Western Gateway Sub Precinct Proposal: Block B Planning Statement

14–30 Lee Street, Haymarket NSW 2000

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GLOSSARY

Accessibility	The ability for everyone, regardless of age, disability or special needs or where they live, to use and benefit from the transport system.
Active transport	Transport that is human powered, such as walking or cycling.
Amenity	The extent to which a place, experience or service is pleasant, attractive or comfortable. Improved features, facilities or services may contribute to increase amenity.
Applicant	A person or body submitting a proposal under Part 4 of the Environmental Planning and Assessment (EP&A) Act 1979.
Block A	Land that includes Part Lot 13, DP1062447; Lot 116, DP1078271A (TBC by TfNSW); Lot 117, DP1078271; Part Lot 118, DP1078271 (Airspace).
Block B	Land that includes Lot 12, DP1062447; Lot 14, DP1062447; Lot 15, DP1062447.
Block C	Land that includes Part Lot 13, DP1062447; Lot 30, DP877478A.
Bus interchange	Where customers have access to a number of different bus routes at a central location.
Bus stands	Multiple bus stops at an interchange.
Catchment	The area from which a location or service attracts people.
CBD and South East Light Rail	Refers to the soon to be opened light rail network extension.
CDR	Concept Design Report (Appendix B)
Central Precinct Renewal Program	A NSW Government lead program exploring opportunities to revitalise Central Precinct. The aim of the Central Precinct Renewal Program is to create a precinct with a real sense of place, which connects into surrounding neighbourhoods, and draws on the character and heritage of this landmark location.
Central Precinct State Significant Precinct	The nominated State Significant Precinct comprising an approximately 24 Hectare area including Central Station and surrounding NSW Government owned land along the rail corridor, Goulburn Street Car Park and the strip of land along the Lee Street edge of the Central Precinct, known as the Western Gateway sub-precinct.
Central Station	Refers to Central Railway Station.
Central Sydney	Central Sydney means land identified as Central Sydney under the Sydney Local Environmental Plan 2012 and represents the Metropolitan Centre of Sydney. Central Sydney includes Sydney's Central Business District
Central Sydney Planning Strategy (Draft)	Urban planning strategy, prepared by the City of Sydney Council, which supports opportunities for additional height and density balanced with environmental sustainability and urban design excellence. The Draft CSPS

	proposes amendments to both the Sydney Local Environmental Plan 2012 and Sydney Development Control Plan 2012.
Coach terminal	Location for originating and terminating intrastate and interstate coach services where customers can get on and off coaches.
Community	Groups of people and specific places.
Consortium, the	Used when collectively referring to Dexus and Frasers as the proponents of the HDP Redevelopment USP Stage 2 Proposal
Corridor	A broad, linear geographical area between places.
Customer	Everyone who uses transport services or infrastructure is a customer of the NSW transport system. Whenever a person drives, travels by train, bus or light rail, or walks or cycles they become a customer of the transport system. Our customers also use our transport networks for business purposes, to deliver goods and services, and to move freight across the State and beyond.
Customer interface	The point at which transport services interact with their customer.
Determination	An approval made in accordance with the *Environmental Planning and Assessment Act 1979* (EP&A Act). In relation to Central Precinct SSP, a determination will be made by the Minister for Planning and Public Spaces regarding the SSP nomination and separately the Western Gateway SEPP Amendment.
Devonshire Street Tunnel	Refers to the official name of the pedestrian tunnel connecting Chalmers and Lee Streets.
DPIE	NSW Department of Planning, Industry and Environment
Draft Design Guide – Western Gateway Sub-precinct	A document that sets out specific guidelines to inform and guide future development within the Western Gateway sub-precinct. It comprises a hierarchy of objectives and design guidelines for which future development proposals must consider and demonstrate consistency with.
DRP	Design Review Panel
Environmental Planning Instrument (EPI)	EPI has the same meaning as under the Environmental Planning and Assessment Act 1979. EPIs are either SEPPs or Local Environmental Plans but do not include Development Control Plans.
Future Transport 2056	Refers to TfNSW's approach to planning transport and engaging customers, to address future technological, economic and social changes. Future Transport Strategy comprises two focus areas – planning ('Future Transport Planning') and technology ('Future Transport Technology' and 'Technology Roadmap').
Global city	City that services and supports the complex and specialised economic activities of global markets.

Global gateway	Cities that provide state level services and facilities to support a broad population catchment while also having international connections through their cities airport and/or port.
Goods Line	The official name for the partly elevated walkway from Central Station to Darling Harbour following the route of a disused railway line.
Grand Concourse	Part of Central Station.
IDF	Integrated distribution facility
Indicative Scheme	An indicative development scheme that demonstrates how a site may be developed in the future.
Interchange	A facility to transfer from one mode of transport or one transport service to another. For example, a station with an adjoining light rail stop.
Local streets	Places that are part of the fabric of suburban neighbourhoods where we live our lives and facilitate local community access.
Mobility	The ability to move or be moved easily and without constraints.
Mode	The type of vehicle or method used for a trip. For example train, bus, light rail, car, motorbike, bicycle, ferry or walking.
Mortuary Station	Formerly used as a railway station on the Rookwood Cemetery railway line, now disused.
OSD	Over-station development - the development of airspace over railway or metro stations and corridors.
Placemaking	The collaborative and multi-disciplinary approach to creating great places. Successful placemaking either preserves or enhances the character of our public spaces, making them more accessible, attractive, comfortable and safe.
Precinct	A geographical area with boundaries determined by land use and other unique characteristics. For example, an area where there is an agglomeration of warehouses may be termed a freight precinct.
Proponent	A person or body proposing a planning amendment under Part 3 of the EP&A Act or to carry out an activity under Part 5 of the EP&A Act. For the purposes of Central Precinct SSP, TfNSW is the Proponent for the Central Station SSP as well as the Western Gateway SEPP Amendment.
Rail network	The rail infrastructure in NSW.
Railway corridor	Refers to the land within the Central Precinct on which a railway is built; comprising all property between property fences, or if no fences, everywhere within 15m from the outermost rails. Under planning legislation rail corridor is defined as: land a) That is owned, leased, managed or controlled by a public authority for the purpose of a railway or rail infrastructure facilities: or

	b) That is zoned under an environmental planning instrument predominately or solely for development of the purpose of a railway or rail infrastructure facilities.
Railway Square	The official name given to the area between Lee Street and Broadway, comprising a plaza, bus stands and underground access/uses.
Public spaces	Areas that are publicly accessible where people can interact with each other and make social connections.
Site, the	Land located at 14-30 Lee St, Haymarket. Legally described as Lots 12, 14 and 15 in DP 1062447 (Lot 14 includes the small upper level of Henry Deane Plaza). Currently occupied by Henry Deane Place and the formerly known as SRA house and Henry Deane Place (including Gateway House).
SLEP 2012	Sydney Local Environmental Plan 2012
Social inclusion	The process of improving the terms on which individuals and groups take part in society—improving the ability, opportunity, and dignity of those disadvantaged on the basis of their identity.
SOM	Skidmore Owings & Merrill
State Environmental Planning Policy (SEPP)	A type of Environmental Planning Instrument to provide greater guidance for development.
State Significant Development (SSD)	State Significant Development is development that is declared to be of State Significance either by another SEPP or the Minister of Planning and Public Spaces and has the same meaning as under Division 4.7 of the Environmental Planning and Assessment Act 1979.
State Significant Precinct (SSP)	State Significant Precincts are areas with state or regional planning significance because of their social, economic or environmental characteristics.
Strategic Framework	The Strategic Framework will address key matters including vision, priorities, public space, strategic connections, design excellence, identify sub-precincts for future detailed planning and also outlines the next steps in the State Significant Precinct process for the Central Precinct.
Sub-precincts	Definable areas within the Central Precinct SSP due to its unique local character, opportunities and constraints, either current or future. The Western Gateway is a sub-precinct.
Sydney Central Business District (Sydney CBD)	Sydney CBD means the main commercial centre and business core of Sydney City.
Sydney Innovation and Technology Precinct	A State Government Initiative as set out in "The Sydney Innovation and Technology Precinct Panel Report 2018'. The Sydney Innovation and Technology Precinct is located south of the Sydney central business district,

	surrounded by the suburbs of Redfern, Ultimo, Haymarket, Camperdown, Chippendale, Darlington, Surry Hills and Eveleigh.
Sydney Metro	The rail network connecting Sydney's north-west and south-west regions, serviced by driverless metro services, contracted to private operator Metro Trains Sydney (MTS).
The Minister	The Minister for Planning and Public Spaces (NSW)
Transport for NSW	The statutory authority of the New South Wales Government responsible for managing transport services in New South Wales.
Transport hub	A facility designed for transitioning between different modes, such as a major bus stop or train station. Major airports are also considered transport hubs.
Transport modes	The five public transport modes are metro, trains, buses, ferries and light rail. The two active transport modes are walking and cycling.
UDR	Urban Design Report (Appendix A)
Urban renewal	A planned approach to the improvement and rehabilitation of city areas with new infrastructure, new commercial/mixed uses, improved services and renovation or reconstruction of housing and public works.
Vibrant streets/places	Places that have a high demand for movement as well as place with a need to balance different demands within available road space.
Western Forecourt	Also known as the Central Station Western Forecourt, The official name given to the area immediately west of the Devonshire Tunnel exit and East of Lee Street.
Western Gateway sub-precinct	The land along the Lee Street edge of the Central Precinct and that is a sub-precinct of the Central Precinct State Significant Precinct. The Western Gateway includes existing commercial office space and retail around Henry Dean Plaza, YHA Railway Square, Adina Hotel as well as public domain for both lower and upper stratum lots.

EXECUTIVE SUMMARY

Introduction

Dexus Funds Management Limited (Dexus) and Frasers Property Australia (Frasers Property) (the Consortium) are seeking to redevelop their property on Block B at 14-30 Lee Street, Haymarket, within the Western Gateway sub-precinct (referred to herein as 'the Site'). The Western Gateway sub-precinct is part of the Central Precinct Renewal Program which has been identified as a transformational project in Sydney's southern CBD. It will be at the heart of the Sydney Innovation and Technology Precinct which is an emerging precinct containing knowledge intensive, creative and start-up industries.

The Central Precinct was recently nominated by the Minister for Planning and Public Spaces as a State Significant Precinct.

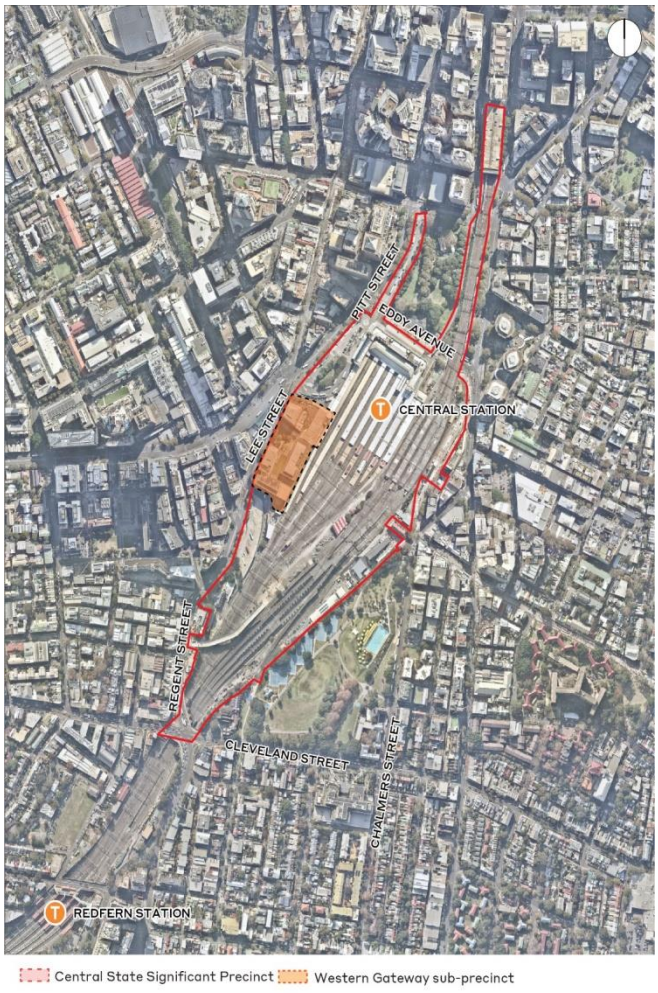


Figure 1: Central Precinct

The Western Gateway sub-precinct is made up of three blocks - Blocks A, B and C, as shown in Figure 2. Block A is owned by YHA and is located at 8-10 Lee Street, Haymarket. Atlassian Pty Ltd is seeking to redevelop Block A for an iconic commercial office tower for the new global headquarters of Atlassian,

the adaptive re-use of the YHA tourism accommodation, and a range of spaces for other tech/start-up companies. Block C is owned by Toga and is located at 2-6 Lee Street.

