Floor Area on the Site, including all additional floor space and potential design excellence bonuses under LEP 2012. The following mix of uses (indicatively) is as follows:
  - Atlassian Commercial Office Space/Global HQ/Start-Ups:** 59,456sqm
  - YHA Tourism Accommodation:** 7,571sqm
  - Retail/Lobby:** 2,513sqm

A detailed breakdown per floor level in the reference design is provided in the table below.

**Figure 21 – Indicative Area Schedule of the proposed Reference Design of Block A**

Floor Level	AHD RL	FLR / FLR	Description	Use	Tenant	GBA	GFA	NLA
L35	AHD + 172.3m	3.8m	1/2 tower floor	Business	Atlassian + Terrace	1,302 m²	1,061 m²	1,005 m²
L34	AHD + 168.5m	3.8m	1/2 floor MEP Plant	Services	Plant	1,190 m²	NA	NA
L33	AHD + 164.7m	3.8m	Tower Floor/MEP	Business/Services	Atlassian + Plant	2,299 m²	1,061 m²	1,005 m²
L32	AHD + 160.9m	3.8m	Tower Floor	Business	Atlassian	2,299 m²	2,178 m²	1,929 m²
L31	AHD + 157.1m	3.8m	Tower Floor	Business	Atlassian	2,299 m²	2,178 m²	1,929 m²
L30	AHD + 153.3m	3.8m	Tower Floor	Business	Atlassian	2,299 m²	2,178 m²	1,929 m²
L29	AHD + 149.5m	3.8m	Tower Floor	Business	Atlassian	2,299 m²	2,178 m²	1,929 m²
L28	AHD + 145.7m	3.8m	Tower Floor	Business	Atlassian	2,704 m²	2,353 m²	2,065 m²
L27	AHD + 141.7m	4.0m	Tower Floor	Business	Atlassian	2,704 m²	2,499 m²	2,235 m²
L26	AHD + 137.9m	3.8m	Tower Floor	Business	Atlassian	2,299 m²	2,178 m²	1,929 m²
L25	AHD + 134.1m	3.8m	Tower Floor	Business	Atlassian	2,299 m²	2,178 m²	1,929 m²
L24	AHD + 130.3m	3.8m	Tower Floor	Business	Atlassian	2,299 m²	2,178 m²	1,929 m²
L23	AHD + 126.5m	3.8m	Tower Floor	Business	Atlassian	2,299 m²	2,178 m²	1,929 m²
L22	AHD + 122.7m	3.8m	Tower Floor	Business	Atlassian	2,299 m²	2,178 m²	1,929 m²
L21	AHD + 118.9m	3.8m	Tower Floor	Business	Atlassian	2,704 m²	2,353 m²	2,065 m²
L20	AHD + 114.9m	4.0m	Tower Floor	Business	Atlassian	2,704 m²	2,499 m²	2,235 m²
L19	AHD + 111.1m	3.8m	Tower Floor	Business	Atlassian	2,299 m²	2,178 m²	1,929 m²
L18	AHD + 107.3m	3.8m	Tower Floor	Business	Atlassian	2,299 m²	2,178 m²	1,929 m²
L17	AHD + 103.5m	3.8m	Tower Floor	Business	Atlassian	2,299 m²	2,178 m²	1,929 m²
L16	AHD + 99.7m	3.8m	Tower Floor	Business	Atlassian	2,299 m²	2,178 m²	1,929 m²
L15	AHD + 95.9m	3.8m	Tower Floor	Business	Atlassian	2,299 m²	2,178 m²	1,929 m²
L14	AHD + 92.1m	3.8m	Tower Floor	Business	Atlassian	2,704 m²	2,353 m²	2,065 m²
L13	AHD + 88.1m	4.0m	Tower Floor	Business	Atlassian	2,704 m²	2,499 m²	2,235 m²
L12	AHD + 84.3m	3.8m	Tower Floor	Business	Commercial	2,083 m²	2,031 m²	1,714 m²
L11	AHD + 80.5m	3.8m	Tower Floor	Business	Commercial	2,083 m²	2,031 m²	1,714 m²
L10	AHD + 76.7m	3.8m	Tower Floor	Business	Commercial	2,083 m²	2,031 m²	1,714 m²
L09	AHD + 72.9m	3.8m	Tower Floor	Business	Commercial	2,083 m²	2,031 m²	1,714 m²
L08	AHD + 69.1m	3.8m	Tower Floor	Business	Commercial	2,083 m²	2,031 m²	1,714 m²
L07	AHD + 65.3m	3.8m	Tower Floor	Business	Commercial	2,342 m²	2,131 m²	1,964 m²
L06	AHD + 61.3m	4.0m	MEP Plant	Services	NA	2,428 m²	NA	NA
L05	AHD + 56.7m	3.8m	Tower Floor	Hospitality	YHA	2,053 m²	1,520 m²	1,308 m²
L04	AHD + 52.9m	3.8m	Tower Floor	Hospitality	YHA	2,053 m²	1,520 m²	1,356 m²
L03	AHD + 49.1m	3.8m	Tower Floor	Hospitality	YHA	2,053 m²	1,520 m²	1,356 m²
L02	AHD + 45.3m	3.8m	Tower Floor	Hospitality	YHA	2,249 m²	1,520 m²	1,356 m²
L01	AHD + 41.3m	4.0m	Tower Floor	Hospitality	YHA	2,080 m²	1,491 m²	1,325 m²
N/A	AHD + 29.2m	13.8m	Station Over Deck	NA	NA			
UPR	AHD + 21.0m	7.9m	Upper Ramp	Lobby	Atlassian/Commercial/YHA	1,552 m²	1,183 m²	80 m²
GR	AHD + 16.0m	5.0m	Ambulance Way Grade	Lobby & Retail	Public + Lobby Access	1,692 m²	1,330 m²	662 m²
B	AHD + 11.5m	4.5m	Basement	Service	NA	2,571 m²	0 m²	0 m²
LB	AHD + 5.9m	4.5m	Lower Basement	Service	NA	2,426 m²	0 m²	0 m²
					<b>TOTALS</b>	82,324 m²	69,540 m²	57,883 m²
					Site Area	3487	FSR 19.9:1	

## 5.4. BUILDING HEIGHT

The proposed maximum building height of the Block A is aligned with the sun-access principles contained in SLEP 2012, with the proposed building envelope sloping from west to east to minimise shadow impacts on Prince Alfred Park.

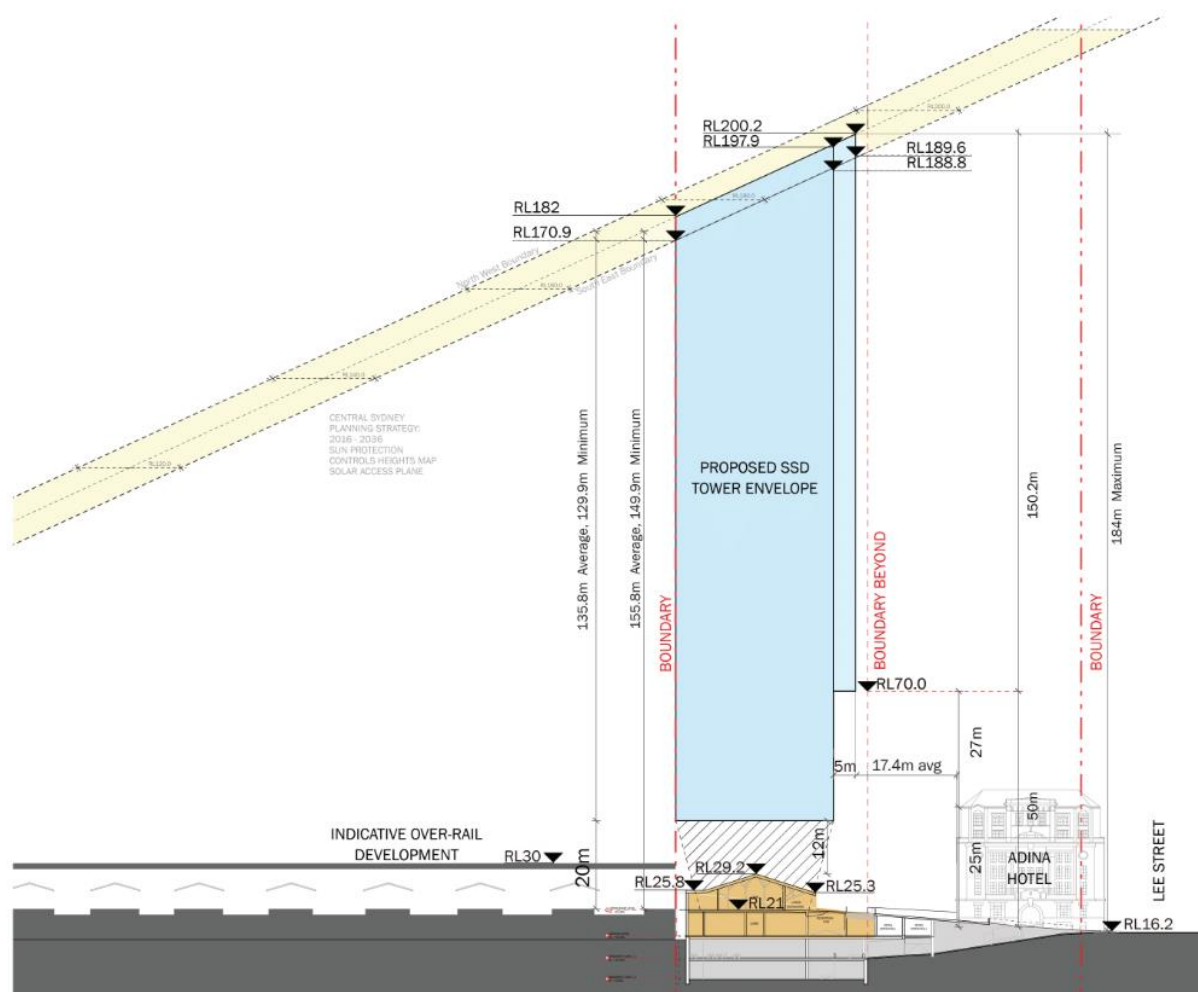
The sun-access plane is not orthogonal to the Envelope, as such the lowest point is at the South East and the highest point is at the North West. The section below illustrates an indicative zone for a potential cantilever, which is limited to a minor proportion of the total volume of that zone. This allows for dynamic articulation moments whilst respecting the vertical curtilage to the Former Parcel Post Office / Adina Apartments.



Figure 22 – Proposed Building Envelope Heights

### LEGEND

- - - Sub Precinct Block A Site Boundary
- Proposed Tower Envelope
- Possible Cantilever, Maximum use of 50% of Cantilever Envelope by Volume
- Proposed Core & Structure Zone
- Proposed Heritage Interpretation
- Proposed Basement Envelope



## 5.5. SETBACKS

The building envelope for Block A provides a range of setbacks to surrounding properties which have been refined through feedback from the Central Design Review Panel (CDRP). These setbacks and design principles will be embedded in the Western Gateway Sub-Precinct Design Guide.

As shown in the figure below, the proposal provides a separation to the potential future towers on Block B to the south of 29m at the low-rise levels to respect east-west view lines to the Marcus Clarke Building, and 24m at the upper-tower levels.

The Low Rise Tower Envelope has an average of 22.4m setback to the former Parcels Post Office (Adina Hotel) or eastern façade. The high-rise envelope allows for the potential use of a cantilever zone on the western side, up to a maximum of 50% of that volume. This envelope allows for flexibility in a competition at a relative level above the curtilage zone desirable for the Former Post Office (Adina Hotel). The cantilever zone has been setback 3m from the western boundary to allow for the potential of an eastern extension to the Adina Hotel.

Figure 23 – Tower Setbacks



## 5.6. VEHICULAR ACCESS, SERVICING AND PARKING

The proposal for Block A is generally car free, with no parking provided for the commercial office component given the site's highly accessible location.

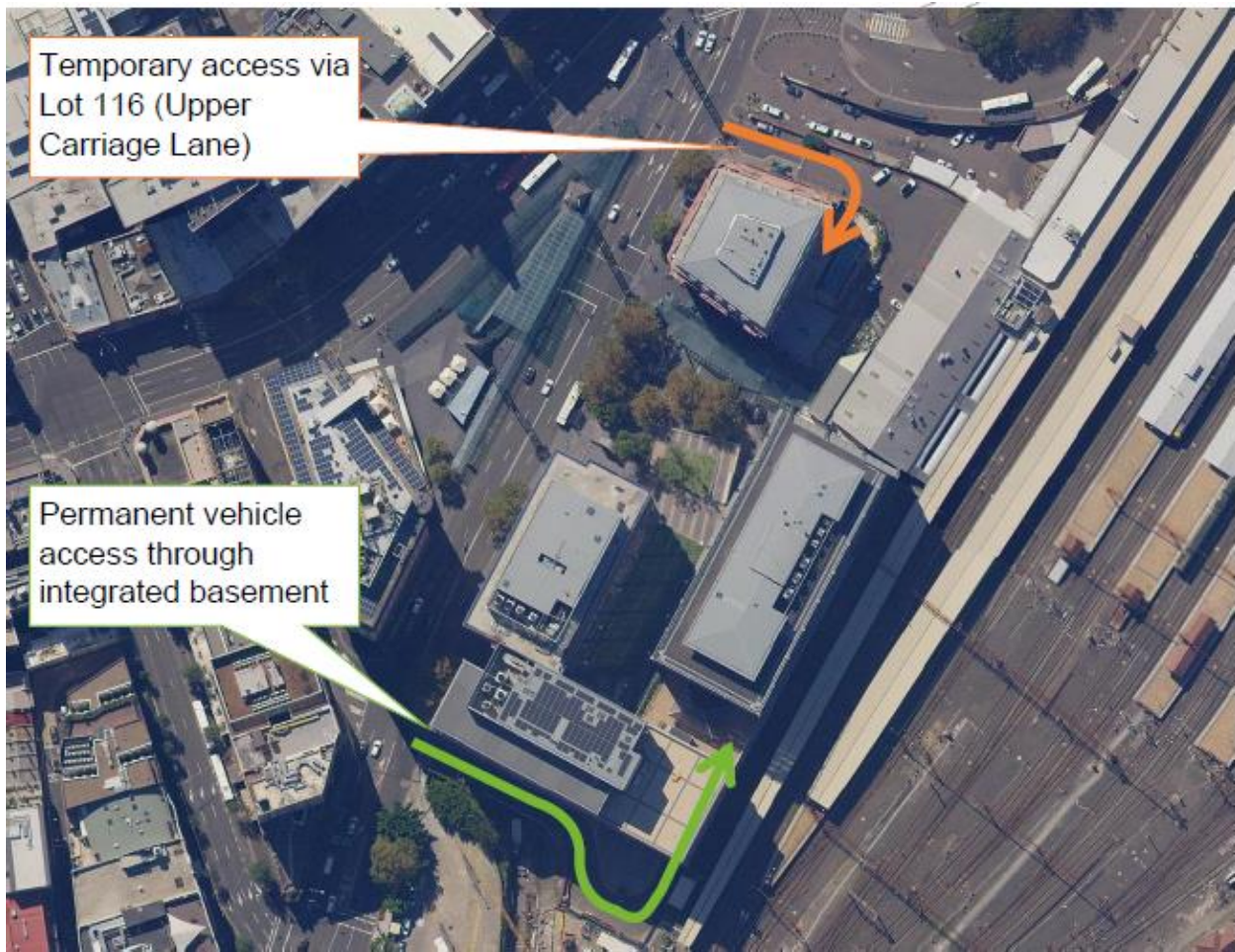
Vehicular access will still be required to the site for service and loading vehicles. While these arrangements will be part of further design development for the Block A, both temporary and long-term access arrangements have been identified to ensure that vehicles can enter the Site. The indicative vehicle access arrangements are illustrated in the figure below.

The staging considers the following:

- **Temporary solution:** Prior to an integrated basement being delivered as part of the redevelopment of Henry Deane Plaza on Block B. Access to be via a new driveway located off Lee Street at Upper Carriage Lane. This requires a temporary dive structure from Lee Street at Upper Carriage Lane and will provide access to the existing Adina Hotel carpark and the new Atlassian loading dock.
- **Permanent solution:** Following the delivery of an integrated basement being delivered as part of the redevelopment of Block B, including a single vehicle access point at the southern end of Lee Street. This is the preferred long-term arrangement and will provide an integrated basement via the southern end of Lee Street opposite Little Regent Street which will provide a single access point for the whole Western Gateway Sub-precinct and the future over-station development loading requirements.

It is noted that if the 'integrated basement' does not proceed, the dive structure off Lee Street is able to continue to operate and service Atlassian's vehicle servicing requirements for the life of the building.

Figure 24 - Potential Vehicle Access Arrangements

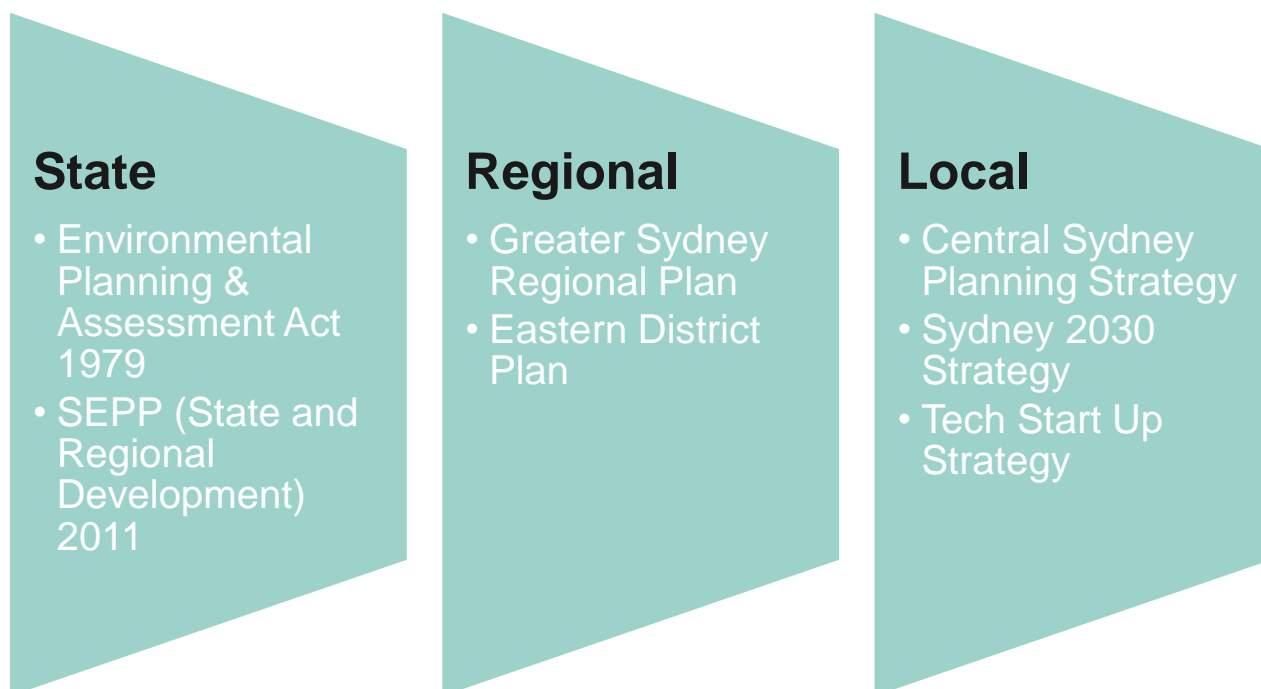


Source: Arup



## 6. RELATIONSHIP TO THE STRATEGIC PLANNING FRAMEWORK

The proposal is highly consistent with strategic planning policies, which is explained in further detail below.



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

The precincts proximity to the city, while still being located outside the core Sydney CBD, provides opportunity for TechCentral to evolve to attract technology and innovation companies. It has access to all required services while being sufficiently separate to the CBD to establish a distinct tech industry ecosystem. Its CBD fringe location will also provide affordable commercial rents which will support Start-ups and entrepreneurs which are a key component of a successful innovation precinct.

### 6.1. STATE AND REGIONAL SIGNIFICANCE

In accordance with Schedule 1, Clause 13(2) of the *State Environmental Planning Policy (State and Regional Development) 2011 (SEPP(SRD))*, as the project will involve development for tourist related purposes (i.e. the new YHA component) with a CIV in excess of \$10 million on a State Listed Heritage item, a future development application will qualify as State Significant Development (**SSD**).

Clause 8(2) of the SEPP (SRD) specifies that where a development application comprises development that is only partly State significant development, the remainder of the development" is also declared to be State significant development", except for "so much of the remainder of the development as the Director-General determines is not sufficiently related to the State significant development".

The commercial office component of the project is intrinsically related to the adaptive re-use of the State Listed Heritage Item and tourism component of the project as follows:

- Atlassian and YHA are working in collaboration to provide an integrated building 'ecosystem' with the hotel component providing at ease, affordable, on-site accommodation for the future users of the commercial office space.



- The YHA and tech floorspace will enable emersion within the Sydney Innovation and Technology Precinct, which is a key element of creating a World Class tech-ecosystem, and creating an enhanced multiplier effect within the economy and technology industries.
- Technology and innovation companies are globally connected, with a number of international business travellers frequenting the Atlassian headquarters on a daily basis, often in need of low-cost accommodation in direct proximity to the innovation precinct.
- Atlassian's headquarters will operate in a truly 'agile' manner, with their workers often working outside the norm of 9-5 or the 'standard' working day. The accommodation is an essential component of a 'campus' style building, not dissimilar to universities and education facilities which provide on-site accommodation.
- The project incorporates adaptive re-use works to the Former Inward Parcels Shed State Listed Item and the built form of the commercial tower will be physically integrated with shared lobbies, interaction spaces and pedestrian linkages at the ground level. The circulation and services are intertwined with common lifts and lobbies, use of the forecourt eateries and major services facilities.
- Providing a YHA within the initial stage of TechCentral will enable visiting Startup businesses to have access to low-cost travel accommodation.

In addition, the project should be considered of State and Regional Significance as it will achieve key governmental economic and policy objectives including:

- The need for a Technology and Innovation Precinct has been identified and strongly supported at all levels of government.
- The proposal achieves the critical strategic objectives of policy including the Greater Sydney Region Plan, Eastern City District Plan, City of Sydney Economic Development Plan, City of Sydney Tech Startups Action Plan and the draft Central Sydney Planning Strategy.
- The project has industry support through the establishment of TechSydney, a peak industry group for high-growth start-ups and technology companies is, run by entrepreneurs.
- Atlassian is the driving force and potential anchor tenant for TechCentral. Atlassian is one of few companies operating in Australia that has all the key ingredients to be a successful anchor of the TechCentral precinct. Atlassian have come to an agreement to develop and locate their global headquarters at the northern end of the TechCentral precinct, through partnership with the current long-term lease holders YHA Australia.
- Central station is an ideal location for a successful innovation precinct. Consistent with research by The Brookings Institute, this location can leverage strong transport access, historic building stock, and affordable commercial rents on the fringe of the CBD. The Site is close to a number of tertiary institutions (UNSW, University of Sydney, UTS, University of Notre Dame, Endeavor College and Sydney TAFE).
- The proposal will facilitate the delivery of the anchor building for the Technology and Innovation Precinct at Central to Eveleigh. The building will accommodate Atlassian's global Headquarters, and will support the establishment of a technology ecosystem in Sydney.
- The future development will result in more than 4,000 jobs on Site, compared to just 25 jobs at present. Atlassian will occupy the majority of the building, with the remaining large quantum of office space (21,000sqm) will be used as an incubator for technology and innovation, sublet to other technology companies.
- The creation of an innovation precinct can deliver significant advantages to the economy by bringing together innovation-based companies in a single location where they can be efficiently serviced by necessary spaces and infrastructure. Some of these broader benefits include:
  - Enhanced collaboration that leads to sharing of knowledge and new ideas
  - More jobs and value added to the NSW economy through a higher multiplier effect for high-technology and knowledge-based industries that are typically accommodated in these precincts.
  - Entrepreneurs empowered as a vehicle for growth and improvements to products, services and operational practices

- Sustained growth in turnover, productivity and wages as a benefit of research and development and economies of scale, which flow through to the government in the form of increased tax revenue.
- The proposal is essential to improve Sydney (and Australia's) global competitiveness. Benchmarking of Australian cities against global comparators reveals crucial areas where Australian cities are behind their other global cities.
- The proposal will transform the YHA by delivering an enhanced tourist and visitor accommodation facility on the Site and more accommodation (up to 500 beds). This will contribute positively to the precinct to provide accommodation that provides variety within the precinct, for both tourists and also businesses in the area.
- The proposal facilitates the achievement of a 30-minute city by providing jobs in the best-connected location in Sydney given the Site's direct connection to train, bus, light rail, and a future metro.

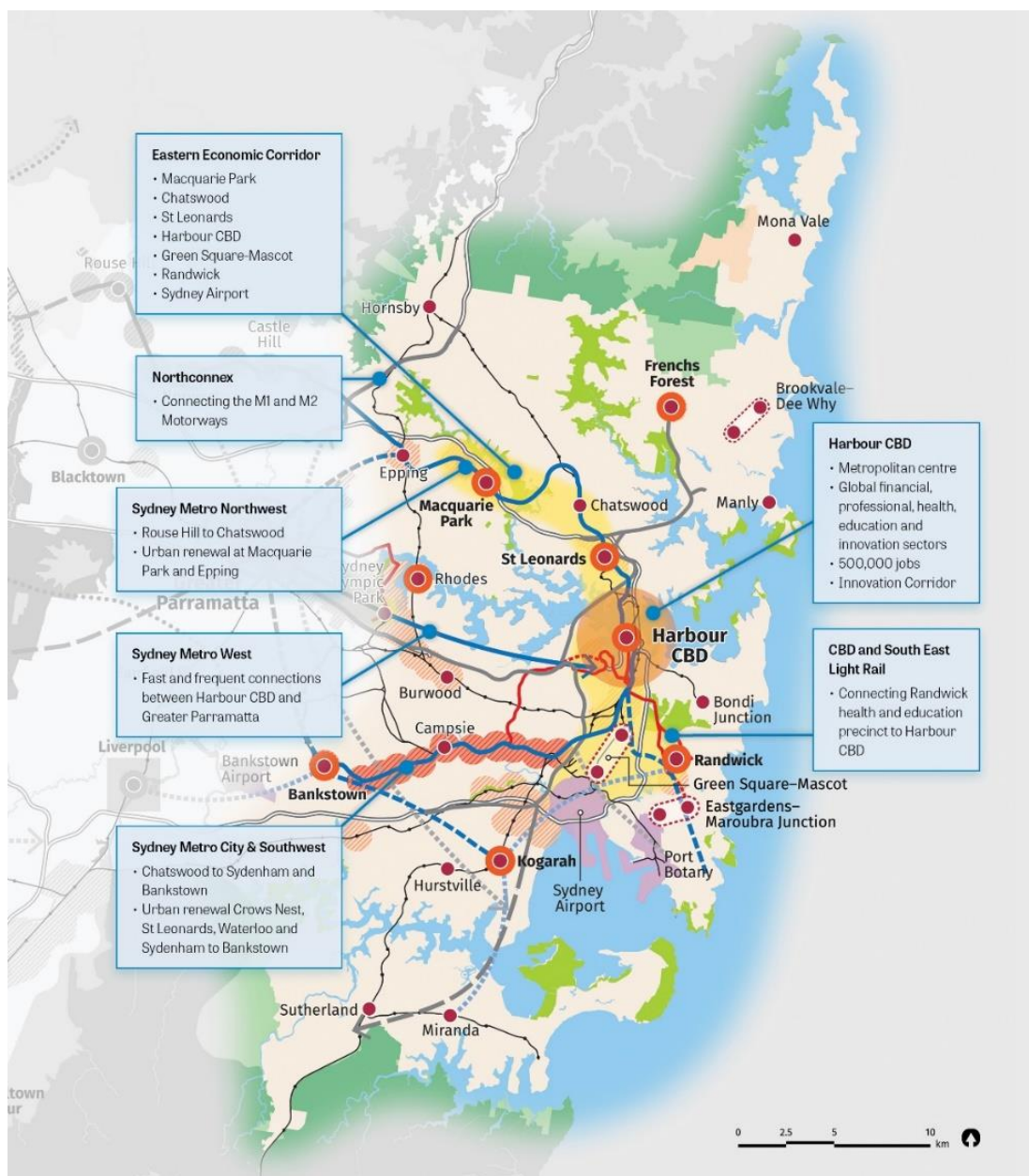
## 6.2. A METROPOLIS OF THREE CITIES – THE GREATER SYDNEY REGIONAL PLAN

Released in March 2018, the final version of *A Metropolis of Three Cities - The Greater Sydney Regional Plan* (**the Region Plan**) ensures land use and transport opportunities develop more equitably across Greater Sydney.

The Region Plan conceptualises Greater Sydney as a metropolis of three '30-minute' cities and is presented with the District Plans to reflect the most contemporary thinking about Greater Sydney's future.

The Harbour CBD is also identified as an employment hub, with a job target of 500,000 new jobs. Specifically, the Harbour CBD is to support an Innovation Corridor, as shown in **Figure 25** below.

Figure 25 – The Harbour CBD



Source: Greater Sydney Commission

The Regional Plan includes several objectives which this proposal will assist in achieving:

- Objective 1 – Infrastructure supports the three cities.
- Objective 12 – Great places that bring people together
- Objective 13 – Environmental heritage is identified, conserved and enhanced.
- Objective 14 – Integrated land use and transport creates walkable and 30-minute cities.
- Objective 18 – Harbour CBD is stronger and more competitive.
- Objective 21 – Internationally competitive health, education, research and innovation precincts.
- Objective 24 – Economic sectors are targeted for success.
- Objective 31 – Public open space is accessible, protected and enhanced.
- Objective 33 – A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change.

An assessment of the proposal against the key relevant objectives of the Regional Plan is provided in **Table 6** below.

**Table 6 – Assessment of the proposal against the key relevant objectives of the Greater Sydney Region Plan**

Relevant Objective	Proposal Response
<b>Infrastructure and Collaboration</b>	
<i>Objective 1 – Infrastructure supports the three cities.</i>	The proposal seeks to enhance and optimise the use of Block A which is strategically positioned at one of the most well-connected transport nodes of Sydney. The Site is connected at a metropolitan, regional, national and global level, presenting a unique opportunity to support the development of the three cities of Sydney, and also engage in the international technology and innovation industry.
<b>Liveability</b>	
<i>Objective 12 – Great places that bring people together</i>	<p>The proposal seeks to deliver the catalyst development for the creation of the Sydney Innovation and Technology Precinct. The precinct will stretch from Central to Eveleigh, connecting to the established Australia Technology Park. The scale of the precinct will support walkability and is also connected by existing and planned public transport infrastructure.</p> <p>The intent of the new innovation precinct is to support the co-location of technology and innovation companies at various sizes and levels of establishment, from small start-up companies to large multi-nationals such as Atlassian. International case studies have shown that colocation within the technology and innovation industry increases opportunities to collaborate and improves the chances of start-up companies succeeding.</p> <p>While the proposal will deliver the first building within the precinct, it will deliver an anchor tenant of the requisite scale to attract others to the precinct. It will provide floorspace for Atlassian, as well as other technology and innovation companies, initiating the creation of a technology and innovation ecosystem within a building.</p> <p>The proposal will also deliver a new public space located between the former Inwards Parcels Shed and the Adina Hotel building. This will form the public domain gateway into the technology and innovation precinct and provide opportunity for social connection and community hubs.</p>
<i>Objective 13 – Environmental heritage is identified, conserved and enhanced.</i>	<p>Block A includes the former Inwards Parcels Shed, which is part of the State Heritage Listing for Central Station. The proposal seeks to retain the building, and adaptively reuse the structure as the lobby to the new building. The Reference Scheme prepared by EC3 with Terroir applies heritage conservation principles to preserve the heritage value of the building, while also enhancing its functionality.</p> <p>The key heritage conservation principles which will be applied to the future redevelopment of Block A include:</p>



Relevant Objective	Proposal Response
	<ul style="list-style-type: none"> <li>• Locating the core areas to the west of the building ridgeline, to minimise the visual impact when viewed from the proposed new public plaza to the west of the building.</li> <li>• Provide a generous clearance zone between the building ridgeline and the tower form.</li> <li>• Increase pedestrian permeability through the building to Central Station, key sites, and future public domain spaces.</li> <li>• Ensuring an appropriate setback zone to neighbouring sites.</li> </ul> <p>With the implementation of these key heritage conservation principles, the future redevelopment of the Site will provide an adaptive reuse of the former Inwards Parcels Shed and enhance public access to the building.</p>
<b>Productivity</b>	
<p><i>Objective 14 – Integrated land use and transport creates walkable and 30-minute cities.</i></p>	<p>Aligned with the <i>Future Transport 2056</i>, the proposal will support integrated land use and transport and increase the number of jobs within a 30-minute city.</p> <p>Block A is located directly adjacent to Central Station which is one of the most well-connected transport nodes in Sydney, as well as within a walkable or cycling distance from three major tertiary education institutes, the Central Sydney ‘Core’, and the existing technology and creative industry hubs of Ultimo, Surry Hills and Redfern.</p>
<p><i>Objective 18 – Harbour CBD is stronger and more competitive.</i></p>	<p>The Site is located within the Harbour City in the Regional Plan. The Harbour City includes all of Central Sydney, which is largely focused on a strong financial service sector and support professional services, all with demand for premium-grade office space.</p> <p>However, as a global city, Sydney needs to accommodate more diversity of activities, including a robust creative sector, providing entrepreneurial and job opportunities. The proposal will initiate the development of a new innovation precinct, as well as provide enhanced low-cost visitor accommodation to contribute to the diversity of the Harbour City and support the creation of a World Class technology ecosystem.</p>
<p><i>Objective 21 – Internationally competitive health, education, research and innovation precincts.</i></p>	<p>TechCentral will support the growing technology and innovation industry and is aimed to deliver a world-class innovation precinct in Sydney.</p> <p>The Regional Plan identifies the need to grow an internationally competitive innovation economy. This proposal will provide the catalytic development to strengthen the international competitiveness of the Harbour City of Sydney. The need to develop the precinct is aligned to national economic objectives, to address the Australian economy’s shift towards knowledge and innovation and to capture and retain talent in these fields.</p>

Relevant Objective	Proposal Response
	<p>This proposal is being prepared by Atlassian, and the development of the building will be by Atlassian, demonstrating their long-term commitment to the precinct. The longevity of their investment in the precinct will see a high-calibre anchor at the inception of the precinct, strengthen TechCentral's presence internationally.</p>
<p><i>Objective 24 – Economic sectors are targeted for success.</i></p>	<p>This objective is aligned to delivering the sector-specific industry development identified by the NSW Department of Industries and to target a return on cross-collaboration initiatives such as the <i>Boosting Business Innovation Program</i>.</p> <p>The <i>Jobs for NSW Fund</i> identifies 11 target industries which it seeks to create 1 million new jobs by 2036.</p> <p>The creative and technology industries are amongst those targeted by NSW Department of Industries, and this proposal will provide growth in employment within the industries through attracting and retaining both domestic and international talent.</p> <p>It is anticipated that the proposal will deliver approximately 4,000 new jobs onto the Site and initiate the development of the wider TechCentral precinct which aims to support approximately 25,000 new technology and innovation jobs.</p>
<b>Sustainability</b>	
<p><i>Objective 31 – Public open space is accessible, protected and enhanced.</i></p>	<p>The proposed amendments to the height control seek to protect shadowing of public open space and create for high quality public domain areas adjacent to the Site.</p> <p>Further the proposal will provide the following additional public open space and accessibility benefits:</p> <ul style="list-style-type: none"> <li>• New former Inwards Parcels Shed Plaza between the building and the Adina Hotel.</li> <li>• Increased pedestrian permeability and accessibility through the Site and former Inwards Parcels Shed building.</li> </ul>
<p><i>Objective 33 – A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change.</i></p>	<p>The proposal will result in the intensified use of a strategically located site, which benefits from direct access to a wide range of public transport networks.</p> <p>The redevelopment of Block A will result in more than 4,000 jobs being provided on site and will be the catalyst for the redevelopment of the wider TechCentral precinct, which has the potential to accommodate approximately 25,000 new jobs.</p> <p>Future development of the Site will include a competitive design process, which will include sustainability requirements aligned with the design excellence requirements contained in Clause 6.21 of the Sydney LEP 2012.</p>

Relevant Objective	Proposal Response
	Atlassian are strongly committed to positively contributing to a low-carbon city and best practice sustainability initiatives.