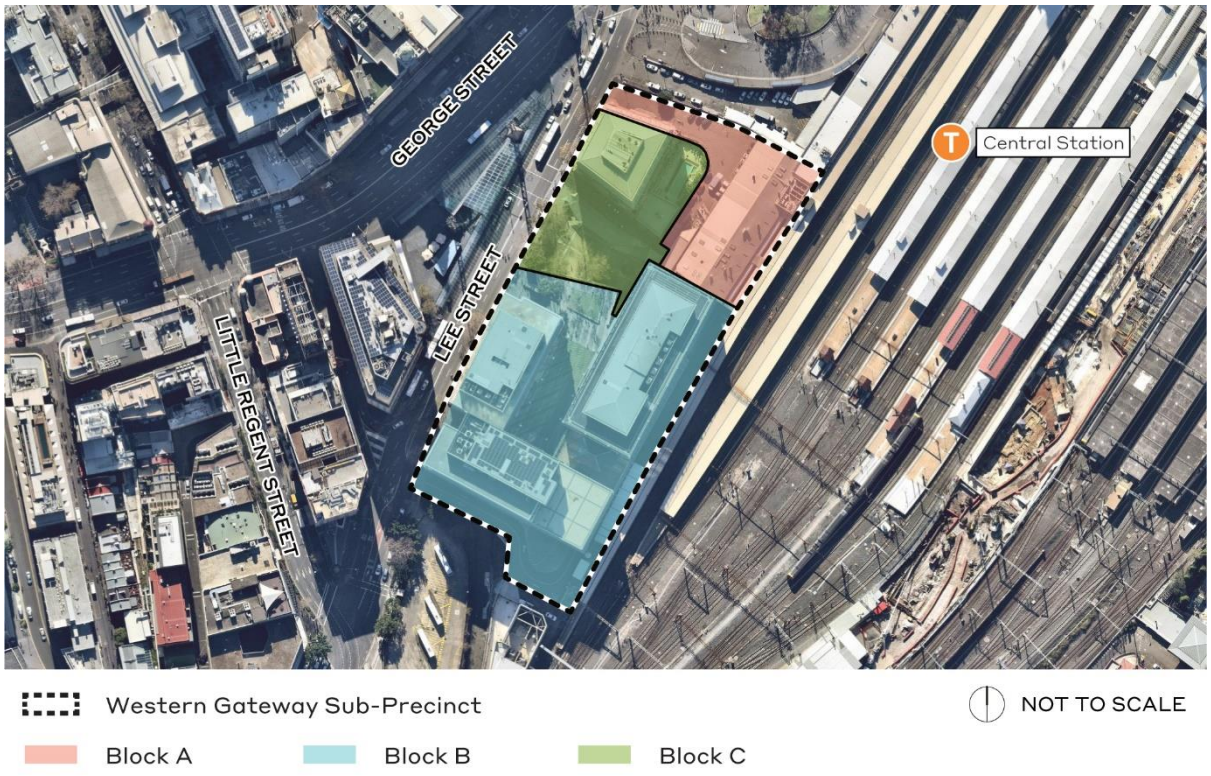


Figure 2: Western Gateway landholdings

To facilitate redevelopment of the Western Gateway sub-precinct, the existing planning controls are required to be amended. Transport for NSW (TfNSW) has requested the Minister for Planning and Public Spaces give consideration to early rezoning of the sub-precinct ahead of the wider Central Precinct. This report supports a submission to the Secretary of the NSW Department of Planning, Industry and Environment (DPIE) which seeks to amend the planning controls within the Sydney Local Environmental Plan 2012 (SLEP 2012), as they apply to the Western Gateway sub-precinct. Separate Planning Statements have been prepared in support of the rezoning of Blocks A and C.

The Proposal

The Consortium is proposing to deliver a dynamic civic space and workplace of the future comprising up to 155,000m^2 of commercial and retail gross floor area (GFA) within a podium, two towers, lower and upper ground plane over a three level basement.

Figure 3: Artist's impression of Proposal (Block B is located to right of image and Block A to left)

Block B's strategic location next to Central Station means that it can play a pivotal role in unlocking future potential for neighbouring sites and helping to deliver the NSW Government's strategic planning outcomes for the Central Precinct. Block B will not only facilitate essential above and below ground integration with future TfNSW initiatives, including potential future over-station development (OSD), but will also provide a modern workplace to meet the needs of an emerging technology and innovation precinct

The overall project objectives for Block B are as follows:

- High tech jobs – Deliver creative workspace that builds the Sydney Innovation and Technology Precinct and underpins Sydney's enduring global competitiveness
- Transport connectivity – Redefine the experience of over 20 million pedestrians who walk through Henry Deane Plaza every year with world class public realm and connectivity
- A revitalised precinct – Transform the Central Precinct into an exciting place with lively retail and dining options, supporting Sydney's day and night time economy
- Infrastructure for the future – Enable wider renewal of the Central Precinct by delivering underground smart building services, waste and utility infrastructure necessary for an integrated and sustainable precinct.

The Proposal comprises:

- Two commercial towers comprising 46,000m^2 and 42,000m^2 located above the podium with floorplates of approximately 2,000m^2 and 1,850m^2 GFA
- 61,500m^2 GFA of commercial office space located within the podium which in turn will provide flexibility and campus style / large floorplates of approximately 6,200m^2 GFA

- A retail offering of approximately 5,500m^2 GFA, including food and beverage, which will be accessible from lower and upper ground levels
- Three levels of basement car parking which will include an Integrated Distribution Facility providing a service vehicle, loading dock and distribution area for all stakeholders within the Western Gateway sub-precinct as well as the potential future Central OSD
- Podium and tower rooftops designed for passive activation and gatherings for occupants of the Project to utilise and appreciate the views of the city and harbour
- Redeveloped public space and stairs from Block B to the potential future OSD providing an east-west pedestrian connection to and from the Western Gateway sub-precinct
- Integration with a redeveloped Henry Deane Plaza to accommodate the increased pedestrian movement from existing and future pedestrian connections to various modes of transport

Further detail on the Proposal is provided in Chapter 4.

Figure 4: Artist's impression of Proposal north elevation

Strategic Justification

The Proposal is a critical part of the Western Gateway sub-precinct which in turn will be a catalyst for renewal of the Central Precinct. The Central Precinct Renewal Program is fundamental to the expansion and revitalisation of Sydney's southern CBD and its strategic importance is reflected in its recent nomination as a State Significant Precinct. Unprecedented investment by the NSW Government in transport infrastructure at Central Station together with the continuing expansion of the CBD to the south, provide a unique opportunity to transform Central Station, create a tech and innovation precinct and enhance Sydney's role as a global city.

The Proposal is aligned to the NSW Government's vision for the Central Precinct. In particular, it will:

- be a catalyst project initiating and supporting renewal in the Precinct
- help unlock the potential future OSD, enabling essential above and below ground integration
- provide superior commercial floor space and office accommodation that serve emerging tenant and sector requirements, integrated with transport
- increase the attractiveness of the area west of Central Station, respecting the heritage character and importance of the public domain
- significantly improve pedestrian connectivity between Central Station, the Western Gateway and beyond
- deliver critical services infrastructure for deliveries, waste management, and utilities, not only supporting development within the Western Gateway but also facilitating the broader Central Station Renewal Program.

Over the next ten years, forecasts by Colliers International indicate that the Sydney CBD would need to deliver up to 1.5 million m^2 (gross) of new office space to accommodate the latent demand driven by the growth of future white-collar employment (Source: *The Emergence of Australia's Leading Innovation and Technology Precinct Report* – Appendix E). About half of this growth is expected to derive from high tech jobs in the knowledge-based industries. The Proposal provides an opportunity to deliver an expansive creative workspace that fosters the Sydney Innovation and Technology Precinct and supports the city's enduring global competitiveness. Additionally, the availability of a project of this scale will allow Sydney to attract and maintain its dominance as the most preferred location in Australia for corporate headquarters of local and international high-tech companies (Source: *Cities, Gateway Destinations and Global Competitiveness Report* - Appendix D).

The Proposal has clear prima facie potential to deliver significant long term public and economic benefits, compounding and not compromising the public and private investments happening in and around Central Station. The Proposal will be a strong driver for both economic and employment growth, adding economic value to the Sydney economy through attracting more knowledge based and productive jobs and generating additional business activity. For example, it is estimated that the Proposal will generate $300 million in economic and financial savings with shared logistics, waste and building services, and $150 million in economic benefits by improving the pedestrian experience in and around the site and creating a sense of place for people to interact. Further, the Proposal will have a substantial impact on employment, supporting an additional 11,000 knowledge-based Professional, Scientific and Technical Services jobs and 100 Retail Trade jobs within the Site. These jobs are estimated to generate around $1.1 billion per annum in gross salaries and wages, the majority of which will be spent throughout Sydney's economy contributing to further economic activity (Source: *Economic Contribution Analysis Report* – Appendix F).

By supporting the wider precinct to perform well the Proposal incorporates attributes that can also register in terms of impact on Sydney's wider competitiveness and attractiveness.

Redevelopment of the Site for commercial and retail uses is justified not only in terms of its strategic relationship with the Central Precinct Renewal Program, but also having regard to the specific site characteristics. These are:

- Its immediate proximity to Sydney's major transport hub which offers frequent rail (heavy, metro and light) and bus connections to all parts of Sydney, including a direct rail link to Sydney Airport, as well as regional and interstate connections
- Its proximity to surrounding educational, health and research facilities and institutions providing opportunities for future tenants to collaborate and foster innovation
- The Site's size, configuration and tenure which enables the ability to offer largescale and flexible floorplates and improved pedestrian linkages through the Site to be provided
- Its strategic location at the southern edge of the CBD and at the centre of the Camperdown-Ultimo Collaboration Area which will attract tech and creative industries, particularly due to proximity to an already existing and growing tech industry ecosystem in the Central to Eveleigh corridor.

Design excellence

An Urban Design Report has been prepared by SOM, Woods Bagot and Hassell which provides the urban design framework to guide future development of the Site. It contains strategic and technical urban design principles covering four themes: Place, Public Realm, Urban Form and Futures. It also establishes a planning envelope which is a 3D extrapolation of Block B's development potential, setting the maximum vertical and horizontal parameters for future buildings. While the future built form is proposed to be located within the maximum planning envelope it is not expected to entirely fill it. A copy of the Urban Design Report is provided at Appendix A.

An indicative scheme has also been prepared to demonstrate how a potential design solution could deliver quality urban and built form outcomes within the proposed building envelope. The indicative scheme is provided in the Concept Design Report at Appendix B. It should be noted that the scheme is indicative only and conceptually illustrates one of many potential outcomes that could be contemplated based on the building envelope.

The Block B proposal has been informed by feedback from a Design Review Panel (DRP) chaired by the Acting Government Architect, and comprising a City of Sydney Council representative and members of the State Design Review Panel of experts. The DRP was convened by the DPIE to provide specialist, independent, expert and impartial advice and to assist DPIE in forming its advice to TfNSW in relation to the Central State Significant Precinct and Western Gateway sub-precinct. The process has enabled positive outcomes in the areas of:

- increased east west connection between Blocks A and B that has the potential to function as a new city shaping connection
- a stronger appreciation of the accessibility, level of connectedness and activation of the ground plane across Blocks A, B and C
- positive collaboration between TfNSW and the proponents for Blocks A and C and the collective understanding and interrogating of opportunities and challenges associated with delivering the significant project that is the Western Gateway sub-precinct.

The Consortium is committed to complying with the proposed design excellence provisions as proposed for the sub-precinct.

Environmental Assessment

This planning assessment has been supported by a range of technical reports, which have examined both the strategic and site-specific merits of the Proposal. The assessment concludes that the Proposal will not give rise to any unreasonable impacts such as overshadowing of public spaces, wind impacts, heritage impacts, visual impacts, or traffic/parking/access impacts.

Further detail is provided in Chapter 6 of this report.