## 6.3. EASTERN CITY DISTRICT PLAN

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

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

The Planning Priorities of the District Plan are aligned to the key pillars of the Region Plan, with a focus on infrastructure and collaboration, liveability, productivity and sustainability. The Region Plan includes several key Planning Priorities which this proposal will contribute to achieving:

- E7 – Growing a stronger and more competitive Harbour CBD
- E8 – Growing and investing in health and education precincts and the innovation corridor.
- E9 – Growing International trade gateways
- E11 – Growing investment, business opportunities and jobs in strategic centres
- E13 – Support growth of targeted industry sectors.

An assessment of the proposal against these key Planning Priorities of the District Plan is provided in **Table 7** below.

**Table 7 – Assessment of the proposal against the key relevant planning priorities of the Eastern Sydney District Plan**

Relevant Objective	Proposal Response
E7 – Growing a stronger and more competitive Harbour CBD	<p>The proposal will deliver the first building to regenerate the precinct, with a focus on establishing a new technology and innovation precinct in the Harbour CBD. The precinct is aimed at growing an international presence and being a world-class technology and innovation centre.</p> <p>The creation of an innovation precinct in the Harbour CBD will expand the role of Sydney in the global economy, attracting and retaining talent in these industries.</p> <p>While the proposal will support the delivery of the initial building within the TechCentral precinct, it will deliver commercial floorspace which will support approximately 4,000 new jobs onto the Site, with the long-term vision of TechCentral to accommodate approximately 25,000 new technology and innovation jobs once development is complete.</p> <p>The proposal will optimise the use of Block A to contribute new commercial floorspace within the Harbour CBD, while also increasing diversity of commercial floorspace which currently is focused around the Central Sydney 'Core' or Martin Place.</p>
E8 – Growing and investing in health and education precincts and the innovation corridor.	<p>TechCentral will be a new innovation precinct. However its location at Central Station will interconnect with established technology and innovation industry locations including Australia Technology Park, Ultimo Innovation Precinct, creative industries in Surry Hills and educational institutions aligned to the technology and innovation industry. This</p>

Relevant Objective	Proposal Response
	<p>proposal will be the instigating project for the establishment of TechCentral which will work to grow the innovation corridor in the Harbour CBD.</p> <p>The proposal is aligned to Action 26 of the Eastern Sydney District Plan, in that it will:</p> <ul style="list-style-type: none"> <li>• Provide a very large quantum of commercial office floorspace to support Atlassian and other technology and innovation companies to locate within TechCentral, including a commitment to deliver low-rent floorspace for tech-Startups.</li> <li>• Support the co-location of companies to enhance business-to-business interaction, recognised as a key element to support the success of Startup companies in the industry.</li> <li>• Deliver the initial building within TechCentral, which will be a dedicated innovation precinct designed with a walkable scale and high amenity to transport, support industries and public spaces.</li> </ul>
E10- Integrated land use and transport planning and a 30-minute city	<p>Critical to creating a 30-minute city is to optimise land surrounding infrastructure assets. The proposal is aligned to this objective, proposing to increase the development potential of a site which is currently underutilised and located at the most significant transport node in Sydney. The proposal will directly support approximately 4,000 new jobs on a site that currently supports 25 jobs.</p>
E11 – Growing investment, business opportunities and jobs in strategic centres	<p>The Atlassian development will be a significant business investment in Sydney. As a major international technology company, the presence of Atlassian's head office in Sydney will present a substantial long-term commitment to the precinct, which will attract other companies and Startups into the precinct.</p> <p>The location of the Atlassian Headquarters in TechCentral will provide connectivity to existing key infrastructure and established support industries, and linkages to other innovation precincts including Ultimo and Australia Technology Park, creating a unique innovation strategic centre for Sydney.</p>

## 6.4. DRAFT CENTRAL SYDNEY PLANNING STRATEGY

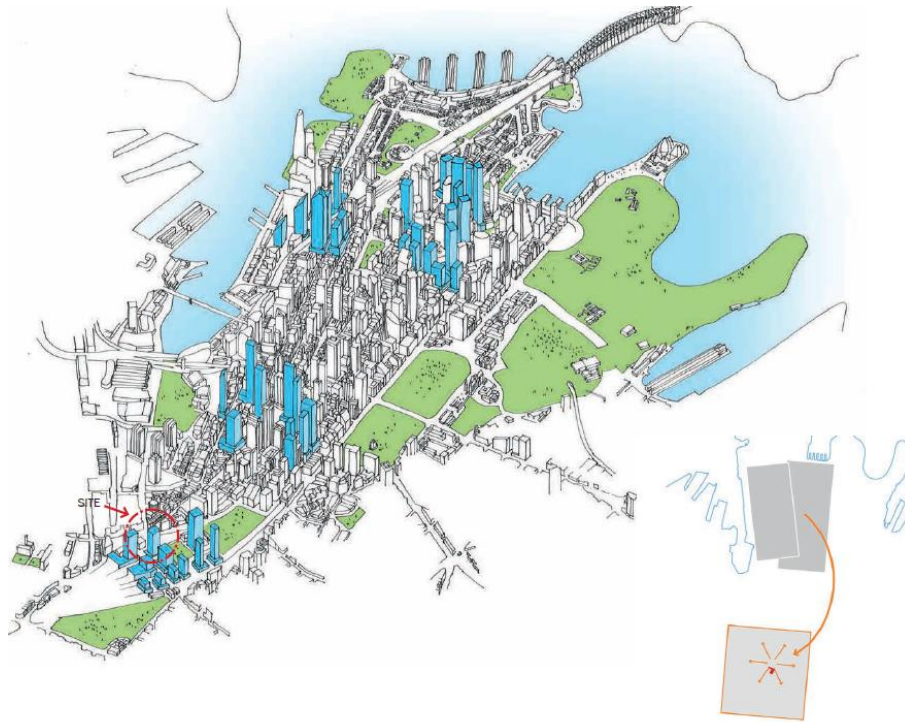
The *Draft Central Sydney Planning Strategy (CSPS)* was released by the City of Sydney in 2016. The CSPS provides the strategic framework of planning policy applying across the Sydney CBD. This is currently awaiting a Gateway Determination from the NSW Department of Planning, Industry & Environment.

The CSPS establishes a 20-year growth strategy for Central Sydney, focused on the delivery of a green, global and connected city. The CSPS is focused on delivering additional floor space to accommodate employment growth, and identifies the need to look beyond the traditional height and floor space controls of the Sydney CBD Core, and explore opportunities for urban renewal within Central Sydney which are currently under-developed. The CSPS states the Southern City precinct accounts for only 7% of total office floorspace in Central Sydney, providing a significant urban renewal opportunity which can support projected employment growth in Central Sydney.

As shown below, Block A sits within an area that has the potential for additional building height and density, and is seen as an emerging area for a new commercial office cluster.



**Figure 26 – Draft Central Sydney Planning Strategy – Potential Tower Clusters**



*Source: Draft Central Sydney Planning Strategy*

**Figure 27 – CSPS indicative vision for Central Station Precinct (including Block A)**



*Source: Central Sydney Planning Strategy*

### 6.4.1. Central Sydney Planning Strategy Key Movement Priorities

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

#### 1. *Prioritise employment growth and increase capacity*

Establishing the global head office of Atlassian on Block A will deliver the anchor development of the new technology and innovation precinct in Sydney. TechCentral will attract talent to Central Sydney from a global catchment, which will increase the economic contribution they industry will have nationally.

The Site currently supports 25 jobs, which are associated with the YHA. The redevelopment of Block A for the YHA and Atlassian Headquarters is anticipated to support 4,000 new jobs on the Site, in addition to the existing YHA jobs. This employment growth is related to Block A only. However it will be a catalyst development for TechCentral, which has the potential to support approximately 25,000 new jobs within the precinct.

Innovation precincts make an 'outsized' contribution to the economy. Co-locating innovation companies will deliver benefits relating to enhanced collaboration, more jobs, enhanced multiplier effects and turnover

Redevelopment of Block A will support a true mixed-use development supporting retail, tourist accommodation, commercial floorspace and new public domain spaces. It also presents opportunities to improve pedestrian connections to and between surrounding transport infrastructure.

#### 2. *Ensure development responds to context*

The planning control amendments seek to increase the development yield on the Site in a manner that is responsive to the receiving environment. The proposed building height amendment has been developed through a detailed envelope impact analysis, which protects solar access to Prince Alfred Park to the south-east of Block A, views from key vantage points to the Central Station Clocktower, and minimising impacts on the heritage significance of the former Inwards Parcels Shed.

#### 4. *Provide for employment growth in new tower clusters*

Aligned to the overall vision of the CSPS to increase employment capacity in Central Sydney, the CSPS identifies three zones where tower clusters can be established, and a fourth zone for a 'Future tower cluster'. These areas are identified as having capacity to support taller towers and therefore play a significant role in increasing employment capacity within Central Sydney without adverse impacts on public space, transport and views.

The Future Tower Cluster zone includes the Western Gateway Sub-precinct, including Block A. This indicated that there is limited solar access limitations from allowing the height to be varied to accommodate tower forms. The planning control amendments seek to increase the maximum building height which will not infringe the PANS-OPS Surface for Sydney Airport, while also resulting in generally no additional overshadowing of Prince Alfred Park between 10am and 2pm in mid-winter.

Development in and around Central Station including the TechCentral Precinct has been identified as a once in a lifetime opportunity to create a southern employment gateway for Central Sydney. Due to access to education institutes, visitor accommodation and creative precincts, the CSPC identifies the Central to Eveleigh corridor to emerge as a precinct for the professional and creative highly skilled workforce seeking a youthful and lively area which is separate but connected to the core Central Sydney CBD.

The *Global Cities Skyscraper Report 2015* (Knight Frank), identifies that while technology has enabled people to work remotely, in the technology and innovation industries clustering has become even more common, and tower clusters make this even more achievable. The CSPC identifies the flow-on impacts of catalytic projects on precincts, and their ability to drive investment and street appeal, and to increase the desirability of surrounding city blocks.

The planning control amendments will facilitate the delivery of the Atlassian headquarters, which aligns to the CSPC vision for the Central to Eveleigh corridor to evolve to become a technology and innovation precinct, and also generate employment growth in Southern Central Sydney and deliver a southern employment gateway for Central Sydney.

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

The former Inwards Parcels Shed forms part of the State Heritage listing of Central Railway Station. The proposed amendment to the height control of Block A have been established in consultation with heritage experts to ensure that views to the building are retained and not encroached by the new tower form above. The amended height control will enable a sensitive response to the heritage value of the building, ensuring that a clearance is provided between the former Inwards Parcels Shed and the tower form. In addition, the proposal will support the creation of a public plaza between the former Parcels Post Office (now the Adina Hotel) and the former Inwards Parcels Shed, which will increase public visual accessibility of the former Inwards Parcels Shed building.

The draft design guideline for Block A includes controls which will ensure a sympathetic response to the heritage value of the building as discussed in **Section 7.6** of this report.

## 8. ***Move people more easily***

Central to Eveleigh is arguably the most well serviced urban renewal precinct in Sydney. The precinct is forecast to be able to accommodate approximately 500,000sqm of floorspace, which would support approximately 25,000 future jobs. Locating These new jobs within Central to Eveleigh will have a significant impact on the volume of jobs accessible by public transport.

The location of TechCentral within the Central to Eveleigh precinct will generate additional high skilled professional and creative jobs within a precinct which is well connected to transport networks and feeder industries, including education institutes. This will improve the ease which talent can move between the technology ecosystem and feeder industries. The scale of the precinct provides walkability both within the precinct and to support feeder industries, or an easy public transport connection.

In addition, locating TechCentral in the Southern Precinct of Central Sydney well increase the disbursal of new employment across the Central Sydney transport infrastructure network.

## 9. ***Reaffirm commitment to design excellence***

Atlassian are commitment to ensuring design excellence is achieved on the Site. Atlassian have committed to undertake a competitive design process for the future development of Block A. The planning control amendments will create the building envelope and the draft design guidelines for Block A will provide the framework for the future competitive design competition.

A Design Competition Strategy will be prepared which will be aligned to *the NSW Government Architects Design Competition Policy* and will take cues from the *City of Sydney Design Competition Policy*. The Design Competition Strategy will be submitted to the NSW Government Architect for endorsement and will be aligned to the building envelope resulting from the proposed planning control amendments.

### 6.4.2. **Objectives and Actions**

Through a detailed opportunities and constraints analysis the Council identified the following opportunities and constraints to drive revised building height and density controls:

- Solar protection (Sun access planes and No additional overshadowing controls)
- Special character area controls
- View corridor controls
- Heritage controls
- Street frontage height, setback and massing controls
- Airport restrictions

Based on these controls the CSPS has identified 3 key areas where tower clusters could be achieved without compromising public amenity that would support a denser and more compact city.

To achieve this outcome and implement the Key Movement Priorities, the CSPS includes a number of objectives and actions. This proposal is aligned to these objectives as outlined below:

## **Land Use**

- Support a mix of commercial and visitor accommodation uses to support Sydney's participation in the global economy.
- Maximise opportunity to intensify development of land uses which make a global city at a location which is well connected and able to support a global industry.
- Intensify development in a location which encourages use of public transport.
- Increase development yield in central Sydney to support the creation of a compact city, while protecting public spaces and their amenity.

## **Density**

- Will deliver approximately 70,000m<sup>2</sup> of employment floor space which will positively contribute to growing employment density within Central Sydney.
- Support density in a location which is well serviced by existing and planned public transport networks, with density commensurate to the capacity of this existing and planned infrastructure.
- A mix of uses which will support more active uses at the ground plane, while primarily accommodating employment uses in the tower which can support a broad range of established and start-up businesses.
- Proposes a height and floor space control which has been established based on consideration of minimising impacts on the amenity of surrounding public spaces including Prince Alfred Park, Railway Square and Henry Deane Plaza, and positively contributing to the creation of new public spaces within and around the Western Gateway Sub-precinct.
- Supports development that services the workforce, visitors and the wider community, through providing new commercial floor space for technology and innovation businesses, visitor accommodation and activated public space at ground level.
- Has planning merit, as will support the establishment of a true tech-hub in Central Sydney which will support the growth of the technology and innovation industry in Sydney, with the long-term strategic vision to become a World Class tech precinct.
- Will share planning gain through the amended planning controls by:
  - Contributing to the delivery of new public domain within the Western Gateway Sub-Precinct, including the 'Third Square' of the Sydney CBD.
  - Supporting new pedestrian linkages through the Site to Central Station;
  - Increasing public access to the former Inwards Parcels Shed, which is a State Heritage Listed item;
  - Providing opportunity to provide vertical pedestrian connectivity to future above and below ground rail development.
- Responding to existing sun access planes and preserving existing solar access in Prince Alfred Park during periods of time when the park is used most.

## **Height**

- Support greater height for employment related developments where there is no additional overshadowing to protected places. The proposed height amendment is aligned to this objective, adopting both the sun access plane for Prince Alfred Park and the PAN-OPs as the proposed height control for the building, which will accommodate the maximum potential new employment floorspace directly adjacent to key transport infrastructure without compromising the amenity of public spaces.
- Adopt a height control which is sensitive to the heritage context of Block A, and able to accommodate a building clearance from the former Inwards Parcels Shed to mitigate the impacts on the heritage item and surrounding heritage context of Central Station.



## 6.5. SUSTAINABLE SYDNEY 2030 STRATEGY

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

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

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

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

This proposal is consistent with the Sustainable Sydney 2030, as will support the achievement of several targets and strategic directions of the strategy, including:

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

Atlassian are a role model company in sustainability and have committed to the re100 program. The re100 program commits companies to accelerate change towards zero carbon and renewal energy. Atlassian have committed to go beyond star rating systems for the building and have a sustainable vision for the building to be a high comfort - low carbon design. The sustainability vision for the building is to be a game-changer for low-carbon construction, high comfort and low energy demand throughout the while life cycle.

- **Target 5:** The city will contain at least 465,000 jobs (including 97,000 additional jobs) compared to the 2006 baseline) with an increased share in finance, advanced business services, education, creative industries and tourism sectors.
- **Strategic Direction 1:** A globally competitive and innovative city.

The amended planning controls will support the delivery of the Atlassian Global Head Office, which will provide a long-term commitment by Atlassian to operate from their base in Sydney.

While delivering a single building, the amended planning controls will enable the delivery of a catalyst project to support the establishment and growth of TechCentral, which has been positioned to be a global innovation precinct in Central Sydney. The development will provide an Australian anchor with a significant global presence and local scale to attract other technology and innovation companies to the precinct, and positioning Sydney as a global innovation hub.

- **Target 6:** Trips to work using public transport will increase to 80 per cent, for both residents of the city and those travelling to the city from elsewhere.
- **Strategic Direction 3:** Integrated transport for a connected city.

The location of Block A and the wider TechCentral precinct at one of the key transport hubs of Sydney will ensure that future employment growth within the precinct will be well connected at a regional, national and global scale. Existing and planned transport infrastructure will further improve the connectivity of the precinct.

The proposed planning control amendments seek to optimise the development potential of Block A, which is currently underdeveloped and in a strategically significant location for contributing to increasing the number

of jobs which can be accessed by public transport. While the Site will deliver the first phase of development at TechCentral, it will alone support more than 4,000 jobs within the building, as well as accommodate the existing YHA facilities and jobs currently supported on the Site.

As the Australian economy shifts towards a more knowledge and professional service-based economy, locating the new technology and innovation precinct adjacent to the key transport hub of Sydney will ensure that new jobs created in this growing industry will be located where great existing and planned public transport exists.

- **Target 7:** At least 10 per cent of total trips made in the city are by bicycle and 50 per cent by pedestrian movement.
- **Strategic Direction 4:** A city for walking and cycling

The Reference Scheme has indicated that there will be no on-site car parking, with vehicle access limited to service and operational vehicles. To support walking and cycling to the Site, end of trip facilities will be provided including bike parking, lockers and showers.

In addition, the Reference Scheme has been designed to support pedestrian permeability through the Site, providing opportunity to improve connectivity between the broader TechCentral precinct and potential future expansion of the Central Station transport network.

- **Strategic Direction 7:** A cultural and creative city

Innovation precincts such as TechCentral will support the clustering of innovation and technology companies. The concentration of innovation companies has seen accelerated collaboration and enhanced creativity. The adaptive reuse of the former Inwards Parcels Shed will also increase public access to the historic building and heritage interpretation of the cultural heritage of the Site and Central Station precinct.

#### ***Draft Central Sydney Planning Strategy 2016-2036***

The proposed planning control amendments have applied the key capacity constraints identified by Council in the CSPS including the Sun Protection Controls, Airport restrictions, and built form massing to determine the proposed building envelope.

The consistency of the proposal with the CSPS is detailed in **Section 6.4** above.

## **6.6. FUTURE TRANSPORT 2056 STRATEGY**

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

Transport 2056 focuses on six key outcomes:

- Customer focused
- Successful places
- A strong economy
- Safety and performance
- Accessibility services
- Sustainability

The project and establishment of TechCentral is aligned to Transport 2056 as will:

- Support the growth of the technology and innovation industry in Sydney which will support technology advancements in the delivery of enhanced transport networks;
- Aligned to the 'Successful Places' and "Strong Economy" outcomes, the establishment of TechCentral at a critical transport node in Sydney will draw new uses and activation within this transit node rather than Central Station being limited to a transit precinct.
- The project will support active travel, with Atlassian committed to not providing any car parking on Block A, with vehicle areas being limited to service and accessibility requirements for the Site.

- Will strengthen Sydney's Global Gateway status, by providing a World Class technology and innovation precinct which will connect people, services and goods in the technology industry.
- Provide improved pedestrian and bicycle movements through the Central Station precinct, including the Western Gateway sub-precinct.
- The project will include world-leading sustainability initiatives which will align to the Transport 2056 sustainability initiatives.

## 6.7. NSW STATE INFRASTRUCTURE STRATEGY 2018-2036

The NSW State Infrastructure Strategy 2018-2036 (Infrastructure Strategy) is a 20-year vision for infrastructure and land use planning across NSW. The Infrastructure Strategy recognises the importance of improving access to international gateways, and the limitations which the Central Sydney CBD has in terms of accommodating growth and supporting the clustering of innovation and technology industries. This project is aligned to the Infrastructure Strategy in terms of identifying the opportunity the Central to Eveleigh corridor provides to accommodate the growing needs of the innovation and technology sector to collocate within close proximity to existing education, health and transport infrastructure.

## 6.8. CAMPERDOWN - ULTIMO COLLABORATION AREA AND PLACE STRATEGY

The *Camperdown - Ultimo Collaboration Area and Place Strategy (Camperdown-Ultimo Strategy)* identifies the opportunity major transport nodes, such as Central Station, offer to support the convergence of industries. It is through this convergence that the Camperdown-Ultimo Strategy recognises the unique opportunity the urban renewal of Central Station provides to establish and attract technology and innovation industries to this new precinct.

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

## 6.9. CENTRAL TO EVELEIGH URBAN TRANSFORMATION STRATEGY

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

- **Key Move 6: Create centres of activity around stations** - The delivery of TechCentral within the Central to Eveleigh Corridor will contribute to the transformation of Central Station from being a transport node to an activity centre. The proposal will positively contribute to this objective, providing a mix of commercial, retail and visitor accommodation on Block A, as well as contributing to the delivery of new public domain which will draw activity into the Western Gateway Sub-precinct and the broader Central Station area.
- **Key Move 7: Create a centre for Sydney's growing economies** - The proposal will deliver new commercial floorspace for innovation and creative industries, from large established technology companies such as Atlassian and also smaller innovation and creative start-up spaces. The inclusion of the YHA will also ensure that the growth will be supported by affordable accommodation, providing opportunity to attract talent at all stages in their careers both nationally and internationally.

In addition, the C2E Strategy includes an objective to support digital, technology and creative industries within the corridor. Through supporting the delivery of the Atlassian project at Block A within the Western Gateway, the project will deliver the anchor tenant for TechCentral and positively contribute to this broader objective for the corridor.

Figure 28 - Central to Eveleigh Urban Transformation Strategy - Key technology objective



### Objectives

To promote Redfern as a business innovation centre for digital, technology and creative industries as part of a large cluster from Ultimo through Chippendale to Eveleigh.

To develop long-term office space and a Grand Central retail and civic precinct at Central Station.

## Economic development and industry strategic directions

### Actions

#### Create a major technical innovation and creative corridor

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

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

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

#### Supporting partnerships

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

## 6.10. BETTER PLACED

The *Better Placed* policy has been prepared by the Government Architect NSW (**GANSW**) to guide new development to create better places, spaces and outcomes through good design from concept, through to construction and maintenance.

The Atlassian project is committed to delivering good design and space both within and surrounding the building. This proposal has been developed in consultation with multiple local and international architects as well as several government departments and agencies, including the Government Architect NSW, City of Sydney Council and Department of Planning Industry and Environment (**DPIE**).

Atlassian are committed to undertaking a competitive design process for future development on Block A, and this will include consideration of the interface of the future development with surrounding sites and public spaces.

## 6.11. SYDNEY GREEN GRID

The *Sydney Green Grid* policy has been prepared by the NSW Office of the Government Architect in 2017. The policy seeks to promote the creation of a network of open spaces which are passive and active and accommodate the growing population of Sydney.

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

The delivery of the Western Gateway Sub-Precinct, and specifically the development of Block A will positively contribute to the objectives of Sydney Green Grid, through the delivery of new and well-connected open space. The development will include a new public plaza along the western side of Block A and will also contribute to the delivery of Sydney's third square.

## 6.12. CITY OF SYDNEY TECH STARTUPS ACTION PLAN

In recognition of the need to support the growth of the technology and innovation industry in Sydney, the City of Sydney prepared the *Tech Startups Action Plan* (the **Action Plan**) in 2016. The Action Plan recognises that the fragmented nature of the existing technology and innovation industry is a key limitation in the growth



of this sector within Sydney. It recognises the importance of a connected ecosystem to support the competitive growth of these industries in Sydney.

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

## 6.13. DRAFT SYDNEY LOCAL STRATEGIC PLANNING STATEMENT

The *Draft Sydney Local Strategic Planning Statement* (**draft Sydney LSPS**) commenced public consultation on 30 August 2019 for a period of six weeks. The draft Sydney LSPS presents a 20-year planning vision for Sydney and will guide the future planning framework.

The redevelopment of Block A for the Atlassian Headquarters to anchor the new Sydney Innovation and Technology Precinct is consistent with, and will contribute to achieving the following key moves the City of Sydney Council have identified to achieve its 20-year planning vision:

- **Priority I1 - Movement for walkable neighbourhoods and a connected city**, specifically through the being located at one of Sydney's most well-connected transport nodes, and not providing on-site parking for future tenants.
- **Priority I2 - Align development and growth with support infrastructure**, specifically supporting the establishment of a new employment precinct adjacent to established and new transport and educational infrastructure.
- **Priority L2 - Creating great places**, through positively contributing to the creation of a culturally rich and diverse precinct, where history and innovation sit side-by-side.
- **Priority P1 - Growing a stronger, more competitive Central Sydney**, delivering new employment floorspace and establishing a globally competitive innovation precinct to attract and retain talent and support the natural shift to a knowledge-based economy.
- **Priority P2 - Developing innovative and diverse business clusters in City Fringe**, through establishing Australia's first precinct dedicated to innovation and technology which will enable businesses in this industry to collocate and collaborate.
- **Priority S2 - Creating better buildings and places to reduce emissions and waste and use water efficiently**, with the commitment to redevelop the site adaptively reusing the Former Inwards Parcel Shed, and adopting innovative technologies to minimise energy consumption through the building process and ongoing operation of the building.

## 6.14. STATE ENVIRONMENTAL PLANNING POLICIES

The proposal is consistent with the applicable State Environmental Planning Policies as summarised in **Table 8** below.

**Table 8 – Assessment of Consistency with State Environmental Planning Policies**

State Environmental Planning Policy (SEPP)	Consistency	Comment
SEPP No.55 Remediation of Land	✓	SEPP 55 promotes the remediation of contaminated land to reduce risk of harm to human health and the environment.  A Preliminary Site Investigation (PSI) has been prepared by Aargus Pty Ltd to inform the preparation of this proposal ( <b>Appendix L</b> ). The PSI identified that contaminants may be present on the Site due to the land use history, however considered the risk to human and environmental receptors to be low. Accordingly, any future development of the Site will

State Environmental Planning Policy (SEPP)	Consistency	Comment
		<p>require a Detailed Site Investigation, and a Hazardous Materials Assessment.</p> <p>However, the PSI concludes that following remediation and validation if required by the Detailed Site Investigation, Block A will be suitable for redevelopment in accordance with this proposal.</p>
<i>SEPP (Infrastructure) 2007</i>	✓	SEPP (infrastructure) aims to facilitate efficient delivery of infrastructure across NSW. SEPP Infrastructure requires development 'in or adjacent to rail corridors' to be consult with the rail authority through various stages of the process. Any future development undertaken in accordance with this proposal will be undertaken in accordance with these provisions of SEPP (Infrastructure).
<i>SEPP (State and Regional Development) 2011</i>	✓	The delivery of both the Atlassian head office and the new Railway Square YHA (tourist related development) will have a capital investment value of over \$10 million on a State Heritage building. Accordingly, the future development will constitute a State Significant Development under Item 13(2) of Schedule 1 of the SEPP.

## 7. ENVIRONMENTAL ASSESSMENT

This part of the report provides an assessment of the key issues relevant the project and supports the proposed new planning control framework for the Site. This assessment has been informed by a range of specialist, technical reports, and demonstrates that future redevelopment of Block A in accordance with this proposal will not give rise to any unreasonable environmental impacts.

### 7.1. LAND USE

With the exception of a small part of Lot 118 in DP 1078271 which is currently zoned SP2 Railway Infrastructure which is proposed to be rezoned to B8 Metropolitan Zone, the redevelopment of Block A does not require amendments to the underlying zoning of the Site, which currently permits a wide range of land uses. Conversely, it seeks to provide a built form outcome that allows the objectives of the B8 Metropolitan Zone to be better realised by specifically:

- Providing for additional commercial office and tourism floor space which will greatly enhance Australia's participation in the global economy, and Sydney's global status.
- Providing a development outcome which will serve the workforce, visitors and wider community at Central Station Precinct.
- Encouraging the use of alternatives to private motor vehicles, such as public transport, walking or cycling by the Site's unique location, and the provision of no carparking on the Site.
- Promoting active street frontages and also enhancing pedestrian connectivity through the Site to the rest of the Central Station Precinct.

The height and density uplift proposed for the Site are for the specific purpose of supporting the Atlassian headquarters, which will be the anchor project for TechCentral, and also supporting an expanded YHA facility.

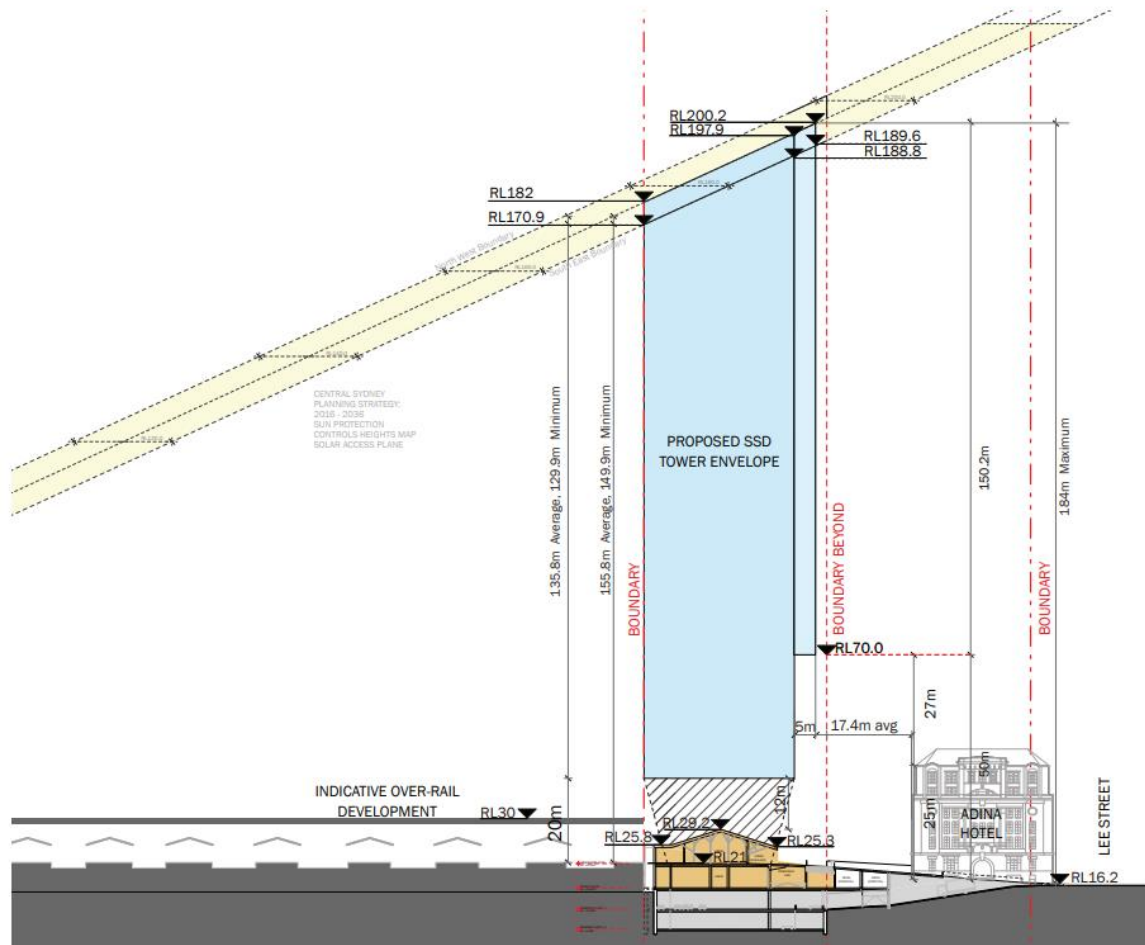
### 7.2. BUILT FORM AND URBAN DESIGN

The proposal has been informed by a very detailed and thorough urban design analysis of the Site, the surrounding context and the heritage context. This analysis has also considered the direction of the *Draft Central Sydney Planning Strategy*, and it's messaging and guidance around the future built form outcome for the Central Station Precinct.

The Urban Design Analysis prepared by EC3 with Terroir (**Appendix A**) has considered a range of matters, which has included:

- The future vision and character of Railway Square espoused within the Central Sydney Planning Strategy;
- The current and planned upgrades of Central Station and how this relates specifically to the Site;
- The strategic context of Block A such as site ownership, topography, street elevations, dominant street grids, precincts adjacent to the Site, character and heritage context, the broader Western Gateway Sub-Precinct, and an examination of the open parks and spaces in the local area.
- A strong examination of the heritage principles that will need to guide the proposed development in close consultation with Weir Phillips Heritage.
- Principles which have guided the development of a building envelope for the Site, and an analysis of shadow and visual impacts on the public domain.
- Provision of a reference design to principally guide site-specific issues such as heritage, vehicular access and the ground plane.