Conclusion

The Proposal will create a vibrant new business district and revitalise the face of Sydney's busiest transport interchange.

Redevelopment of the Site will improve the urban amenity of the built environment through the provision of better public spaces, mixed-use development, high quality streetscapes and activation of the urban domain. It will stimulate land values and catalyse higher value land uses across the precinct such as retail, commercial, food and entertainment attractions.

Once complete, the Proposal will support 11,000 jobs on the Site and a further 9,800 jobs across the CBD South area worth $3.2 billion in value added each year (direct, indirect and induced impacts).

Block B will be a benchmark urban renewal project that leads the world on sustainable place-making and helps anchor an Innovation and Technology hub in Sydney; establishing the broader Central Station Precinct as the first-choice home for technology firms in Asia Pacific.

It will be a place that navigates the major sustainability challenges of our times; enabling opportunities and mitigating threats from: the growth of our cities, the transition of major economic systems in

energy, transport and digital technology, the impact of society on eco-systems and the challenges posed by a changing climate.

1. INTRODUCTION AND BACKGROUND

1.1 Introduction

Dexus Funds Management Limited (Dexus) and Frasers Property Australia (Frasers Property) (the Consortium) is seeking to redevelop their property at 14-30 Lee Street, Haymarket, otherwise known as the Site or Block B within the Western Gateway sub-precinct, as illustrated in Figure 5 .

Figure 5: Central Precinct

The Western Gateway sub-precinct is made up of three landholdings as illustrated in Figure 6:

- Block A – land predominately occupied by the YHA Hostel
- Block B – the Dexus/Frasers Property site subject of this report
- Block C – land on which the Adina Hotel and Henry Deane Plaza are located.

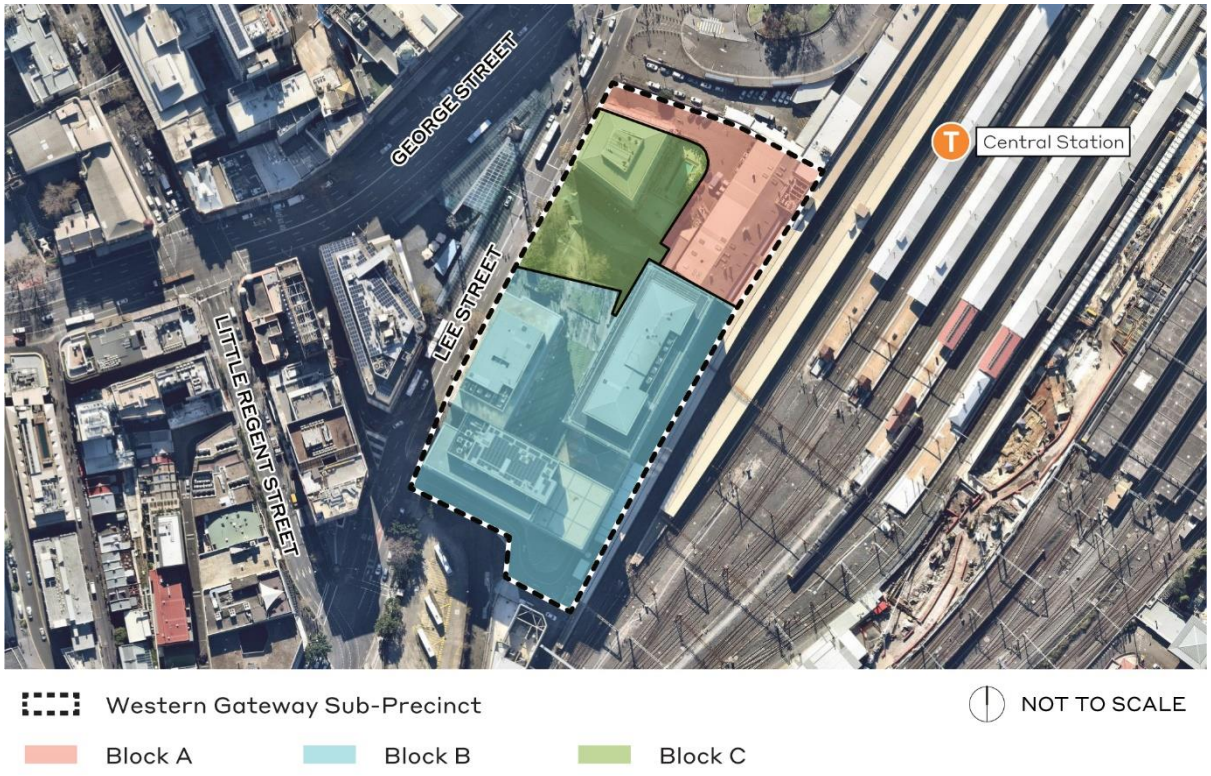


Figure 6: Western Gateway landholdings

To facilitate redevelopment of the Western Gateway sub-precinct, the existing planning controls are required to be amended. This report supports a submission to the Secretary of the Department of Planning, Industry and Environment ('the DPIE') which seeks to amend the planning controls within the Sydney Local Environmental Plan 2012 (SLEP 2012), as they apply to the Western Gateway sub-precinct.

The request to amend the planning controls follows the Minister for Planning and Public Spaces recent nomination of the Central Station Precinct as a State Significant Precinct (SSP). The Western Gateway, located within the Central Precinct SSP, is earmarked as a sub-precinct within the proposed SSP boundary for early consideration for rezoning.

Transport for New South Wales (TfNSW) has prepared a Strategic Framework to guide the future renewal of the Central Precinct, which is being placed on exhibition for public comment concurrently with the proposed rezoning of the Western Gateway sub-precinct.

1.2 Background

1.2.1 Central Precinct

The Central Precinct is an area of approximately 24 hectares and is bounded by Pitt Street and Regent Street to the west, Cleveland Street to the south, Eddy Avenue, Hay Street and Goulburn Street to the north, and Elizabeth Street and Chalmers Street to the east (refer

Figure 5).

Central Station is one of Australia's largest and busiest transport hubs and the New South Wales (NSW) Government is committed to its revitalisation. The Central Precinct Renewal Program is a large scale urban renewal program with Central Station at its core. It has the potential to create a new piece of Sydney, supporting new public spaces and new industry clusters that will drive jobs and economic growth. Through effective engagement and partnership with industry, community and wider government, the Central Precinct can be the heart of Sydney, a revitalised gateway to the local, metropolitan and global community, and a world-class transport interchange within a vibrant urban environment.

The Central Precinct has been identified as a transformational project that will be at the heart of the Sydney Innovation and Technology Precinct. This new technology and innovation precinct will contain knowledge intensive, creative and start-up industries and will be a place to drive the creation of new technology and commercialisation of new products and services.

The Government is investing in significant infrastructure upgrades which will transform and revitalise Central Station and surrounding areas. Projects underway include a new underground Metro station which is expected to open in 2024, the new CBD Light Rail which is nearing completion, and the Central Walk which will be a new underground concourse that will better connect passengers to trains and light rail.

The Government's commitment of investment at Central Station presents a unique opportunity for Transport for NSW (TfNSW) to revitalise the Central Station precinct. TfNSW has been charged with planning the Central Precinct to:

- create vibrant new public spaces;
- expand Sydney CBD's commercial core;
- better connect communities and businesses; and
- help deliver a centre for technology and innovation.

1.2.2 Sydney Innovation and Technology Precinct

The Sydney Innovation and Technology Precinct, which was announced by the NSW Government in February 2019, is to be located in the Central-Eveleigh Corridor. It has been earmarked as a place where 'world-class universities, ambitious start-ups, high-tech giants and the community collaborate to solve problems, socialise and spark ideas that change the world', and is expected to be underpinned by high quality physical and digital infrastructure[1].

The Central-Eveleigh corridor has been identified as the ideal location for the new innovation and technology precinct. It has many of the preconditions necessary for the emergence of a globally leading Precinct: strong market drivers; competitive advantages in the lifestyle and branding of Sydney; excellent public transport connections, including to Sydney Airport; and a thriving enterprise culture. It is also surrounded by world class universities, the Royal Prince Alfred Hospital, over 100 research institutes and centres of excellence, Australian Technology Park and CSIRO's Data61.

Fundamental to the success of the Precinct will be the development of a variety of floor space options that can accommodate the spatial demands and provide flexibility for technology companies, as well as measures to ensure it becomes a vibrant and connected place incorporating new public spaces, safe and efficient walking and cycling connections, station upgrades, amenity and urban renewal.

1.2.3 Block B 14-30 Lee St, Haymarket Unsolicited Proposal

Stage 1 approval has been given by the Government for Block B to proceed as an Unsolicited Proposal (USP). The USP process is designed to encourage non-government sector participants to approach government with innovative commercial proposals, where the government has not requested a proposal and the proponent is uniquely placed to provide a value-for-money solution. Its key objective is to provide consistency and certainty to non-government sector participants seeking to deal directly with the government.

There are three stages of the USP framework – initial submission (stage 1), detailed proposal (stage 2), and Final Binding Offer (stage 3). The Consortium has completed stage one and the Government has agreed that the Proposal, in concept form, is deemed of sufficient interest to warrant further development and progression to Stage 2.

1.2.4 Western Gateway Sub-Precinct

The Western Gateway has been identified as a sub-precinct within the proposed Central Precinct SSP boundary and is made up of three blocks - Blocks A, B and C, as shown in Figure 6.

Block A is owned by YHA and is located at 8-10 Lee Street, Haymarket. Atlassian Pty Ltd is seeking to redevelop Block A for an iconic commercial office tower for the new global headquarters of Atlassian,

[1] *The Sydney Innovation and Technical Precinct Panel Report 2018*, p.9

the adaptive re-use of the YHA tourism accommodation, and a range of spaces for other tech/start-up companies.

Block C is owned by Toga and is located at 2-6 Lee Street, Haymarket.

TfNSW has requested that consideration be given to early rezoning of the sub-precinct. Rezoning of the sub-precinct is being facilitated through an amendment to SLEP 2012. Separate Planning Statements have been prepared in support of the rezoning of Blocks A and C.

1.3 Block B Proposal

The Consortium is proposing to deliver a dynamic civic space and workplace of the future. Block B will be a connective piece of city shaping and key to the revitalisation of the Western Gateway, as well as potential future adjoining OSD within the Central Station Renewal Precinct. The proposal recognises the diverse character and heritage surrounding context and will enhance the experience of the city from the street as well as the skyline by responding to *Place*, *Public Realm*, *Urban Form* and *Futures*. It represents a considered response to complex site conditions, interdependencies and interfaces and programmatic requirements, drawing upon architectural, engineering and logistics expertise to realise the NSW State Government vision and deliver Central Precinct integration.

Block B's strategic location next to Central Station means that it can play a pivotal role in unlocking future potential for neighbouring sites and helping to deliver NSW Government's strategic planning outcomes for the Central Precinct. Block B will not only facilitate essential above and below ground integration with future TfNSW initiatives but will also provide a modern workplace to meet the needs of an emerging technology and innovation precinct

The proposed rezoning forms part of a broader planning process being pursued by the Consortium in order to realise a shared vision and set of objectives for the Western Gateway and the Central Precinct more broadly. The overall project objectives for Block B are as follows:

- High tech jobs – Deliver creative workspace that builds the Sydney Innovation and Technology Precinct and underpins Sydney's enduring global competitiveness
- Transport connectivity – Redefine the experience of over 20 million pedestrians who walk through Henry Deane Plaza every year with world class public realm and connectivity
- A revitalised precinct – Transform the Central Precinct into an exciting place with lively retail and dining options, supporting Sydney's day and night time economy
- Infrastructure for the future – Enable wider renewal of the Central Precinct by delivering underground smart building services, waste and utility infrastructure necessary for an integrated and sustainable precinct.

Figure 7: Artist's impression – view of west elevation (Block B is located to right of image and Block A to left)

1.4 Purpose of this report

As noted in section 1.1, a rezoning application for the Western Gateway sub-precinct is being submitted by TfNSW to the DPIE. This Planning Statement has been prepared in support of the rezoning as it relates to Block B. To realise the Block B Proposal, the height and floor space ratio controls under SLEP 2102 need to be amended. This Planning Statement explains the intent of, and justification for, the proposed amendments to SLEP 2012 for Block B.

An Urban Design Report and Concept Design Report have been prepared by Skidmore Owings & Merrill (SOM), Woods Bagot and Hassell to support the proposed controls and are provided at **Appendix A** and **Appendix B** respectively. This report should also be read in conjunction with the other appended technical reports that have been prepared for Block B and Western Gateway sub-precinct.

2 SITE DESCRIPTION

2.1 Site location

Block B relates to the following properties:

- 14-18 Lee Street, Haymarket (lot 12)
- 20-24 Lee Street, Haymarket (lot 14)
- 26-30 Lee Street, Haymarket (lot 15)

The Site fronts Lee Street, Haymarket and is bounded by Henry Deane Plaza to the north, the railway corridor to the east, the Sydney Buses layover to the south and Lee Street and Railway Square to the west.

Together the Site constitutes an area of approximately 9,630m^2, with a dimension from north to south of approximately 140 metres along its eastern boundary and 105 metres along the western boundary, and a dimension from east to west of approximately 80 metres.

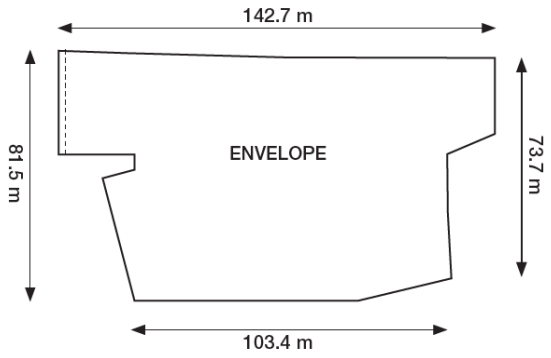


Figure 8: - Block B site boundary dimensions (Source: Woods Bagot & SOM architects)

The Site is shown in Figure 9 and Figure 10.

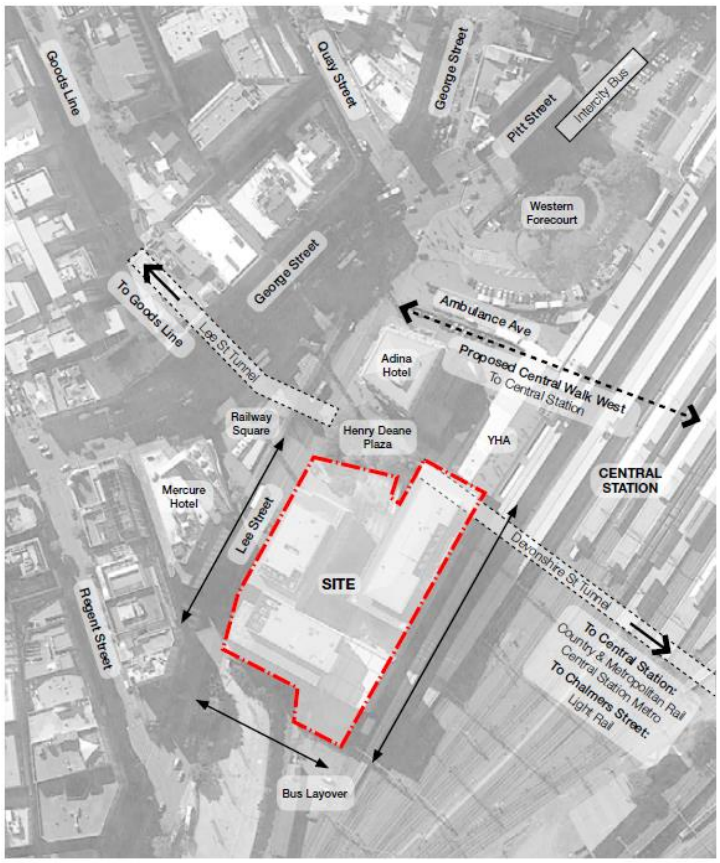


Figure 9: Site location

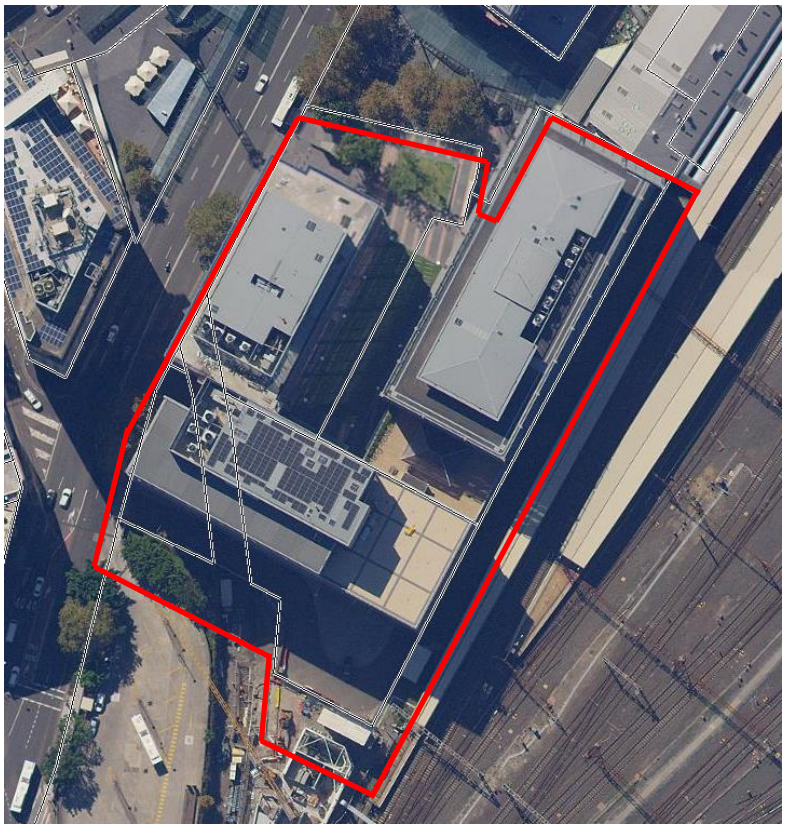


Figure 10: The Site (https://maps.six.nsw.gov.au/)

2.2 Land ownership

The Site is owned by the NSW Government and is subject to 99 year ground leases, held by the Consortium as follows:

- Lot 12 DP 1062447 – Dexus CPA Pty Ltd
- Lot 14 DP 1062447 – Henry Deane Building Nominees Pty Ltd (subsidiary of Frasers Property Australia)
- Lot 15 DP 1062447 – Gateway Building Nominees Pty Ltd (subsidiary of Frasers Property Australia)

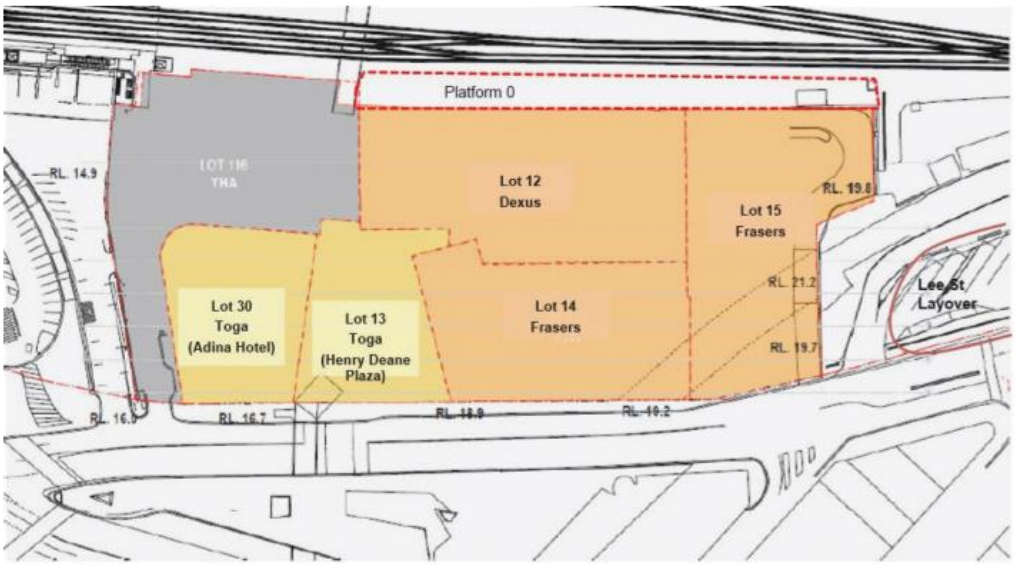


Figure 11: Land ownership upper ground

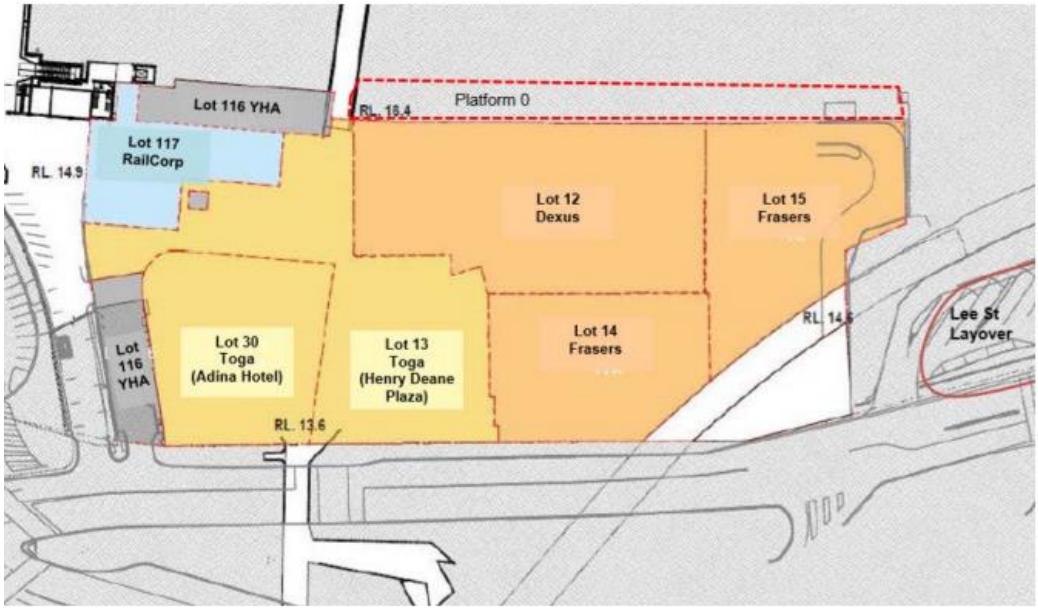


Figure 12: Land ownership lower ground

All three landholdings are subject to complex titling and leasing arrangements. Legal descriptions of each parcel within Block B are detailed below in

Table 1.

Table 1: Land ownership – legal description

Title Details	Legal Description
Lot 12 in DP 1062447	The proprietor of the fee simple is Rail Corporation of New South Wales. The proprietor of the leasehold estate of the land and the buildings on the land created by lease AA651830 expiring on 30 June 2099 is Dexus CPA Pty Ltd A.C.N. 160 685 156.
Lot 14 in DP 1062247	The proprietor of the fee simple is Rail Corporation of New South Wales. The proprietor of the leasehold estate of the land and the buildings on the land created by lease AA651832 expiring on 30 November 2100 is Henry Deane Building Nominees Pty Ltd A.C.N. 081 941 951
Lot 15 in DP 1062447	The proprietor of the fee simple is Rail Corporation of New South Wales. The proprietor of the leasehold estate of the land and the buildings on the land created by lease AA651833 expiring on 31 March 2101 is Gateway Building Nominees Pty Ltd A.C.N. 081 951 822.

A site survey is provided at **Appendix C**.

2.3 Site characteristics

Block B currently comprises:

- Three separate office buildings with ground floor retail floor space (refer
-

- Table 2). The buildings are occupied by Federal Government tenants including the Department of Immigration and Border Protection, Department of Foreign Affairs and Trade, and NSW Government tenants including TfNSW and the NSW Department of Corrective Services
- Two small public spaces – one rectangular greenspace of approximately 600 square metres bounded by the office buildings and a courtyard of approximately 500 square metres fronting Lee Street
- Basement car parking for the office buildings
- Stairs to the north of the Site leading down to Henry Deane Plaza.