Figure 29 - Proposed Building Envelope



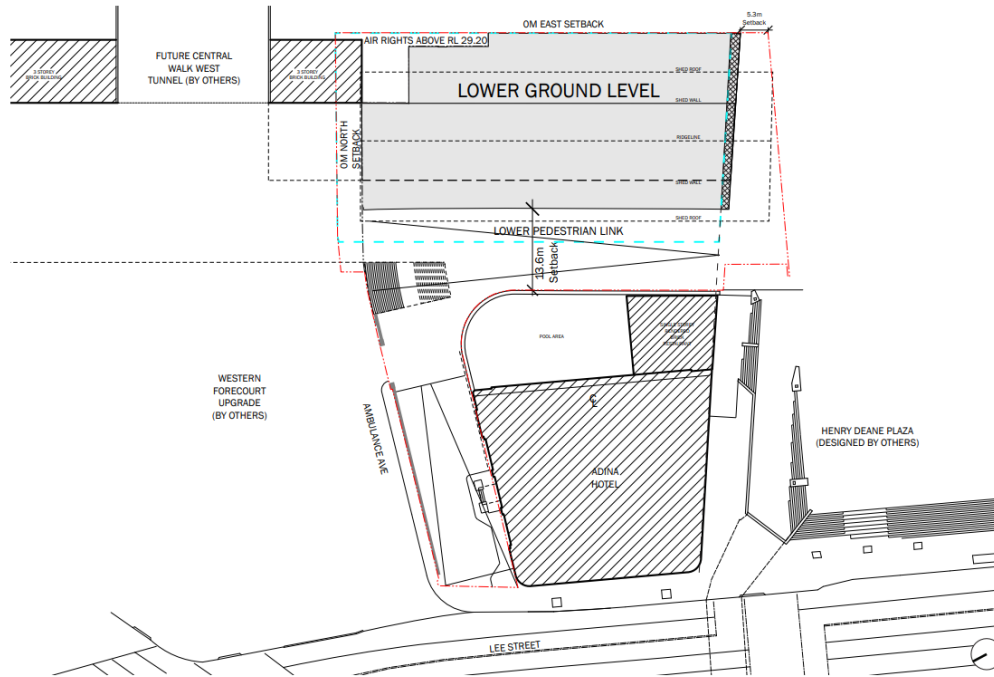
Source: EC3 with Terroir

As a result of the above analysis, a building envelope for the Site for the future development of the Atlassian headquarters in Sydney has been developed and accompanies this proposal. However, the ultimate building form and detailed design of any future development will be espoused within the Western Gateway Sub-Precinct Design Guidelines, and form part of the brief for the competitive design process and subsequent State Significant Development Application. To provide guidance on the future potential of Block A to support a tower within the proposed building envelope, a reference scheme has been prepared by EC3 with Terroir (**Appendix A**). will provide clarity on the proposed building height and built form setbacks.

The key element of the reference scheme is the various setbacks and cantilever zones which are proposed to maximise and preserve existing and future view corridors, and manage the interface between the Site and other future developments within the Western Gateway Sub-precinct and the wider Central Station SSP. The various setback arrangements are illustrated in below.

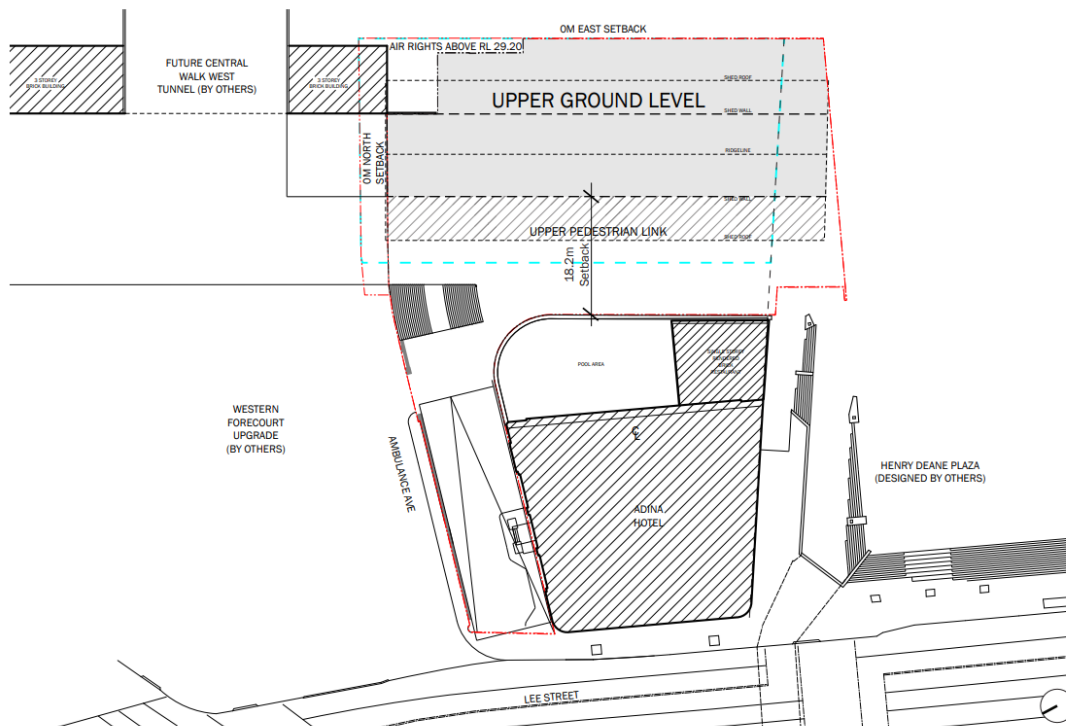


**Figure 30 – Building Envelope in Plan**



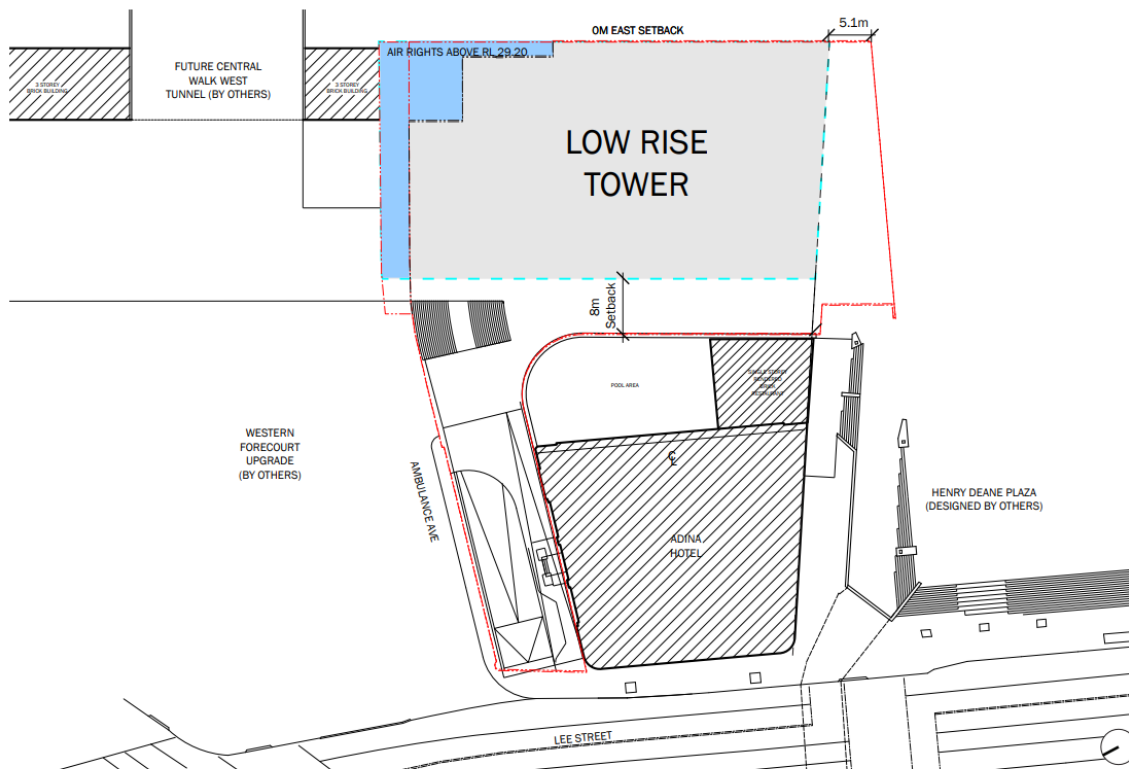
**Picture 4 – Lower Ground Level**

The Lower Ground envelope has been defined by the existing northern face, Devonshire Tunnel to the south and the Lot 116 site boundary to the east. The western extent has been determined based on allowances for pedestrian flows to operate north-south connecting to the north the future Central Walk West and public domain zone; and to the south the existing Devonshire St tunnel and Henry Deane Plaza spaces. The setback allowance to the western envelope face to provide the public link zone is 13.6m from the existing boundary line to the Adina Hotel external areas.



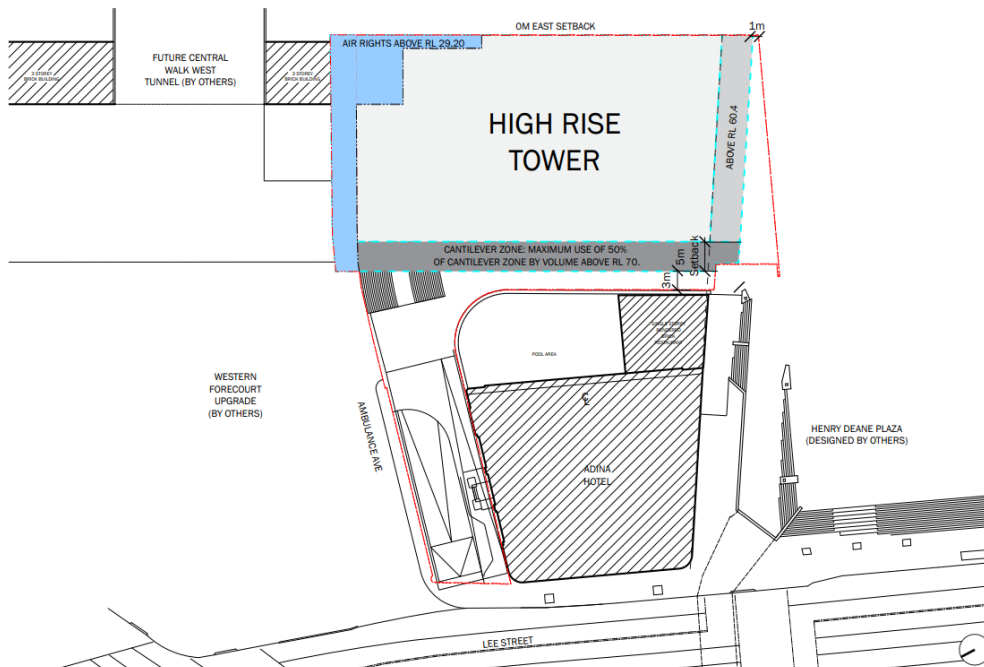
**Picture 5 – Upper Ground Level**

The Upper Ground level envelope is defined by the existing northern, western and southern faces of the existing Inwards Parcels Shed and the Lot 116 site boundary to the east.



Picture 6 – Low Rise Tower Levels

Lot 118 air rights are proposed to be acquired to allow for a potential regular / rectilinear floorplate. The Low Rise Tower Envelope has an average of 22.2m setback to the Adina Apartments eastern facade.



Picture 7 – High Rise Tower Levels

The High Rise Envelope Plan allows for the potential use of a cantilever zone, up to a maximum of 50% of that volume. This envelope allows for flexibility in a completion, at a relative level above the curtilage zone desirable for the Former Post Office / Adina Apartments.

The key drivers of the building envelope form are discussed in detail below, and relate to:

- Solar Access Controls for Prince Alfred Park;
- Aeronautical operations limitations;
- Heritage context including setbacks and view corridors;
- Managing interface with future development within the Western Gateway Sub-precinct and the broader Central Station Precinct;
- Managing wind impacts at the pedestrian level.
- Accommodating pedestrian routes within and around the Site;
- Delivering new and usable public domain spaces; and
- Feedback and recommendations of the Central Design Review Panel (**CDRP**) process which was established to provide design guidance to all Proponents within the Western Gateway Sub-Precinct.

The proposal will be aligned to the design excellence provisions in the following ways:

- The building envelope will support a building which will improve the quality and amenity of the public domain by creating:
  - A new public plaza between the former Inwards Parcels Shed and the Adina Hotel, providing a new public space which can connect to the historic Railway Square plaza.
  - Increased permeability through the Site for pedestrians, delivering enhanced access between the Railway Square Interchange and the Railway Station.
- Preserves key view corridors, as detailed in **Section 7.9** below.
- The proposal is aligned with the delivery of the new Central Sydney technology and innovation precinct, and will deliver the initial anchor tenant to support the growth of TechCentral.
- Will positively improve the mix of land uses within the Western Gateway Sub-precinct, including the delivery of more than 4,000 jobs on the Site, mostly in the technology and innovation industry.
- Heritage conservation principles have been at the core of the proposed height and density controls, and these principles will be incorporated into the Site-Specific DCP and Design Excellence Strategy.
- While the Site is not within the vicinity of any existing towers, the building envelope will provide a setback of 17.4 metres from the Former Post Office building to a height of RL70, and a 22.4 metre setback from the Post Office building above RL70.
- To preserve future views across Central Station, a southern setback has been adopted which will follow the alignment of the southern wall of the Former Post Office building. This setback will be provided to an RL of 60.4 and with the setback ranging from 5.3 metres at the south-eastern corner of the building envelope to 10m at the south-western corner of the building envelope
- The building envelope has adopted a curtilage area above the former Inwards Parcels Shed which has been selected to correspond to the height of the adjoining Post Office building. This curtilage provides a 9 metre setback from the western property boundary for twice the height of the Post Office building which will respond to the established street frontage height of the Post Office. This will provide a ground plan building response in the absence of a formal street frontage for the Site.
- Overshadowing and solar access have been the key drivers of the proposed height and density controls and the design strategy will ensure that these principles are observed.
- Will meet or exceed best-practice ecologically sustainable development outcomes, which will form part of the design excellence strategy for the future application of the Site.
- Enhanced public domain benefits including:
  - Creating a new public domain plaza between Block A and the Adina Hotel.
  - Enabling the pedestrianisation of Ambulance Avenue and parts of Lee Street.

- Providing opportunity to provide north-south links from the pedestrianised Ambulance Avenue into Block B.
- Create potential for vertical transport connectivity for pedestrians for upper and lower ground plans of the Site and potential future development within Central Station.

The above principles have informed, and will form part of the Western Gateway Sub-Precinct Design Guidelines, and will form the basis of the future assessment of the site at the SSDA stage.

### 7.3. PEDESTRIAN ACCESS

The NSW Government has committed funding and is delivering Australia's largest public transport project, the \$20bn Sydney Metro. As part of the project, new platforms at Central will provide a critical interchange for the public transport system and will connect customers with suburban, intercity and regional rail services, as well as buses, coaches and new and existing light rail.

As part of the Sydney Metro project, the following works are currently being undertaken at Central:

- Excavation and construction of the new underground Sydney Metro platforms at Central beneath platforms 13 and 14
- Central Walk - a new 19-metre wide underground concourse from Chalmers Street
- Escalators connecting commuters to platforms 12 to 23.

Sydney Metro is building the Central Walk, which is designed to connect customers directly to the future Sydney Light Rail stop and Sydney Metro platforms. Transport for NSW will investigate opportunities to extend Central Walk to connect with the Western side of Central Station as part of the overall Central Precinct proposal.

The reference scheme prepared by EC3 with Terroir which is contained in **Appendix A** has considered how public domain within the Western Gateway Sub-precinct could be enhanced, including the identification of 'Link Zones' which can support anticipated future pedestrian movement lines. The reference scheme provides opportunity for improved pedestrian connectivity and permeability in the precinct, specifically:

- Vertical transportation (escalators and lifts) from lower ground to upper ground to facilitate access to the future building on Block A.
- Potential connections to a potential future over-rail concourse and metro egress
- Through-site connections to Block B and enhanced public domain at Henry Deane Plaza.

### 7.4. SOLAR ACCESS AND OVERSHADOWING

The proposed height and floor space controls have been guided by the requirement to preserve solar access in Prince Alfred Park and protect the park from additional overshadowing.

Under the Sydney LEP 2012, the current solar access control is:

**Clause 6.19 - Overshadowing of certain public places**

- (1) *Despite clause 4.3, development consent must not be granted to development that results in any part of a building causing additional overshadowing, at any time between 14 April and 31 August in any year, of any of the following locations (as shown with blue hatching on the Sun Access Protection Map) during the times specified in relation to those locations—*
- (h) *Prince Alfred Park (beyond the shadow that would be cast by a wall with a 20 metre frontage height on the boundary between the park and the railway land)—between 12.00–14.00,*

Under the *draft Central Sydney Planning Strategy (CSPS)*, an amended Sun Access Plane is proposed:

**Prince Alfred Park:**



*Should be replaced with a Sun Access Plane constructed under the same principles, but with an extended period of protection (10am-2pm).*

The proposed planning control amendments have adopted the CSPS guidance on creating a more compact city, supporting additional height in locations where no adverse amenity impacts will result. Accordingly, the Proponent has adopted the extended Solar Access Control requirements in the CSPS to guide the proposed height amendment and building envelope.