Table 2: Summary of existing buildings

Lot	Street address	Lot area	Description
Lot 12	14-18 Lee Street (SRA House)	3,596m^2	▪ Nine level A Grade office building ▪ Net lettable areas: – Office - 13,634 m^2 – Retail - 883 m^2 ▪ Basement car parking for 90 cars ▪ Existing max height – RL52
Lot 14	20-24 Lee Street (Henry Deane Building)	2,790m^2	▪ Eight level A Grade office building ▪ Net lettable areas: – Office – 9,112 m^2 – Retail - Nil ▪ Basement car parking for 31 cars and end of trip facilities, loading dock and tenant gym. ▪ Existing max height - RL55
Lot 15	26-30 Lee Street (Gateway Building)	3,246m^2	▪ Modern commercial office building comprising ground and eight (8) upper levels of office accommodation and two basement levels of car parking. ▪ Net lettable areas: – Office – 12,582 m^2 – Retail - 20 m^2 ▪ Basement car parking for 90 cars ▪ Existing max height - RL59

Plate 1: View of Site looking east

Plate 2: Internal courtyard looking south

Plate 3: Service entry at southern end of Site

Plate 4: View from Lee Street looking east over Henry Deane Plaza

2.4 Surrounding context

2.4.1 Overview

The Site lies on the southern fringe of the Sydney CBD at the western edge of the Central Station Precinct. Chinatown and Darling Harbour are located to the north, Surry Hills to the east, Chippendale to the west and Redfern to the south.

Major retail, dining and entertainment uses are within close proximity, including ICC Sydney, Central Park and the Broadway Shopping Centre. Land uses across the precinct are quite varied and typically comprise ground floor retailing, cafés and restaurants, with upper level uses including tertiary institutions and affiliated uses, hotels of varying sizes and quality, office uses, student accommodation and some residential uses.

The area is a significant educational precinct with the University of Technology Sydney (UTS), University of Sydney, University of Notre Dame and Sydney TAFE all located in close proximity.

The Site is adjacent to Central Station, which is Sydney's busiest train station and the hub of railway services in NSW. Whilst already benefitting from excellent public transport provision, significant State Government infrastructure investment including the construction of the new Metro, and the Sydney Light Rail extension will greatly enhance the Site's accessibility.

The Site is located at the core of three strategic precincts:

- The Harbour City as defined by the Eastern City District Plan
- The State Government's recently announced Sydney Technology and Innovation Precinct
- The Camperdown-Ultimo Collaboration Area – an area acknowledged for its specialist education and health focus.

The Site's location, large size and single ownership collectively provide the opportunity to deliver strategic land uses that will contribute to and complement the health, education, innovation and technology sectors.

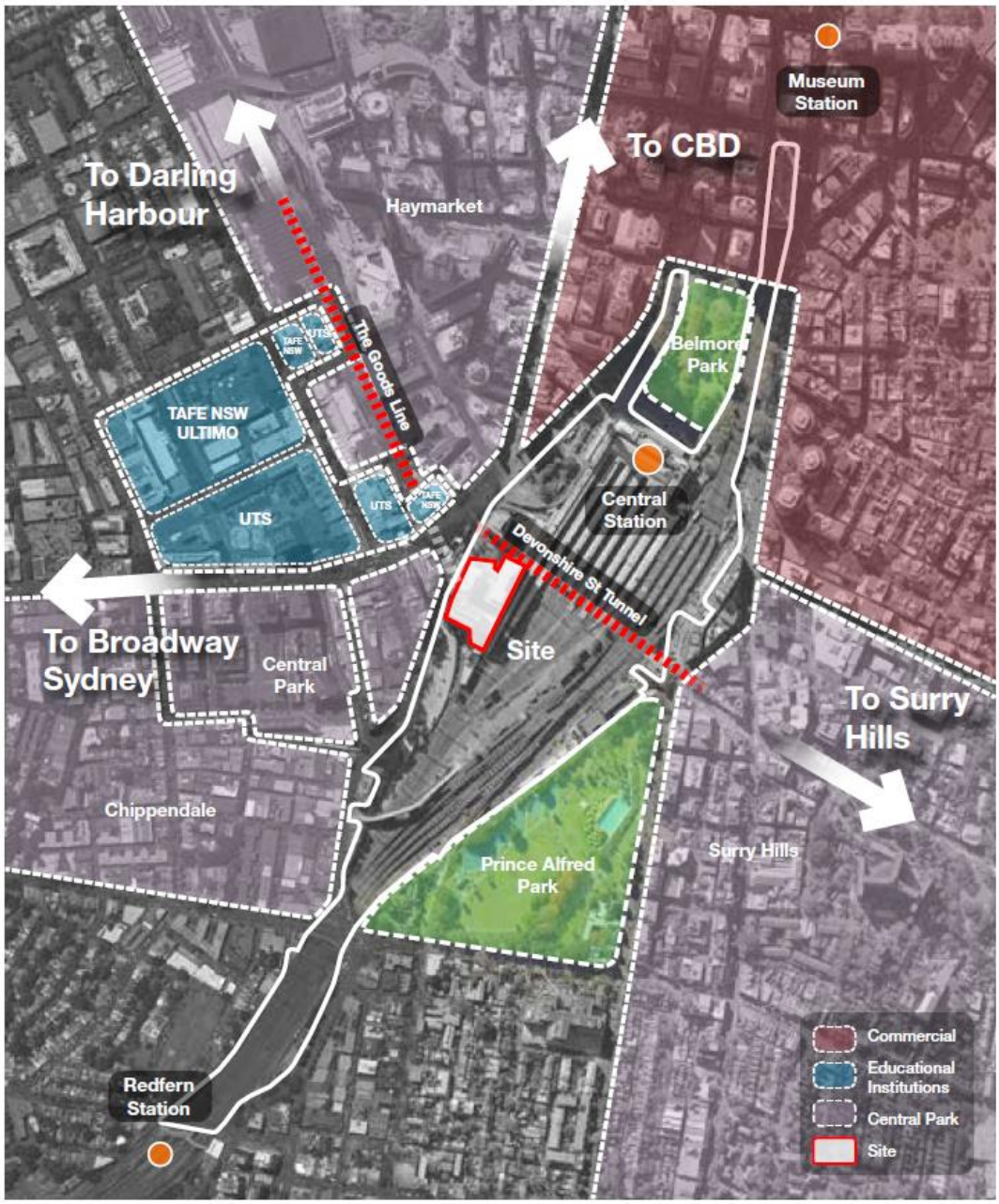


Figure 13: Site context

2.4.2 Western Gateway

Block B is an integral part of what is known as the Western Gateway to Central Station. As discussed in Section 1.2.4, the Western Gateway sub-precinct comprises:

- Block A - Railway Square YHA Backpackers Accommodation (8-10 Lee Street)
- Block B – the subject Site
- Block C - Adina Hotel (former Parcel Post Office) (2 Lee Street) & Henry Deane Plaza.

The Adina Hotel (Block C) and Sydney Railway Square Youth Hostel (YHA) (Block A) are listed on the State Heritage Register.

The Henry Deane Plaza and the Adina Hotel (Block C) are owned under a ground lease with Toga. YHA (Block A) owns/leases the Youth Hostel property located to the north/east of the Site.

Henry Deane Plaza is centrally located within the Western Gateway and primarily funnels pedestrians between Devonshire Street tunnel, accessed from the Site's eastern boundary, to Lee Street tunnel, Railway Square, and tertiary institutions to the west.

The built form and architectural styles vary across the precinct, with many of the buildings, not complying with the current planning controls with respect to building heights, setbacks and street wall heights (primarily having been constructed before current controls came into effect).

2.4.3 Transport context

The Site's location adjacent to Central Railway Station means that it is highly accessible. The Site benefits from direct pedestrian access to Central Railway Station, including country and metropolitan rail services, and the future Central Metro Station. It is also within close walking distance to existing and future light rail and interstate, regional and metropolitan bus services. The Site is therefore ideally positioned to enhance connectivity between Railway Square and Central Station now and into the future.

Rail services

Central Station is Sydney's major rail hub. All Sydney suburban rail lines run through Central Station together with intercity, regional and interstate services. Direct rail services are available to the Sydney Domestic and International Airports.

Light rail

The Sydney Light Rail Inner West service currently operates from Central to Dulwich Hill. The light rail station is located on the upper level of the Grand Concourse, immediately north of the station.

The CBD and South East Light Rail is a new light rail network for Sydney which is currently under construction. The 12km route will extend from Circular Quay along George Street to Central Station, through Surry Hills to Moore Park, then to Randwick, Kensington and Kingsford. The indicative opening date for the Circular Quay to Randwick section of the light rail project is December 2019.

Bus services

Numerous bus services operate in the vicinity of the Site. The Railway Square bus interchange is located at the junction of George Street and Lee Street to the west of the Site. Bus connections to the inner west, southern Sydney and eastern suburbs are provided from this location. There is also a major bus interchange located along Eddy Avenue to the north of Central Station.

Sydney Metro

Sydney Metro is Australia's biggest public transport project. The first stage of the project, Sydney Metro Northwest opened in June 2019. The Sydney Metro City & Southwest is currently under construction and will comprise a 15.5 kilometre metro line connecting Chatswood to Bankstown. It will include new stations in Sydney's CBD, including a new Metro connection at Central Station. A new Metro platform is currently being constructed at Central below Platforms 13, 14 and 15 along with a new underground concourse (Central Walk) which will improve connections with other transport modes.

The indicative date for completion of the Sydney Metro is 2024.

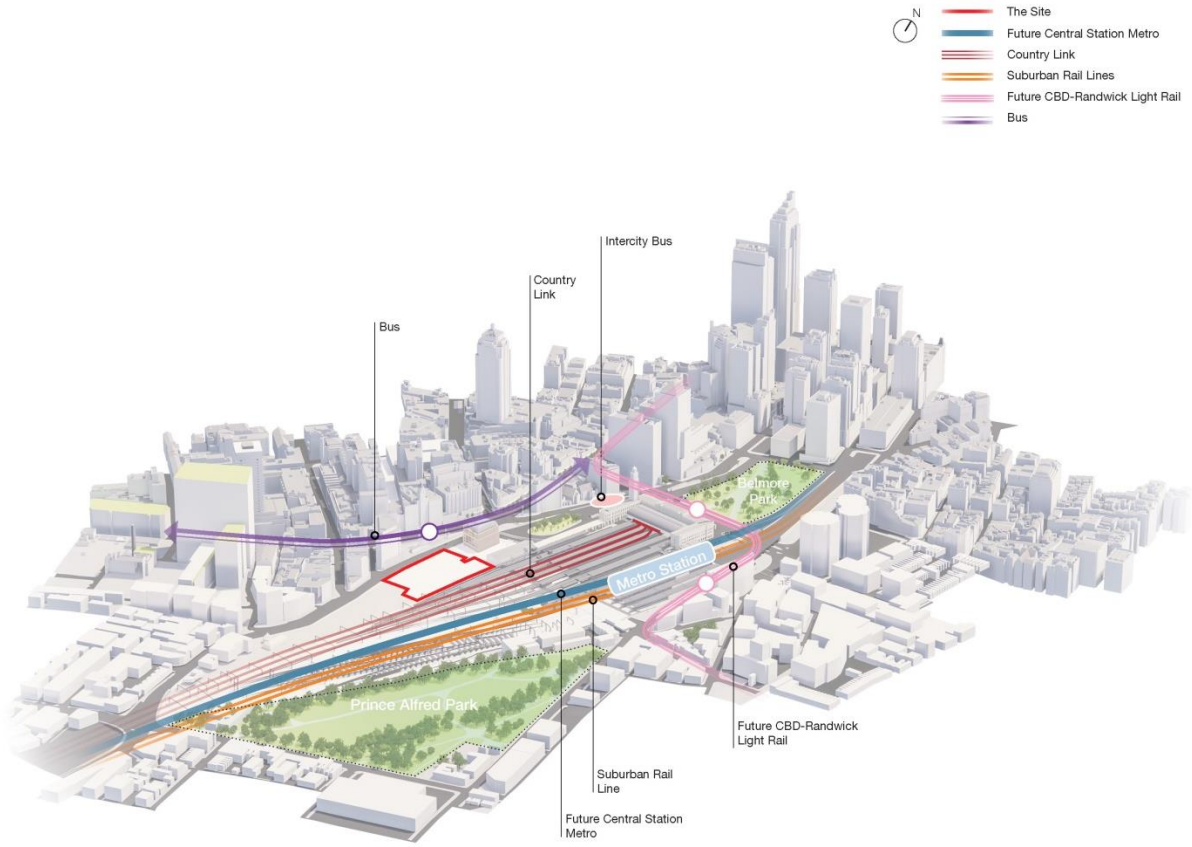


Figure 14: Public transport connectivity

Pedestrian network

There is a high degree of pedestrian connectivity through and around the Site. Pedestrian linkages are located at ground as part of the road network as well as below ground in tunnels connecting to and through Central Station. Existing pedestrian networks include the Devonshire Street and Lee Street tunnels, with access points at George Street, Railway Square, Lee Street, Henry Deane Plaza, Central Station and Chalmers Street.