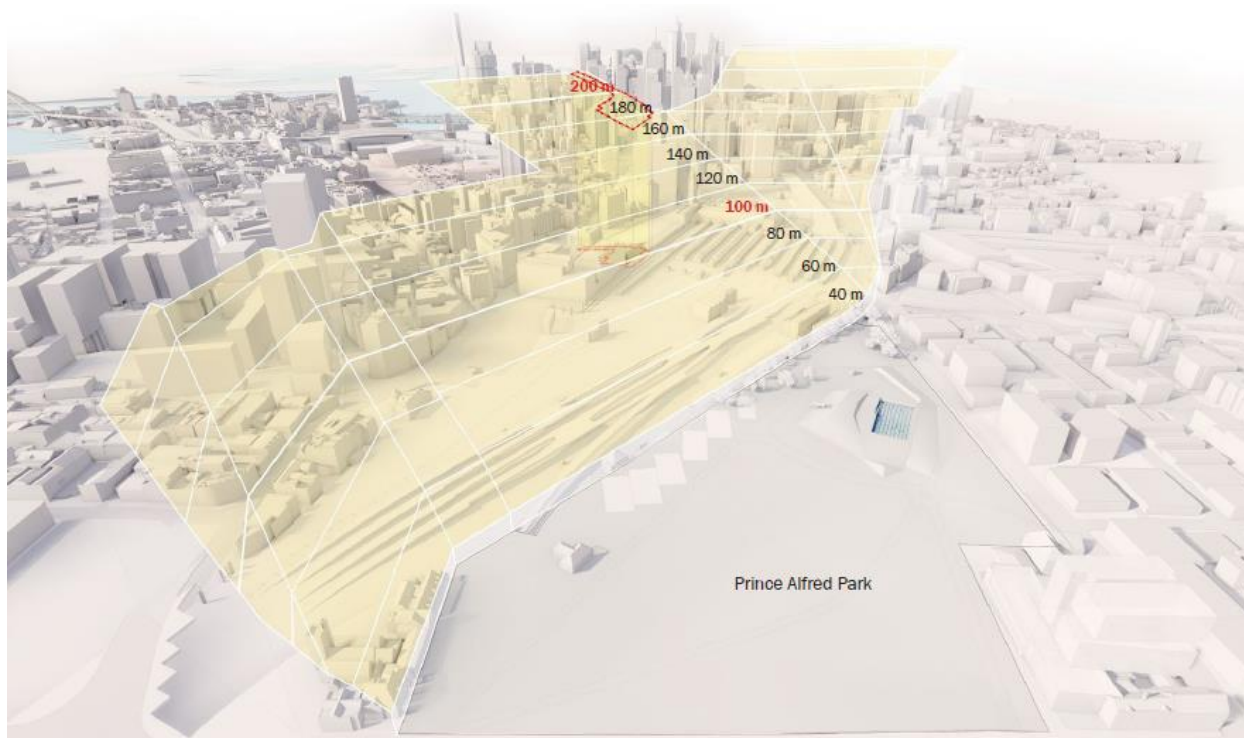
**Figure 31 - Solar Access Control for Prince Alfred Park in draft Central Sydney Planning Strategy**



Source: EC3 with Terroir

The Solar Access Plane has been projected across Block A to identify the maximum envelope which can be accommodated on the Site without resulting in additional overshadow on Prince Alfred Park. Due to the location of Prince Alfred Park to the south-east of the Site, the solar access plane is angled from the south-east to the north-western corner of Block A.

Figure 32 - Prince Alfred Park Solar Access Plane.



Source: EC3 with Terroir

EC3 with Terroir have undertaken a detailed analysis of the solar access plane as it applies to the Site which is contained in **Appendix B** extracted below in

. The analysis is based on the model of Prince Alfred Park provided by City of Sydney Council. The analysis identifies that the building envelope will comply with the sun-access controls.

It is noted that the building envelope has adopted the sun access plane control co-ordinates the *Solar Access: Detailed Provisions* report which informed the preparation of the draft CSPS.

## 7.5. AERONAUTICAL

The proposed height amendment has been assessed against the relevant aeronautical legislation and policy by Strategic Airspace (**Appendix H**). The assessment has been based on the maximum building height on the Site of 201.17AHD.

The Obstacle Limitation Surface (**OLS**) across Block A is ~144m AHD, however the Radar Terrain Clearance Chart (**RTCC**) is 244m AHD across the Site, and the PANS-OPS Approach Surfaces is 263m+ AHD.

The proposed building height will not penetrate the RTCC or the PANS-OPS. However, the proposed height will exceed the OLS, requiring a 'airspace height' approval from the Commonwealth Department of infrastructure and Regional Development under the *Airports Protection of Airspace Regulations (APAR)*. It is noted that the RTCC surface height is more restrictive than the most limiting PANS-OPS surfaces and therefore the RTCC effectively is the maximum height for a building envelope on the Site.

While the proposed building height will exceed the OLS surface, the limiting OLS surface is intended to protect aircrafts performing circling manoeuvres which are prohibited in the vicinity of the Site, and the proposed building height for Block A is some 42 metres below the RTCC and more than 60 metres below the PANS-OPS.

Accordingly, there is no technical impediment to approval of the proposed building envelope on Block A under the *Airports (Protection of Airspace) Regulations*.

## 7.6. HERITAGE

A Heritage Impact Statement has been prepared by Weir Phillips to assess the heritage impacts of the future development on Block A (**Appendix C**).

The former Inwards Parcels Shed is listed as a heritage item on multiple registers:

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

In addition to the heritage listings of the Site, it is also located within the immediate vicinity of a number of state and locally listed heritage items. Accordingly, the heritage implications of future redevelopment on the Site relate to the impacts on both the former Inwards Parcels Shed and the wider Central Station heritage context.

### **7.6.1. Former Inwards Parcels Shed**

A Conservation Management Plan for the Central Station was prepared in 2013 by the NSW Government Architect's Office and Rapoport Heritage Consultants which includes the following Statement of Significance:

*The form of the integral parts of the Parcels Area, including the basement of the west wing extension, Lower Carriage Lane and ramp to the YHA Railway Square (the former Inwards Parcels Shed), are largely original to the c 1906 design for the Third Sydney Station and as such document the evolution of both the c 1906 site as well as the role of the site in the development of postal services in NSW. As an integral part of the original design and urban form of the main terminus building, the Parcels Area is central to the site listed in 1999 on the State Heritage Register under Sydney Terminal and Central Railway Stations Group.*

The heritage significance of the former Inwards Parcels Shed has been a key consideration in the development of the proposed height and FSR controls. Of significance, future redevelopment of the site seeks to retain the former Inwards Parcels Shed, including the removal of a contemporary fitout to reinstate its original scale and form of the shed structure.



Figure 33 - Interior of Inwards Parcels Shed, c.1973

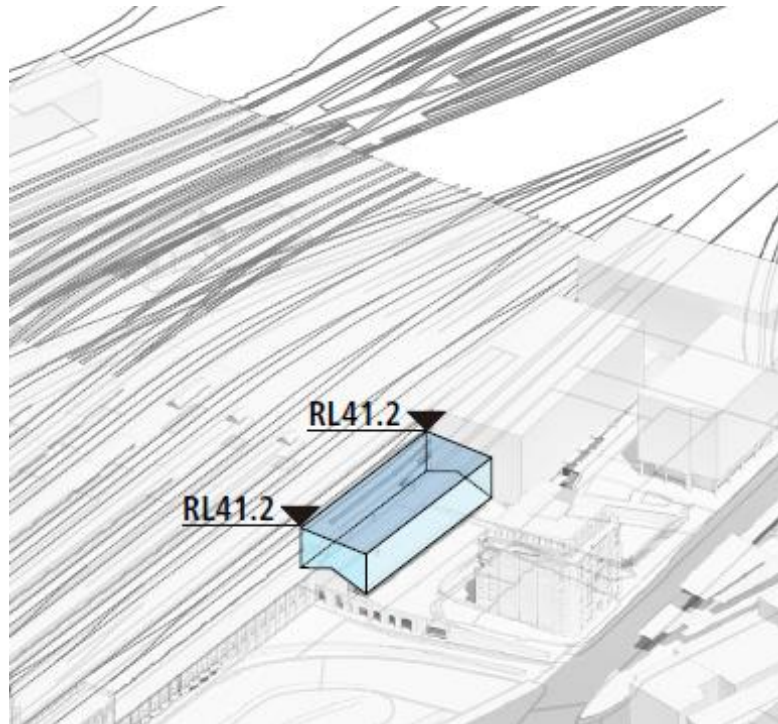


Source: Weir Phillips Heritage taken from *Oaks, Sydney's Central* p.46.

Future redevelopment of the Site in accordance with the proposed planning control amendments will result in the adaptive reuse of the building for the lobby of the future office tower, as well as provide opportunity to increase public access to the building by providing potential to support through-site connects both north-south and east-west.

The heritage value of the former Inwards Parcels Shed is based on its interrelationship with the former Parcels Post Office (Adina Hotel) and the Central Station Western Wing Extension, and its significance in the development of a postal service for NSW. For this reason, the building envelope has been designed in accordance with the conservation principles developed by Weir Phillips in consultation with the proponents design team. These are detailed in **Section 7.6.3** below and illustrated in the following images of the reference scheme.

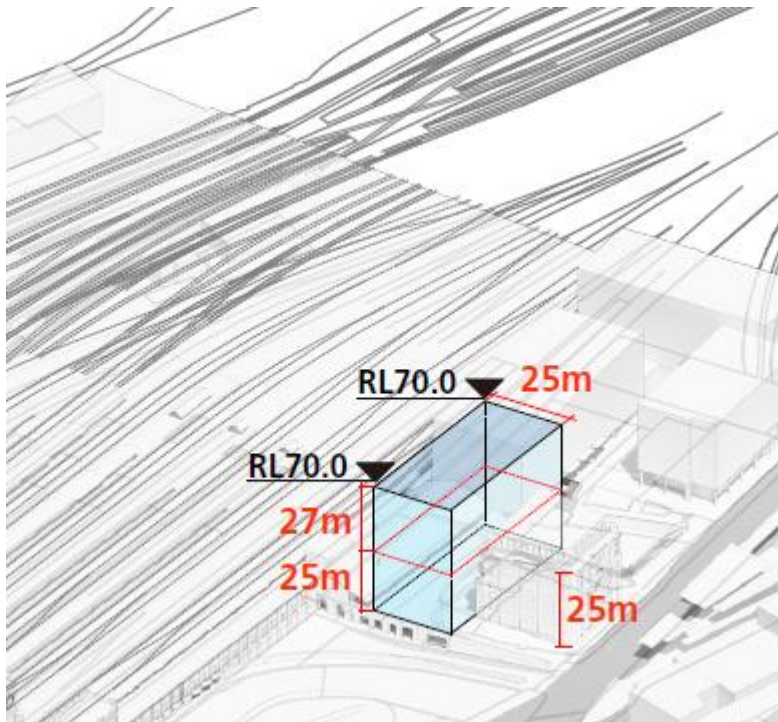
**Figure 34 - Establish Curtilage to the former Inwards Parcels Shed**



Source: EC3 with Terroir

Creating a minimum curtilage height above the former Inwards Parcels Shed ridge line. This curtilage height will set the base of the tower form at a height of RL41.2, which will be approximately 12 metres above the Former Inwards Parcels Shed ridge line of RL29.20. Within this curtilage only core can be built, which will preserve views of the heritage item separate from the tower form above.

**Figure 35 - Establish Curtilage to Post Office**

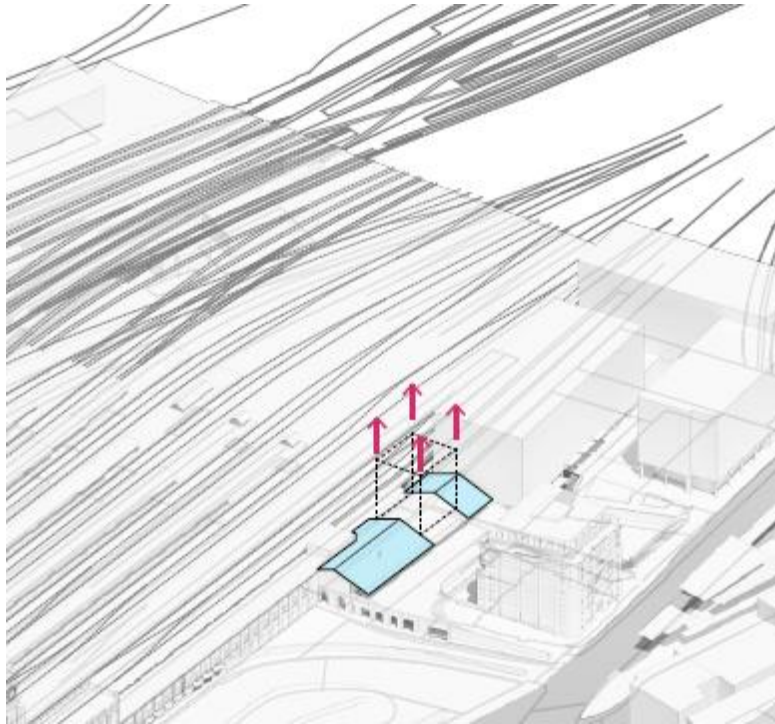


Source: EC3 with Terroir

A setback curtilage for the Parcels Post Office is established to maintain the relationship between the former Inwards Parcels Shed and the Post Office. This setback will follow the original façade lines of the former Inwards Parcels Shed and the Post Office and apply for twice the height of the Post Office building.



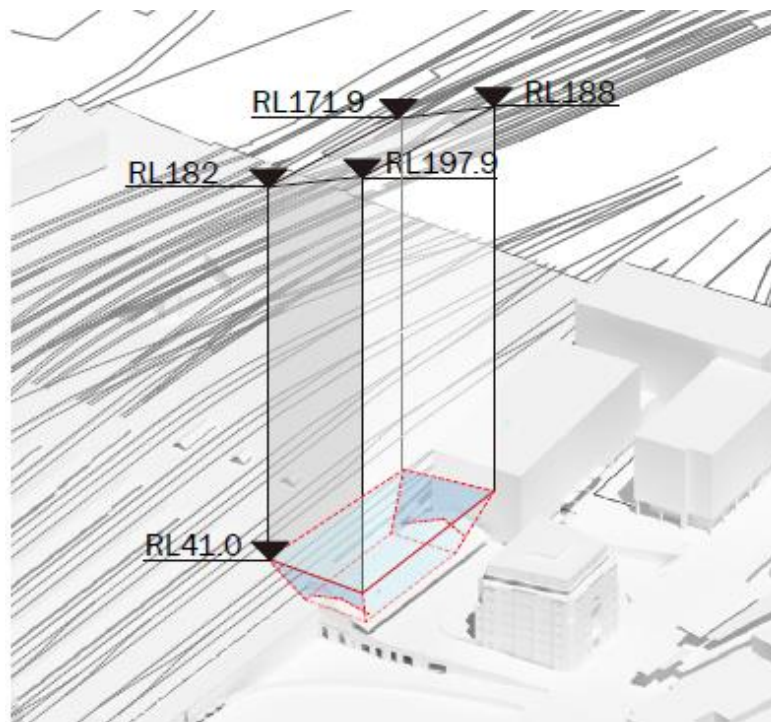
**Figure 36 - Building Services towards southern half of Inwards Parcels Shed**



Source: EC3 with Terroir

The core and services for the tower will be located towards the southern half of maintain the integrity of reading of the north elevation and profile of the former Inwards Parcels Shed.

**Figure 37 - Keep ends of the former Inwards Parcels Shed Clear**



Source: EC3 with Terroir

Columns to support future development within the building envelope will be required to keep the ends of the former Inwards Parcels Shed. This will ensure that the former Inwards Parcels Shed building retains its pedestrian scale and limits the dominance of the tower form at the ground level and when viewing the building from Railway Square. Columns on western edge will be minimise intrusion into Upper Ground pedestrian link.

### 7.6.2. Central Station Heritage Setting

While this proposal seeks to provide justification to TNSW to amend the height and density controls for Block A to deliver the Atlassian headquarters, it is the initial phase of a wider urban renewal process which will reshape the Western-Gateway Sub-precinct and more broadly Central Station. While the scale of the proposal appears to dominate the established building heights within the precinct, it is the initial phase of a redevelopment which will see taller buildings within the precinct. This means that the impact of the proposal on the heritage setting of Central Station should not be read as a stand-alone tower but as part of a larger cluster of tall buildings which are similarly likely to follow the sun access plane controls for Prince Alfred Park.

Due to the location of Block A in relation to key heritage components of Central Station, as illustrated in the *View Impact Assessment* detailed in **Section 7.9**, the proposed building envelope will not intrude into identified view corridors to key heritage components of Central Station such as the Clock Tower.