A new underground pedestrian link, Central Walk, is currently under construction. Central Walk is a new underground concourse at Central Station that will better connect passengers to trains, light rail and the new Sydney Metro underground platforms. Central Walk includes:

- A 19-metre wide tunnel from Chalmers Street linking to new Sydney Metro platforms under Central
- New, easy access points to Sydney Trains platforms 16 to 23
- Escalators directly to suburban platforms for the first time.

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.

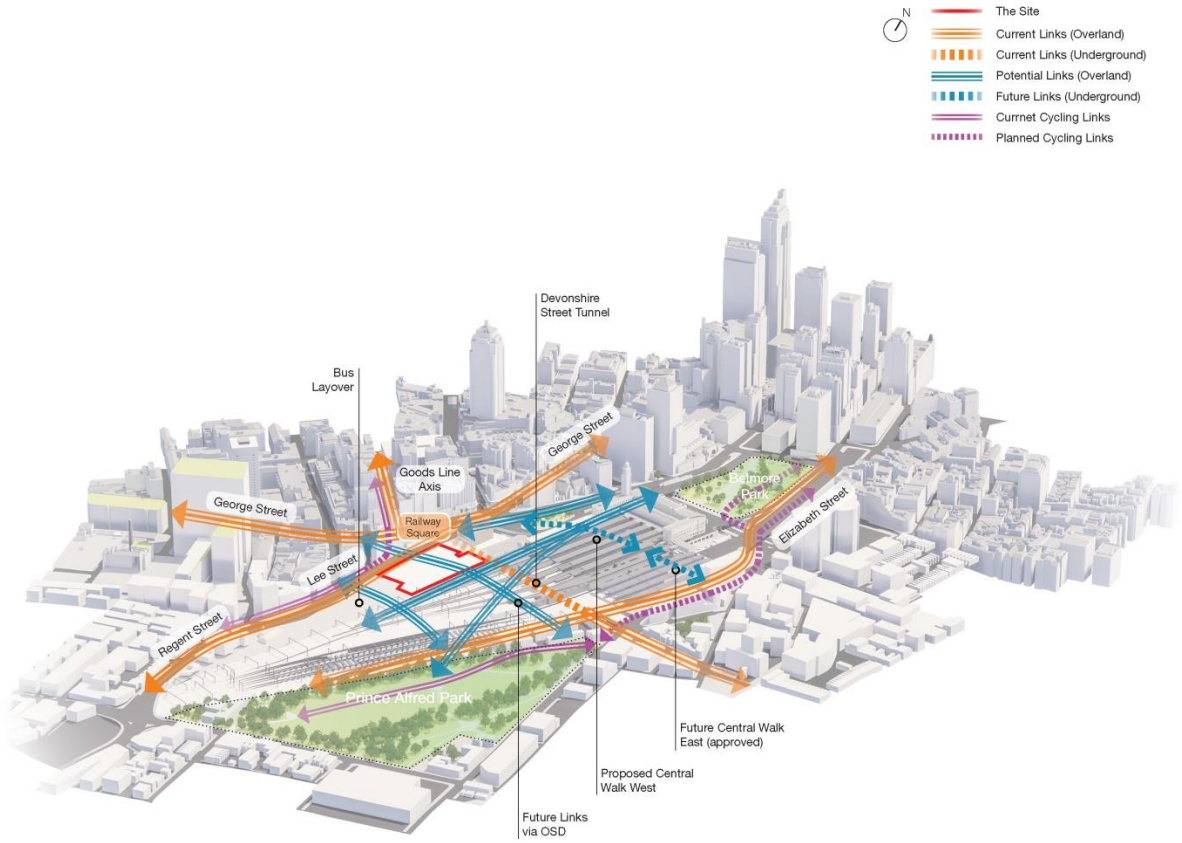


Figure 15: Pedestrian connectivity

Road network

Vehicular access to the Site is provided via Lee Street which is a five lane two-way street. Lee Street connects to George Street to the north and Regent Street to the south, both of which are classified as main roads.

Service access to the Site is currently located at the south boundary off Lee Street opposite Little Regent Street.

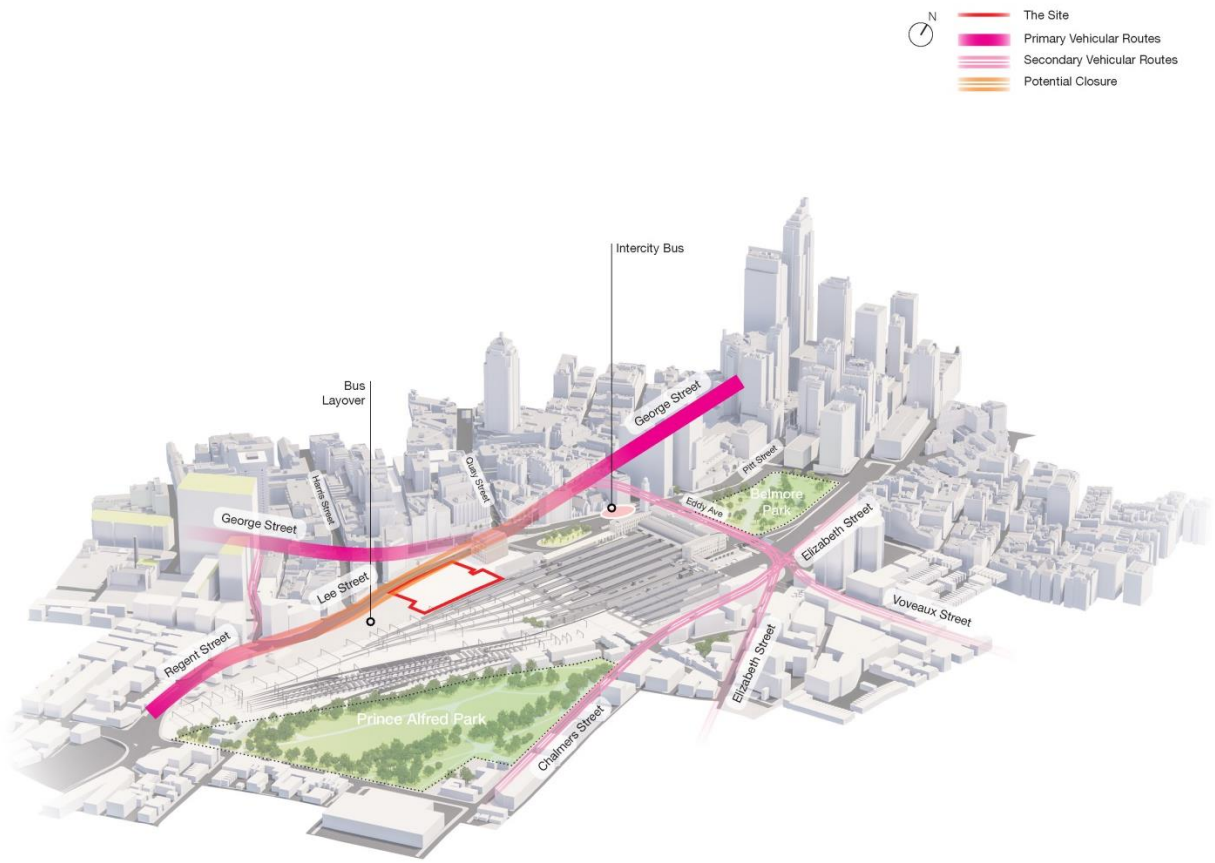


Figure 16: Surrounding road network

2.4.4 Heritage context

The Site is included within the boundary of the Central Station heritage item as listed on the Sydney Local Environmental Plan 2012, and is included within the boundary of the Section 170 RailCorp Heritage and Conservation Register listing for Central Station.

The Site is immediately adjacent to a section of the Railway Square Road Overbridge, which is listed on the State Heritage Register. The overbridge is part of the former Darling Harbour Goods Line, parts of which is the oldest surviving structure on the NSW railway. The line runs underneath the southwest corner of the Site at 26-30 Lee Street.

Additionally, a number of heritage items of varying significance exist in the vicinity of the Site, as shown in Figure 17.

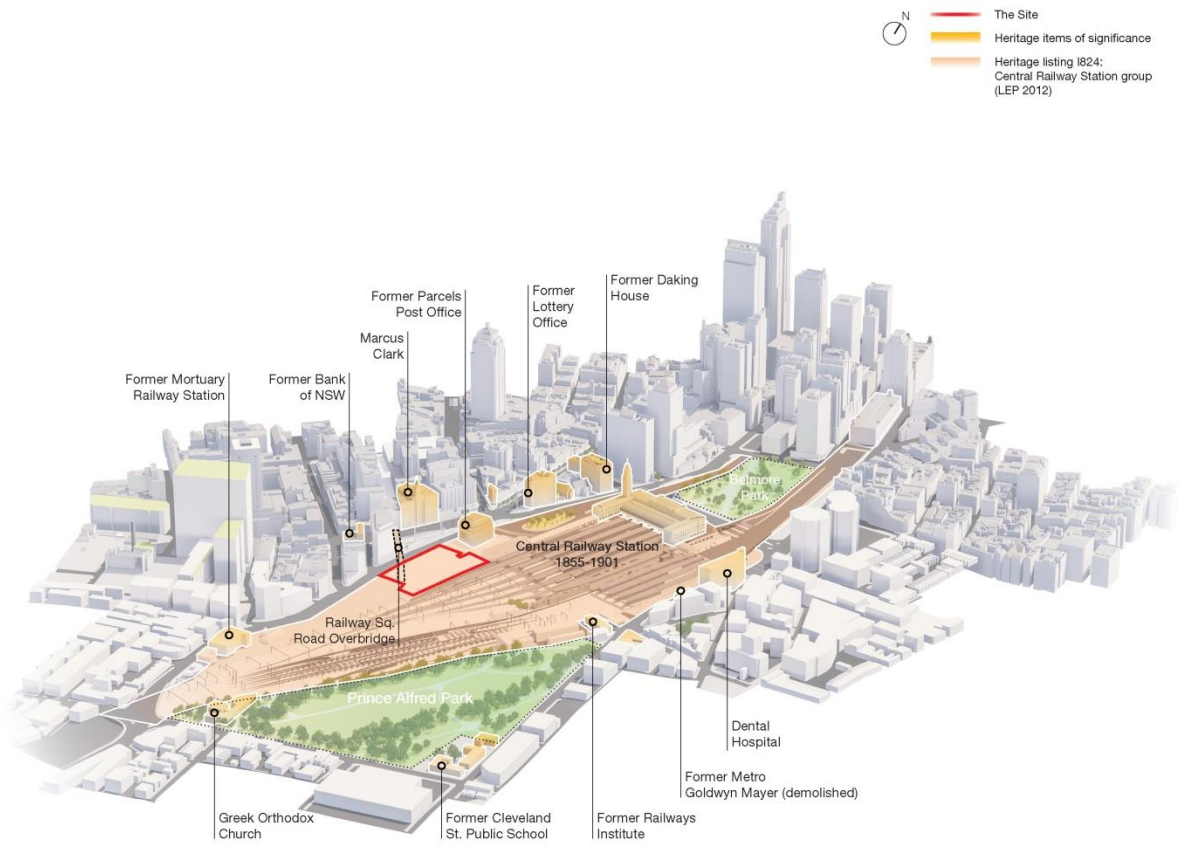


Figure 17: Local heritage items in vicinity of Site

The Sydney Terminal and Central Railway Station Group is listed on the State Heritage Register, as shown in Figure 18. The Site is located outside the boundary of this listing.

Figure 18: Curtilage of the State Heritage Register listing of Central Station

3 EXISTING PLANNING CONTROLS

3.1 Zoning

The Site is zoned B8 Metropolitan Centre under the Sydney Local Environmental Plan 2012 (SLEP 2012), as shown in the extract at Figure 19. It is not proposed to change the zoning.

The objectives of the zone include supporting the pre-eminent role of business, office, retail, entertainment and tourist commensurate with Sydney's global economic status, encouraging a diversity of compatible land uses, promoting the use of public transport, walking and cycling and providing opportunities for active street frontages. The zoning permits a broad range of uses to support the zone objectives.

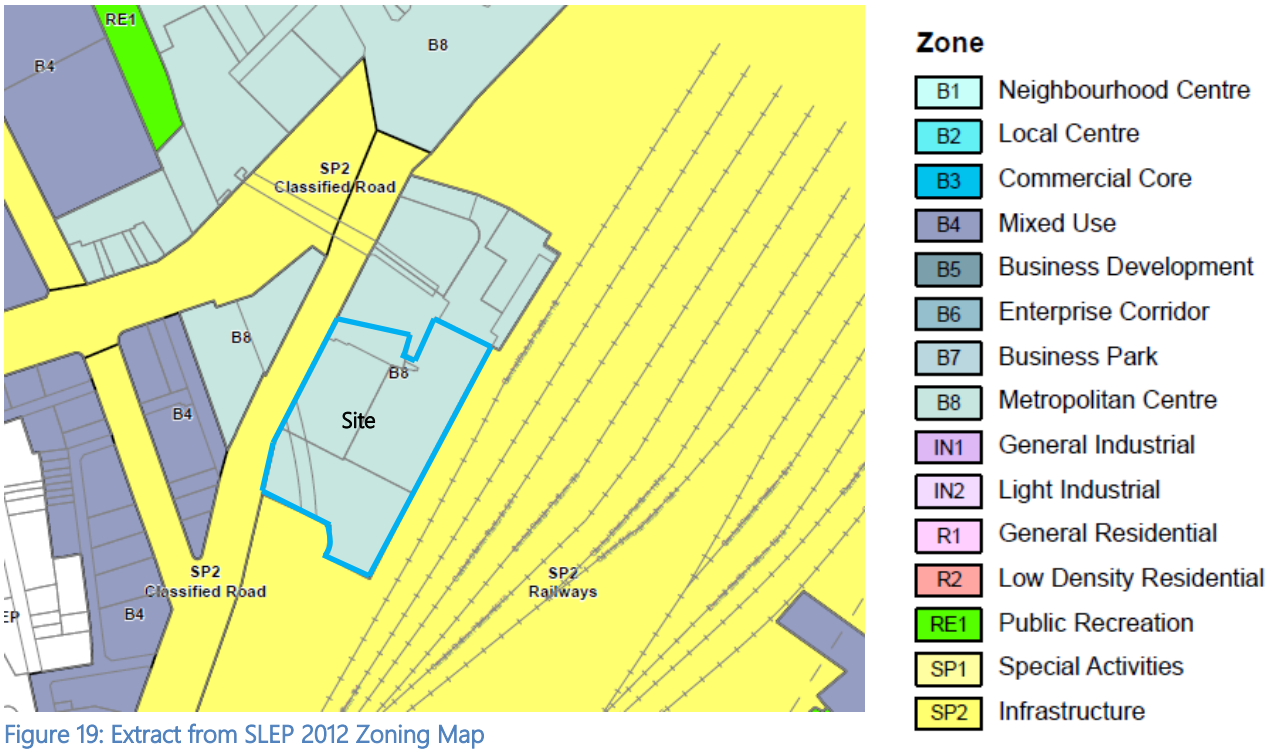


Figure 19: Extract from SLEP 2012 Zoning Map

3.2 Floor space ratio

The Site has a maximum floor space ratio of 3:1. An extract of the floor space ratio map is provided in Figure 20.

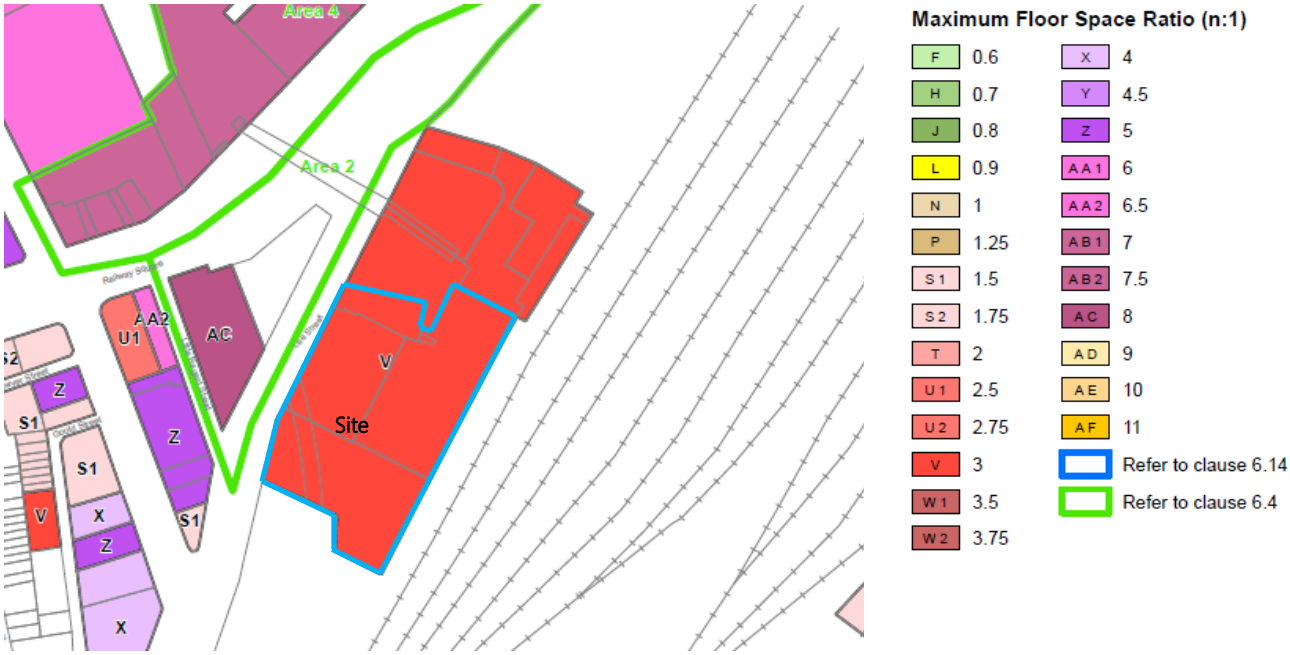


Figure 20: Extract from SLEP 2012 Floor Space Ratio Map

The Site benefits from other additional floor space provisions which would allow for (minor) increases above the maximum FSR including:

- Car parking reduction floor space
- End of journey floor space
- Entertainment and club floor space
- Lanes development floor space

Clause 6.21 of SLEP 2012 also provides for additional floor space (up to 10%) for buildings that have been subject to a design competition and demonstrate design excellence.

3.3 Height of buildings

Two height controls apply to the Site. Lot 12 has a maximum building height of 35 metres while lots 14 and 15 have a maximum building height of 33 metres. An extract of the height of buildings map is provided in Figure 21.

Figure 21: Extract from SLEP 2012 Height of Buildings Map

3.4 Sun access protection

The Site is affected by controls to protect further overshadowing of Prince Alfred Park. SLEP 2012 Clause 6.19 *Overshadowing of certain public places* provides that development consent must not be granted where development results in additional overshadowing of 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) during specified times. An extract from the Sun Access Protection Map is provided in Figure 22.

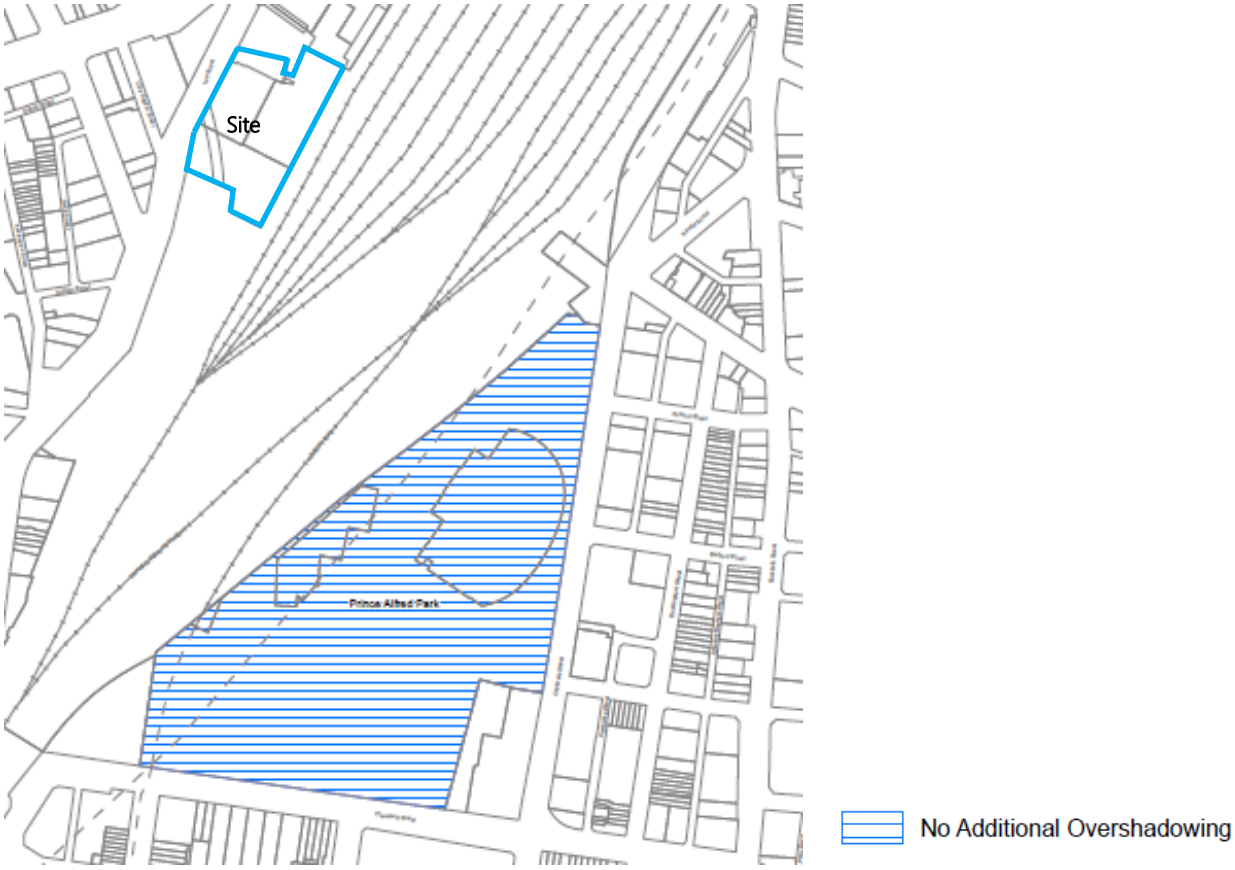


Figure 22: Extract from SLEP 2012 Sun Access Protection Map

3.5 Heritage

The Site is part of the *Central Railway Station group including buildings, station yard, viaducts and building interiors* which is listed in Schedule 5 of SLEP 2012 (Item I824). The Site also adjoins Item I855 *Former Parcels Post Office including retaining wall, early lamp post and building interior.* There is also a number of other nearby heritage items. An extract of the Heritage Map is shown at Figure 23.

Figure 23: Extract from SLEP 2012 Heritage Map

3.6 Draft Central Sydney Planning Strategy

The draft Central Sydney Planning Strategy (CSPS) is a suite of documents including a proposed Local Environmental Plan (LEP) amendment and a draft Development Control Plan (DCP) that are intended to apply to the Sydney CBD, including the Site. The draft CSPS was endorsed by the City of Sydney Council and Central Sydney Planning Committee in July 2016 and forwarded to the DPIE for gateway determination.

To date, the draft CSPS has not been endorsed by the DPIE. In March 2019 Council endorsed the draft strategy and relevant documents for a non-statutory public exhibition however this has not yet occurred.

This Planning Statement has had regard to the key provisions in the draft CSPS, including the proposed extension of the No Additional Overshadow control for Prince Alfred Park to apply from 10am to 2pm all year round. The proposed building height control for the Site complies with this requirement. The building envelope has also been configured to ensure that key views of the Central Station Clock Tower, as identified in the draft CSPS, are protected.