### 7.6.3. Conservation Principles

The HIS outlines the suitability of the measures contained in the Reference Scheme prepared by EC3 with Terroir to minimise the heritage impacts of the development. These are extracted below:

- *The self-repealing SEPP will facilitate the construction of a much larger building on site. A building of greater massing and scale has the potential to impact on the smaller scale heritage items in the immediate vicinity. To build above the former Inwards Parcels Shed a certain degree of intervention will be required for access to the tower and to structurally support it.*
- *The reference scheme by EC3 and Terroir carefully considers the intervention and sets out to minimize it by confining it outside the significant three-quarter view and to the southern part of the site. This will have an acceptable impact on the heritage significance of the former Inwards Parcels Shed and the Basement area beneath. The following design principles are proposed to mitigate the heritage impact (this is also further discussed in the Conservation Management Strategy in Section 10.0 below):*
  - *The reference scheme by EC3 and Terroir proposes to suspend the bulk of the building envelope above the former Inwards Parcels Shed.*
  - *The core is located to minimise visual impact on the Shed itself and on the relationship between the site and the former Parcels Post Office.*
  - *The design provides for the retention of an understanding of the overall form and materiality of the former Inwards Parcels Shed.*
  - *The design provides for the retention of the timber roof trusses, roof structure, the timber columns and struts.*
  - *The design provides for the retention of some of the masonry infill panels and chimneys.*
  - *The design provides for the retention of the canopy along the western elevation of the building.*
  - *The design future proofs former Inwards Parcels Shed into any potential future over station development by making allowances for future integration.*
  - *The Design retains the existing retaining walls at the lower ground levels with minor additional penetration to satisfy pedestrian safety requirements*
- *There will be a visual impact on the wider Central Station precinct and surrounding heritage items. Future development will need to consider the CMS's guidance in relation to the proposed uses, heritage, design excellence and leading sustainability initiatives. An international design competition in accordance with the City of Sydney's Design Competition Policy will also be conducted. Prior to this being held, the applicant would engage closely with key stakeholders to ensure that the design competition brief is very clear about the heritage management principles for the site. The jury evaluating the designs would need to ensure that the heritage values of the site are celebrated and critically examined. This will ensure the heritage impact is minimized whilst allowing the design of a building of outstanding merit.*

Based on this assessment, four key conservation principles have been established and incorporated into the reference scheme building envelope which future development of on the site will adhere:

1. *Maintain prominent 3/4 view & relationship between the Parcels Shed, Post Office, and Central Station.*
2. *Offer clear public access from Railway Square and Metro Egress to the future Over-rail Concourse.*
3. *Maintain and restore the integrity of the interior of the Parcels Shed and loading dock overhang.*
4. *Confine the lift and stair core to the area least visible from the Western Concourse.*

These conservation principles are proposed to be adopted within the Western Gateway Sub-Precinct Design Guidelines, and form part of the guidance for competitors in the future design competition.

## 7.7. CULTURAL HERITAGE

An Aboriginal Due Diligence and Non-Aboriginal (Historic) Archaeological Assessment (Archaeological Assessment) has been prepared for the Site by Artefact Heritage (**Appendix F**). As the envelope on Lot 118 in DP 1078271 only applies to the air rights above this land, the Archaeological Assessment has does not include Lot 118 in DP 1078271.

The Archaeological Assessment identifies that the Site is located within the traditional lands of the Gadigal clan. Due to their hunter-gatherer culture, it is likely that they moved across the landscape between resources, however it is difficult to ascertain whether any campsites existed at a given location. It is known that following a smallpox epidemic in 1789, only three members of the 60-strong Gadigal clan survived.

European settlement on the site included its use for the Benevolent Asylum, while the eastern side of Central Station was formerly used as the Devonshire Street cemetery.

**Figure 38 - View of the Benevolent Asylum from George Street (north-east aspect), 1871**

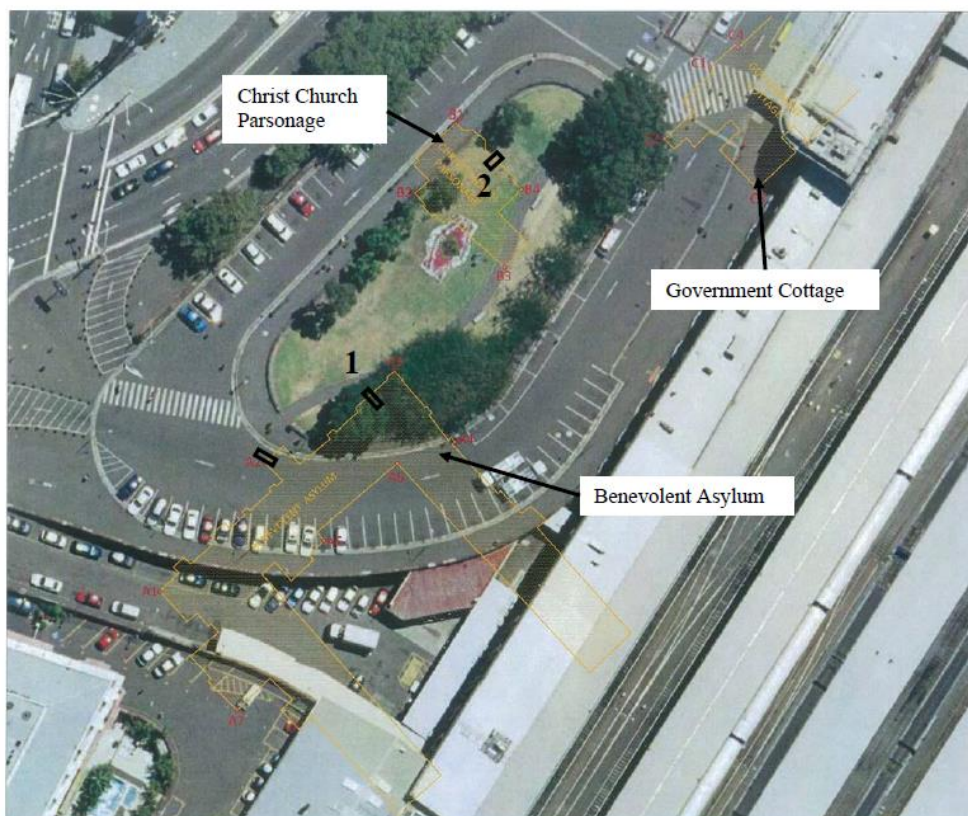


Source: Artefact Heritage Archaeological Assessment

It is noted that the former Inwards Parcels Shed is built partly where the former Benevolent Asylum was located, as illustrated in below.



Figure 39 - Overlay of the historic location of the Benevolent Asylum.



Source: Artefact Heritage Archaeological Assessment

The Archaeological Assessment concludes the following

*The non-Aboriginal archaeological assessment concluded that:*

- *There is a Nil to Low potential that significant archaeological remains are present within the study area.*
- *Any intact remains situated below the existing basement and tunnels of the former Inwards Parcels Office would likely only consist of heavily truncated deep archaeological remains, such as former privies, wells or cisterns.*

*The Aboriginal archaeological assessment concluded that:*

- *There are no sites listed on the AHIMS register located within the study area*
- *Former ground excavation within the study area has removed all original ground surfaces down to significant depth*
- *There are no Aboriginal heritage constraints for future development within the study area.*

On this basis, there are not archaeological issues which would prevent future development of the site in accordance with the proposed planning control amendments.

## 7.8. DESIGN EXCELLENCE

Sydney LEP 2012 will require any future development application to satisfy Clause 6.21 which relates to 'design excellence' with the express objective to "deliver the highest standard of architectural, urban and landscape design".

The urban design analysis undertaken by Atlassian has acknowledged the key relevant matters for consideration in Clause 6.21 in relation to the tower form, heritage response, environmental impacts, sustainability, ground plane, public domain, pedestrian connectivity and the special character of the area.

Atlassian are committed to undertake a design competition as the building will be above 55m. The competition will include a Design Excellence Strategy to be endorsed by GANSW which will outline how the design competition will be run, and what outcomes need to be achieved, including sustainability initiatives.

The Competition Strategy will be developed in consultation with GANSW as the competition administration authority however will be in accordance with the City of Sydney's Design Competition Policy.

As detailed in **Section 7.2** above, the building envelope proposed is aligned to the Design Excellence provisions (Clause 6.21) of the Sydney LEP 2012.

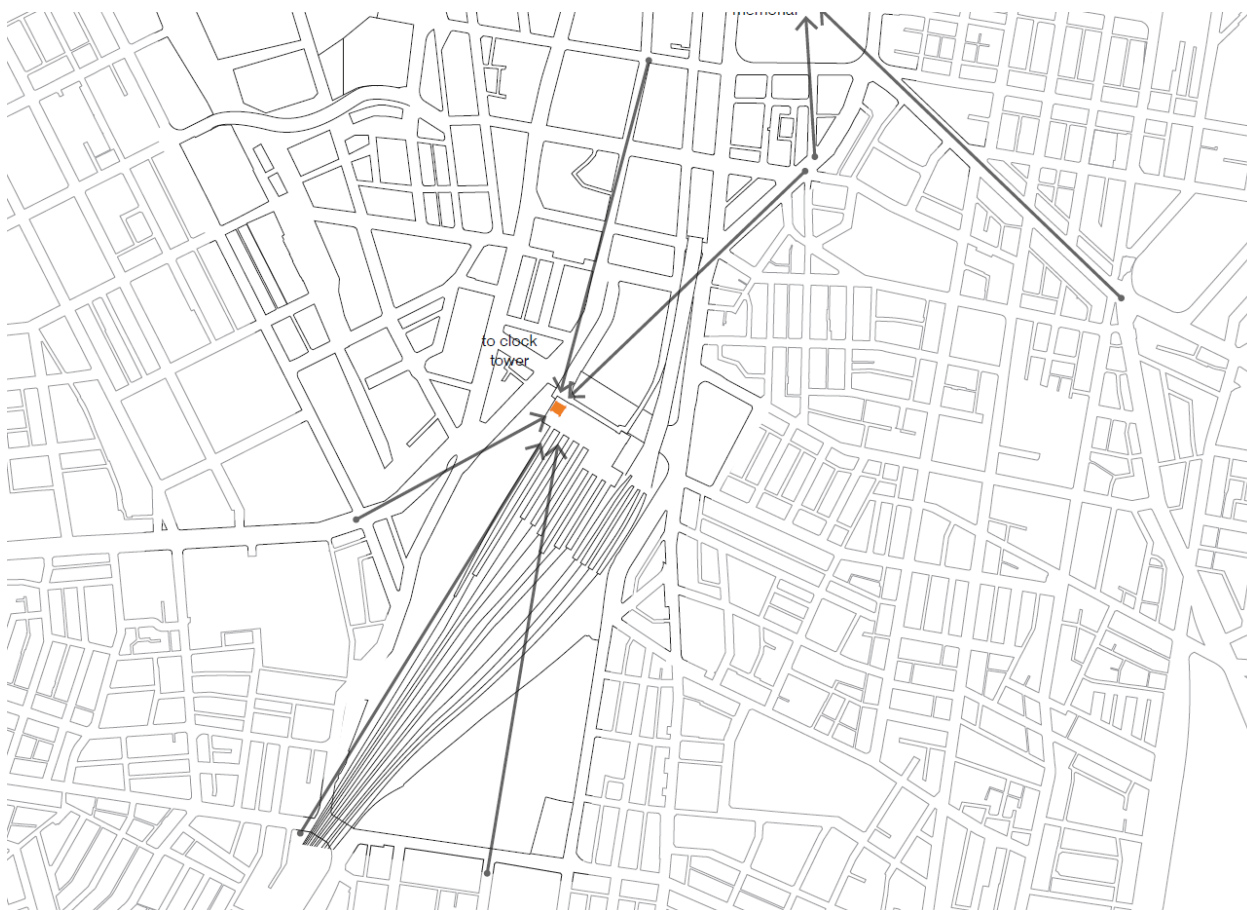
## 7.9. VISUAL ANALYSIS

A View Impact Analysis (VIA) of the proposed building envelope has been prepared by EC3 with Terroir (**Appendix A**).

The VIA presents the potential visual impact of the building envelope from key vantage points within the City and surrounding areas. It is noted that the VIA includes indicative buildings on surrounding sites in the Western Gateway Sub-Precinct. These have been included on the visual analysis to provide context for the proposed building envelope and to have a clear visual representation of what built form and massing is likely with the future revitalisation of the Central Station to Eveleigh precinct. It is noted that the buildings indicated on Block B in the Western Gateway Sub-Precinct are based on envelopes provided by Proponents of these sites.

The key views which have been considered in the VIA have had regard to the views identified in the *draft Central Sydney Planning Strategy* of the Central Station Clock Tower, extracted in **Figure 40** below.

**Figure 40 - Key Views to the Central Station Clock Tower**



Source: *draft Central Sydney Planning Strategy*

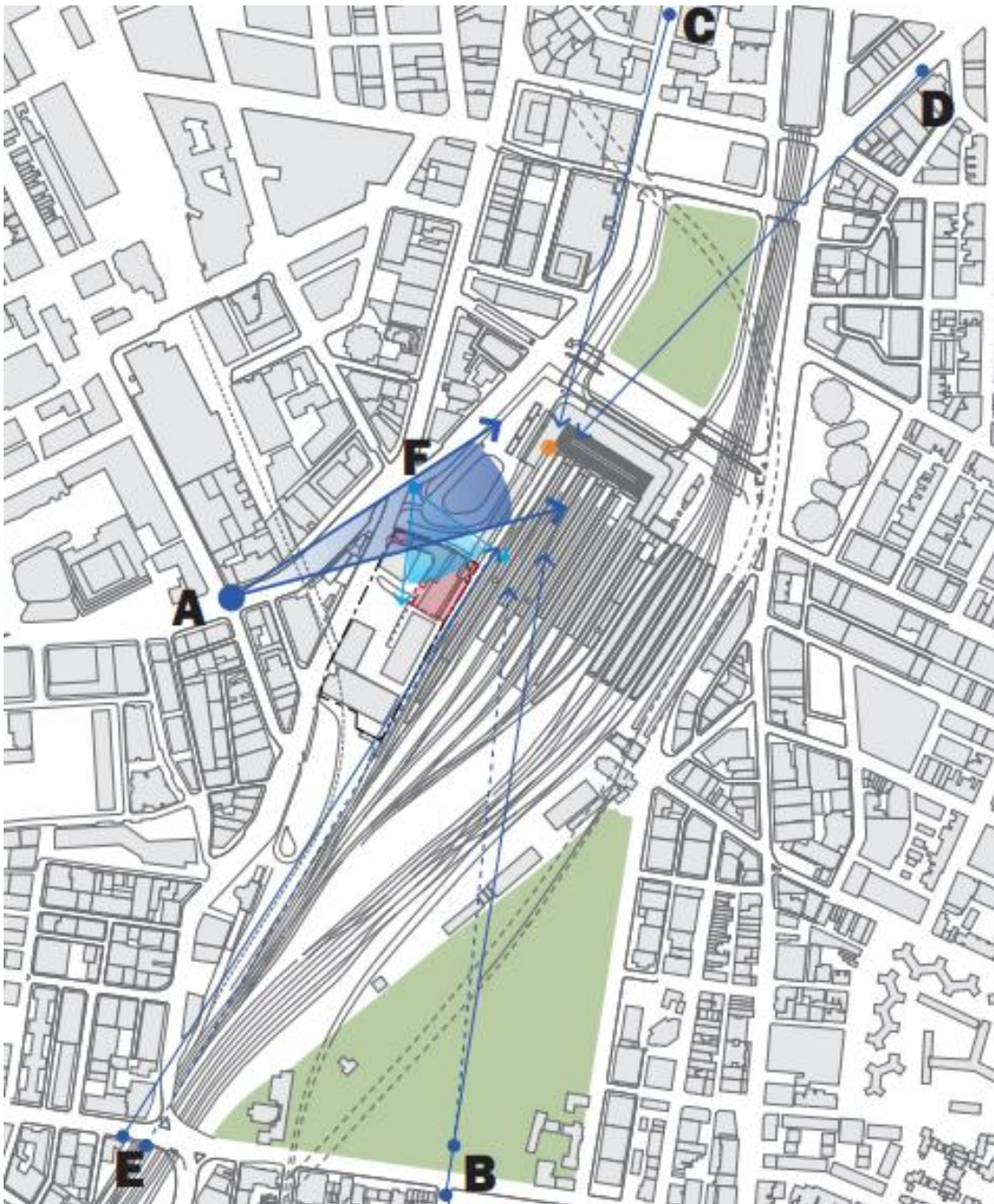
The VIA has, which has been summarised in **Figure 42** below, demonstrates that the key views off the Central Station Clock Tower will not be obstructed by development within the proposed building envelope on Block A. In addition, the Block A building envelope has also had regard for other heritage views surrounding the site, including:



- Views of the former Parcels Post Office (now the Adina Hotel), through the inclusion of a setback of the tower on the site by two-times the height of the Former Parcels Post Office building;
- Views to a potential future over-station concourse which will align with the southern face of the former Parcels Post Office building; and
- Views of the former Inwards Parcels Shed from Railway Square and Ambulance Avenue.

These views are shown in the image below:

**Figure 41 – Key views analysed in the VIA**



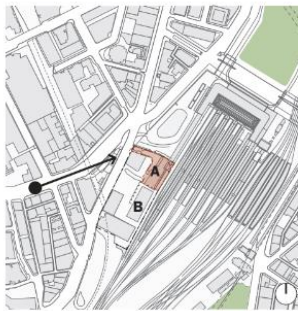
- A View along Broadway
- B View across Prince Alfred Park (adjusted)
- C View along Pitt Street
- D View along Wentworth Ave at Goulburn Street
- E View along Regent Street (adjusted)
- F Three Quarter View



**Figure 42 – View Analysis from Key Vantage Points**

**WESTERN GATEWAY PRECINCT BUILDING ENVELOPES**

**VIEW ALONG BROADWAY**  
Towards the Central Station Clock Tower

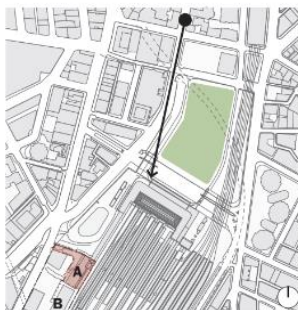


*Picture 8 – Down Broadway towards Central Station Clock Tower*

Source: EC3/Terroir

**WESTERN GATEWAY PRECINCT BUILDING ENVELOPES**

**VIEW ALONG PITT STREET**  
Towards the Central Station Clock Tower



*Picture 9 – Down Pitt Street towards Central Station Clock Tower*

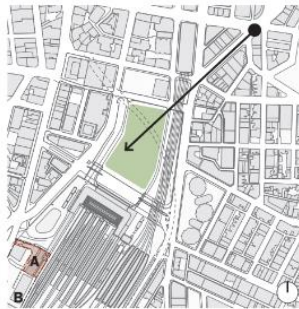
Source: EC3/Terroir



**WESTERN GATEWAY PRECINCT BUILDING ENVELOPES**

**VIEW ALONG WENTWORTH AVENUE AT GOULBURN STREET**

Towards the Central Station Clock Tower



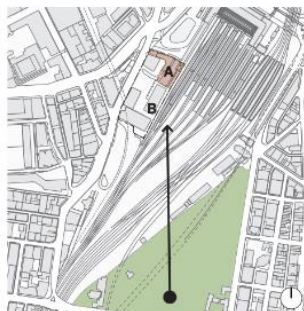
Picture 10 – View towards Central Station Clock Tower from Wentworth Avenue and Goulburn Street intersection.

Source: EC3/Terroir

**WESTERN GATEWAY PRECINCT BUILDING ENVELOPES**

**VIEW ACROSS PRINCE ALFRED PARK**

Towards the Central Station Clock Tower



Picture 11 – View from Prince Alfred Park towards Central Station Clock Tower

Source: EC3/Terroir

In addition, the HIS prepared by Weir Phillips identifies the important historic view of the Central Station South Wing, the former Parcels Post Office and the former Inwards Parcels Shed. The heritage design principles and the building envelope have respected this view, through providing setbacks which allow these



buildings to continue to be read as a group, and the location of intrusions into the former Inwards Parcels Shed being located to the east of the buildings ridge line. This is shown in the diagram below.

**Figure 43 – Three Quarter View of the proposal adjacent to the surrounding heritage context**



Based on the VIA undertaken by EC3 and Terrior, future development on Block A in accordance with this proposal will not adversely affect identified view corridors, particularly preserving identified views to the Central Station Clock Tower.

## 7.10. WIND ASSESSMENT

A Pedestrian Wind Environment Statement (**Wind Statement**) has been undertaken by WindTech based on the reference scheme. The Wind Statement is provided in full in **Appendix N**. The Wind Statement analysed critical trafficable outdoor areas associated with the proposal, with a focus on the following locations:

- The Ground Level pedestrian accessible areas within the site boundary.
- The Henry Deane Plaza area and the Devonshire Street Tunnel entrance.
- The pedestrian footpath area along Railway Colonnade Drive and Ambulance Avenue.
- Elevated terrace areas and connecting bridges

The wind impacts on each of the key trafficable locations was assessed based on three potential development scenarios:

- Redevelopment of Block A in isolation.
- Redevelopment of Block A and Block B.

The Wind Statement found wind conditions in most of the identified location would result in conditions which were suitable for their intended use. However, the study did identify locations which would receive strong winds that would exceed criteria for critical comfort and safety, and identifies treatment strategies which may be applied in the design development for the future redevelopment of the Site. These include:

- *The inclusion of various treatments along the northern site boundary on the Upper Ground Level along the ramp landing. These treatments will be further developed and reviewed at a later design stage to be incorporated into the final design scheme.*

- *Provisions should be made for the installation of localised canopies or vegetation strips along the Ground Level area in between the Atlassian building and Toga site.*
- *Retention of existing planting and localised impermeable canopies within Henry Deane Plaza.*
- *Inclusion of an impermeable awning along the north-eastern aspect of the Lower Ground Level, covering the entirety of the Ambulance Avenue entrance, to replace the existing site awning. These treatments will be further developed and reviewed at a later design stage to be incorporated into the final design scheme.*
- *Inclusion of a 2m high impermeable screen along the entire perimeter of the terrace areas for Levels 02 to 04.*
- *Inclusion of a 2m high impermeable screen along the northern aspect of the connecting bridge for all levels with exposed bridges.*

The potential wind impacts on key trafficable areas will be considered in detail through the design competition and detailed design process to ensure that critical trafficable outdoor areas on and surrounding the Site will have wind conditions which are suitable for their intended uses.

## 7.11. TRANSPORT AND ACCESS

Block A is located within the Central Station lands, being one of the most well-connected transport nodes in NSW. The location is highly strategic, undergoing rapid transformation in terms of improved transport infrastructure and revitalisation of the precinct. The public transport catchment of Central presents a large part of the Sydney metropolitan area being within a 45-minute catchment of Central Station, as illustrated in **Figure 44** below.

Based on this level of public transport accessibility, the proposal has adopted a target modal split where 95% of employees within the future development will arrive by public transport, bicycle or walk. To support this target, development of the Site will provide no car parking for the use of Atlassian staff or visitors. The basement will accommodate 10 parking spaces which will be relocated from the link zone under the B2 ramp. Accordingly, the proposal will result in a reduction in the car parking provision on the site compared to existing conditions.

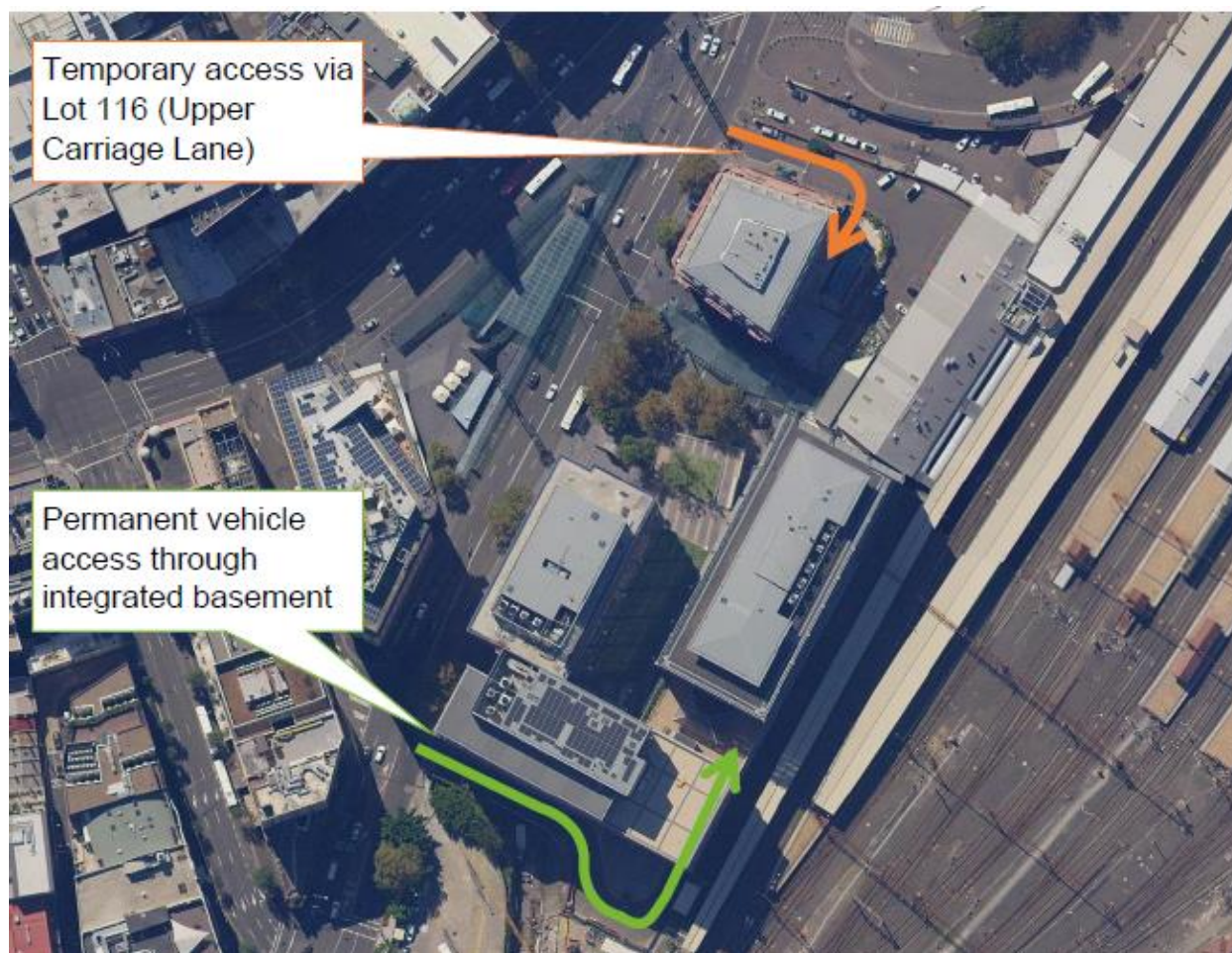
Vehicle access will still be required to the site for both service/loading vehicles and private vehicles. While these arrangements will be part of further design development for the Block A, both temporary and long-term access arrangements have been identified to ensure that vehicles can enter the Site. The indicative vehicle access arrangements are illustrated in **Figure 45** below.

- Temporary solution: Prior to an integrated basement being delivered as part of the redevelopment of Henry Deane Plaza by Dexu-Fraser. Access to be via a new driveway located off Lee Street at Upper Carriage Lane. This requires a temporary drive structure from Lee Street at Upper Carriage Lane and will provide access to the existing Adina Hotel carpark and the new Atlassian loading dock.
- Permanent solution: Following the delivery of an integrated basement being delivered as part of the redevelopment of Block B, including a single vehicle access point at the southern end of Lee Street. This is the preferred long-term arrangement and will provide an integrated basement via the southern end of Lee Street opposite Little Regent Street which will provide a single access point for the whole Western Gateway Sub-precinct and the future over-station development loading requirements.

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Figure 45 - Potential Vehicle Access Arrangements



Source: Arup

As illustrated above, there are a several servicing options available for Block A. It is noted that there is a potential long-term vision for Lee Street to be pedestrianised, and while Lee Street provides the primary vehicle access for the Site currently, there are alternative access points available from the southern part of Lee Street, which provide the Site with alternate access arrangements depending on development of other sites in the Western Gateway Sub-precinct and changes to the public domain surrounding the Site.

## 7.12. SUSTAINABILITY

Atlassian is committed to setting and meeting the sustainability aspirations for this development. Atlassian's CEOs are vocal supporters of sustainable energy and development and are true believers in these principles. Atlassian will establish sustainability criteria for this building through the development of the design brief as part of its design excellence commitments.

Atlassian is part of the re100 program, which commits companies to accelerated change towards zero carbon and renewal energy. Based on this commitment Atlassian have engaged world-leading sustainability advisors to guide the design of a low-carbon construction, high conform and low energy demand throughout the life cycle of the building from construction through to operation.

Sustainability initiatives will form part of the design development and competitors of the competitive design process will have access to lead sustainability consultants to inform and guide building design.

## 7.13. SITE CONDITIONS

A *Preliminary Site Investigation* (**Appendix L**) and a *Geotechnical Desktop Study and Risk Assessment* (**Appendix K**) have been prepared to determine the suitability of Block A for use in accordance with this proposal.



Both the PSI and the Geotechnical Study conclude that construction of a building within the building envelope contained in this proposal is feasible and that no suit conditions exist which would prevent future development.

## 7.14. SOCIAL AND ECONOMIC EFFECTS

The delivery of TechCentral is of significant social and economic significance at a local, state and national level. Globally, innovation and technology advancements are occurring at rapid speed, and this is changing the types of jobs required to sustain our economic growth.

An *Economic Benefits Report* has been prepared (**Appendix G**) which outlines the key social and economic benefits of the proposal, specifically:

- The project has industry support, as the industry have identified there is a need to create a true innovation precinct and has Atlassian as a major financial sponsor and anchor for TechCentral.
- The redevelopment of Block A in accordance with this proposal will deliver more than 4,000 jobs, mostly knowledge and innovation-based jobs, which are aligned to the Government's forecast shift to knowledge-based jobs across Sydney.
- Being the catalytic project for the creation of a new innovation precinct which, through bringing together innovation-based companies can generate higher multiplier effects for high-technology and knowledge-based industries.
- Establishing TechCentral, through the Atlassian project is essential to the improvement of Sydney's global competitiveness.
- Incorporating the YHA will support Start-up visitors seeking to minimise costs during their start-up phase and provide affordable accommodation to students visiting Sydney on educational and cultural programs and provide enhanced linkages between the innovation precincts and educational facilities.

An assessment of *Potential Impact Upon Sydney CBD Office Markets* has also been prepared and is included in **Appendix G** which assesses the likely impact of the redevelopment of the Western Gateway Sub-Precinct for commercial office space. The assessment considered the delivery of all three proposals within the Western Gateway, which would deliver some 277,303m<sup>2</sup> of GFA. The assessment identified that delivery of the full 277,303m<sup>2</sup> GFA across all three proposals within the Western Gateway Sub-Precinct, there would be a moderate increase in vacancy rates in the Sydney CBD. This would amount to an increase of 5.9% to 7.8% by 2023/24, however should stabilise at 6.2% by 2026 which is 0.5% higher than the modelled Base Case. It is noted that this study has not included risk factors such as economic downturns or booms which can cause sharp changes in office-based demand.

## 8. CONCLUSION

This Planning Statement presents a unique opportunity to assist TNSW to recalibrate the current built form development standards applicable to Block A and the broader Western Gateway Sub-precinct, in a manner which aligns with the future direction of local, regional and state planning policy.

The intended outcome of this Planning Statement is to create Australia's first globally competitive innovation precinct at Central Station, which will have significant economic, social and environmental benefits for the state of NSW, and for Sydney as a global city. This initiative has the support from all levels of government, and importantly has the strong support from the technology and innovation industry, with Atlassian heavily invested in anchoring the precinct to ensure it is successful on the global stage.

The proposal has been supported by a range of technical reports, which have examined both the strategic and site-specific merits of the proposal. In summary, the proposal will:

- **Align with National, State and Local policy directions** by providing a range of positive economic, social and environment impacts from the creation of a world class Innovation District at Central Station. An express objective by Atlassian is to send a signal to the world that Australia is "open for business" in leading the way with technology and innovation.
- **Prioritise high quality commercial office and tourism land uses** which are consistent with the City of Sydney's vision in the draft Central Sydney Planning Strategy for Central Station and a future commercial core directly adjacent to a convergence of transport infrastructure.
- **Provide a number of strong public benefits that are in the public interest** including very significant employment generation (more than 4,000 jobs on-site) which will have a positive, transformative effect on the surrounding precinct, initiatives to encourage new start-up companies to co-locate both on-site and within the Innovation District, through-site pedestrian links which connect the site and western portion of Central Station to the station concourse, creation of new high quality tourism accommodation, and significant investment in the public domain and ground plane.
- **Create new built form controls that are contextually appropriate** for the site's highly strategic location and position. The proposed building height aligns with the sun-access planes which seek to protect Prince Alfred Park from additional shadowing while also sympathetic to the heritage significance of the site and surrounds.
- **Be committed to a Design Excellence Process** generally in accordance with the City of Sydney's Design Excellence Policy prior to any development application being submitted. This will ensure that the highest level of design excellence is provided in response to this unique opportunity.
- **Provide a very high quality, adaptive re-use the former Inwards Parcels Shed**, and will not be seeking to amend the State Heritage Listing applicable to the Site. The proposal has been accompanied by a Heritage Impact Statement and Cultural Heritage Statement which supports the amended planning controls for the site. Ongoing engagement with the Office of Environment and Heritage will occur throughout the process, to ensure that the proposal is consistent with the best practice heritage conservation principles.
- **Promote a number of leading environmentally sustainable design practices** and be seen as an exemplar for sustainable workplace design in line with Atlassian's core values for their workplaces internationally.
- **Not give rise to any unreasonable environmental impacts** such as overshadowing of public spaces, visual and acoustic privacy, wind impacts on the public domain or traffic/vehicular access/servicing (note no car parking is proposed).







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# APPENDIX A      URBAN DESIGN REPORT

# APPENDIX B      SHADOW ANALYSIS



# APPENDIX C      VISUAL IMPACT ASSESSMENT

# **APPENDIX D      WESTERN GATEWAY SUB-PRECINCT DESIGN GUIDELINE**

# APPENDIX E      HERITAGE IMPACT STATEMENT

# **APPENDIX F      CULTURAL HERITAGE STATEMENT**



APPENDIX G

ECONOMIC IMPACT STATEMENT

# **APPENDIX H      AERONAUTICAL ASSESSMENT**

# APPENDIX I      TRAFFIC ASSESSMENT

**APPENDIX J      SITE SURVEY**

# APPENDIX K      GEOTECHNICAL INVESTIGATION



# **APPENDIX L**

# **CONTAMINATION INVESTIGATION**

# APPENDIX M      SERVICES REPORT

# **APPENDIX N      WIND STATEMENT**

# APPENDIX O      SOLAR REFLECTIVITY STUDY







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