4. DESCRIPTION OF PROPOSAL

4.1 Project vision and objectives

The proposed rezoning forms part of a broader planning process being pursued by the Consortium to realise a shared vision and set of objectives for the Western Gateway and the Central Precinct more broadly. The shared vision of the Central Precinct is for:

> *… a new destination maturing at the heart of some of Sydney's most recognised and celebrated communities. It is a vision for a revitalised gateway to the city, the region and global community, providing new energy for the nation's commercial, social and cultural engine.*
>
> *A renewed Central precinct will be a world-class transport interchange, knitted with innovative businesses and diverse public spaces that connect the eclectic pieces of city at its boundaries to celebrate its important heritage and place in Sydney's future.* (TfNSW Transport and Customer Requirements)

The Consortium's vision for Block B within the Western Gateway is *to build a vibrant new business district and revitalise the face of Sydney's busiest transport interchange.*

The overall objectives for Block B are:

- High tech jobs – Deliver creative workspace that builds the Sydney Innovation and Technology Precinct and underpins Sydney's enduring global competitiveness
- Transport connectivity – Redefine the experience of over 20 million pedestrians who walk through Henry Deane Plaza every year with world class public realm and connectivity
- A revitalised precinct – Transform the Central Precinct into an exciting place with lively retail and dining options, supporting Sydney's day and night time economy
- Infrastructure for the future – Enable wider renewal of the Central Precinct by delivering underground smart building services, waste and utility infrastructure necessary for an integrated and sustainable precinct.

Figure 24: Artist's impression of view of Proposal looking south from George Street (Block B middle of image and Block A towards left of image)

4.2 Proposal description

The Consortium intends to develop up to 155,000m^2 of commercial and retail GFA within a podium, two towers, lower and upper ground plane over a three level basement. The Proposal comprises:

- Two commercial towers comprising 46,000m^2 and 42,000m^2 located above the podium with floorplates of approximately 2,000m^2 and 1,850m^2 GFA
- 61,500m^2 GFA of commercial office space located within the podium which in turn will provide flexibility and campus style / large floorplates of approximately 6,200m^2 GFA

- A retail offering of approx. 5,500m^2 accessible from lower and upper ground levels, including food and beverage catering to Central Station and Metro Station users, visitors and Western Gateway commercial occupants, and providing an activated frontage and interface to Henry Deane Plaza. This includes an activated Lee Street frontage and lobby located at upper ground level, providing access to the commercial office podium levels and towers above
- Three levels of basement car parking to accommodate:
  - 48 service vehicle and loading dock parking and distribution area within an Integrated Distribution Facility (IDF)
  - Service vehicle, loading dock and distribution area for all stakeholders within the Western Gateway
  - Provision for emergency, maintenance and service vehicle parking and distribution area for potential future Central Over Station Development (OSD within the IDF)
  - 121 parking spaces for Block B occupants
  - Provision for Block A and C vehicle access via the Block B
  - Bicycle parking and end of trip facilities for staff
  - Bicycle parking spaces for customers/visitors
- Podium and tower rooftops designed for passive activation and gatherings for occupants of the Project to utilise and appreciate the views of the city and harbour;
- Redeveloped public space and stairs from Block B to potential future Central Precinct Over Station Development (OSD) providing an east-west pedestrian connection to and from the Western Gateway sub-precinct;
- Integration with a redeveloped Henry Deane Plaza to accommodate the increased pedestrian movement from existing and future pedestrian connections to various modes of transport;

Figure 25: Artist's impression of north-south link through podium

4.3 Amendments to Planning Controls

The Consortium's Proposal will facilitate whole-of-precinct outcomes by integrating Block B with TfNSW and other investments in the Central Precinct. It will also deliver superior urban design, connectivity and transport (commuter experience/flow/connectivity) outcomes.

As the long-term leaseholders of Block B, the Consortium is the only party that has the right to redevelop the site or provide improved access for pedestrian, vehicle or service infrastructure. Amendments to the City of Sydney LEP to increase the height and FSR controls as described in TfNSW's SEPP Application are required to facilitate the Consortium's Proposal.

4.4 Design Review Panel

Following the Minister for Planning and Public Space's nomination of the Western Gateway sub-precinct as a potential State Significant Precinct, the Design Review Panel (DRP) was convened by the DPIE to provide *specialist, independent, expert and impartial advice and to assist DPIE in forming its advice to Transport for NSW (TfNSW) in relation to the Central Precinct Renewal SSP and Western Gateway sub-precinct.*

The objectives of the DRP as set out in the Terms of Reference were identified as follows:

- *Establish an inclusive and democratic forum where the key design issues relating to the Central Precinct Renewal SSP Strategic Framework and Western Gateway sub-precinct can be discussed.*
- *Support the efficient and timely achievement of the Central Precinct Renewal SSP Strategic Framework and the Western Gateway sub-precinct, having regard to the interrelationship between these two projects.*
- *Support the achievement of the strategic intent and objectives for the Central Precinct Renewal.*
- *Ensure quality urban design, building design and place making outcomes. The DRP will be guided by the objectives of 'Better Placed – an integrated design policy for the built environment of NSW'.*

The Terms of Reference identified the scope of the DRP's authority as follows:

> *The DRP is advisory and its recommendations are to guide DPIE decision making for projects within the Central Precinct Renewal SSP. Adjacent areas of influence … will also be taken into consideration by the DRP.*

The DRP Members comprised:

- Ben Hewitt, Acting NSW Government Architect
- Oi Choong, Context Landscape Design
- Graham Jahn, City of Sydney
- Dick Nugent, Conybeare Morrison International Pty Ltd
- Garth Paterson, Paterson Design Studio
- Peter Poulet, Commissioner, Greater Sydney Commission

Three DRP meetings were held over the course of a six week period. The format for each meeting required TfNSW, and each proponent within the Western Gateway sub-precinct (for Blocks A, B and C) to present current design thinking, design development and responses to the DRP advice. The final

DRP meeting also included a presentation from Aspect Studio of a coordinated ground plane/public domain design that had been agreed between all the Western Gateway sub-precinct proponents.

The DRP advice issued in relation to the Block B site identified five main issues. These issues and how they have been or will be addressed are summarised in below:

Table 3: DRP issues for Block B and proposed responses

NO	ISSUE	PROPOSED RESPONSE
1.	Maximum planning envelope	The maximum planning envelope has been informed by a detailed analysis of Block B's opportunities and constraints, technology and innovation tenant requirements, and the Consortium's understanding of the proposals for Blocks A and C. It has also been refined through the DRP process that the Consortium has been through in partnership with TfNSW. The maximum planning envelope has been established to provide sufficient flexibility during the design excellence process and encourage an innovative design response. As illustrated in the Urban Design Report and the Concept Design Report, the maximum planning envelope is not proposed to be completely filled, with just over 52% of the maximum planning envelope expected to be utilised. Further discussion on the planning envelope is provided in Section 4.5. The DRP noted the principle of setting the proposed towers back from Lee St is supported. The proposed tower configuration is a suitable reference design, but there should be flexibility in the design excellence process for this to be varied, provided that the proposed public domain outcomes are achieved.
2.	Podium height	The Consortium's podium height is proposed to be RL63.8, which is consistent with the Government Architect's clarification, as discussed in Section 4.5.2. The Concept Design Report provides further discussion on the rationale for the Consortium's proposed RL 63.8 podium height which has been drawn from Block B's context and in particular the scale of surrounding buildings such as the Parcels' Post Office and Railway Square, in particular the Mercure Hotel.
3.	Proposed 30m corridor	Since the completion of the DRP process and issue of the Government Architect's clarification note, the Consortium has been working with TfNSW and Block A proponent to establish appropriate building separation principles for the east west

NO	ISSUE	PROPOSED RESPONSE
		corridor. The parties have agreed that to a minimum building separation of 30m between Blocks A and B, with the potential for the building separation to be reduced to a minimum 24m above RL 60 subject to the future design satisfactorily addressing the relevant guidance controls in the draft Western Gateway Subprecinct Design Guide. The justification for this approach is provided in Section 4.5.3.
4.	Overshadowing of Prince Alfred Park	The Consortium acknowledges the clarification issued by the Government Architect and confirms that the Block B proposal is consistent with the current and proposed shadowing controls for Prince Alfred Park.
5.	North-South Link	The Consortium and TfNSW will continue to work together to develop a set of principles for the North-South Link to allow integration with the bus layover site to the south. These principles will be agreed and embedded in the design excellence process following the SEPP amendment.

4.5 Design vision

The design vision for the project is articulated through the Indicative Scheme, briefly described below and as detailed in the Concept Design Report at **Appendix B**. The architectural expression of the Indicative Scheme is envisaged as a connected and creative place for Sydney, inspired by four key conceptual ideas:

- Technology as Spirit of Place
- The modern workplace as factory
- Sydney Strata: Layers of urban history
- A new Urban Square for Sydney: Borne of place, function and people

Together, these ideas speak to a material character which responds to the city and context, while providing large scale and flexible workplaces which reference the ambition of Victorian era rail stations as well as factories and industrial spaces, and which are provided with access to a new urban square and landscaped spaces. The façade, massing and articulation of the Indicative Scheme responds to the heritage setting at the podium level, while the tower forms above punctuate the southern CBD skyline.

Figure 26: Artist's impression looking west across new public domain

A series of urban design principles have been developed to guide the design excellence process and future development on the Site. These are detailed in sections 3.1 and 3.2 of the Urban Design Report at Appendix A.

4.5 Built form

4.5.1 Establishment of the envelope

The maximum planning envelope is a 3D extrapolation of Block B's development potential. It sets the maximum vertical and horizontal parameters for future buildings on Block B, with future built form proposed to be located within the maximum planning envelope but not expected to entirely fill it. It has been informed by a detailed analysis of Block B's opportunities and constraints, technology and innovation tenant requirements, and the Consortium's understanding of the proposals for Blocks A and C. It has also been refined through the DRP process that the Consortium has been through in partnership with TfNSW.

SOM and Woods Bagot have evaluated a series of development scenarios to understand the potential of the Block B Site and determine the best use of the property as it relates to the surrounding context. The following criteria were considered in determining the building envelope:

- Orientation of CBD views
- Daylight and shadowing
- Adjacencies to neighbouring buildings
- Varied massing to break down scale and street walls

- Variety of commercial floor plate sizes
- Financial and staging flexibility
- Core locations to optimise the layout of the Integrated Distribution Facility in the basement as well as the podium and tower floorplates above.

Three key factors have underpinned the development of the building envelope – (1) the importance of maintaining solar access to Prince Alfred Park and (2) the provision for a major east-west pedestrian corridor that would run between Blocks A and B, and (3) the need to respect the heritage fabric of the precinct.

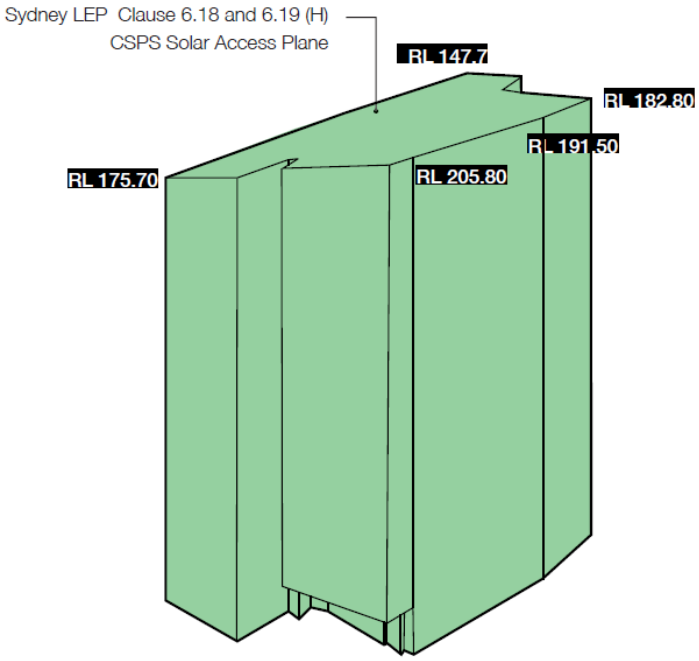


Figure 27: Planning envelope

The maximum planning envelope sets the physical parameters within which the detailed building design will be constrained. It is accordingly necessary that it provides a degree of flexibility for the design development process to facilitate future design excellence and encourage an innovative design response. As illustrated in the Urban Design Report and the Concept Design Report, the maximum planning envelope is not proposed to be completely filled, with just over 52% of the maximum planning envelope expected to be utilised.

The maximum building envelope comprises the proposed podium and future towers as represented in the Indicative Scheme.

4.6.2 Building height

The proposed overall maximum height of the building envelope is RL 205.8, although the height varies across the envelope as shown in Figure 27. This has been established by the requirement in clause 6.19

of Sydney LEP 2012 to maintain solar access to Prince Alfred Park as well as the stipulated sun access plane for the Site contained in the draft CSPS.

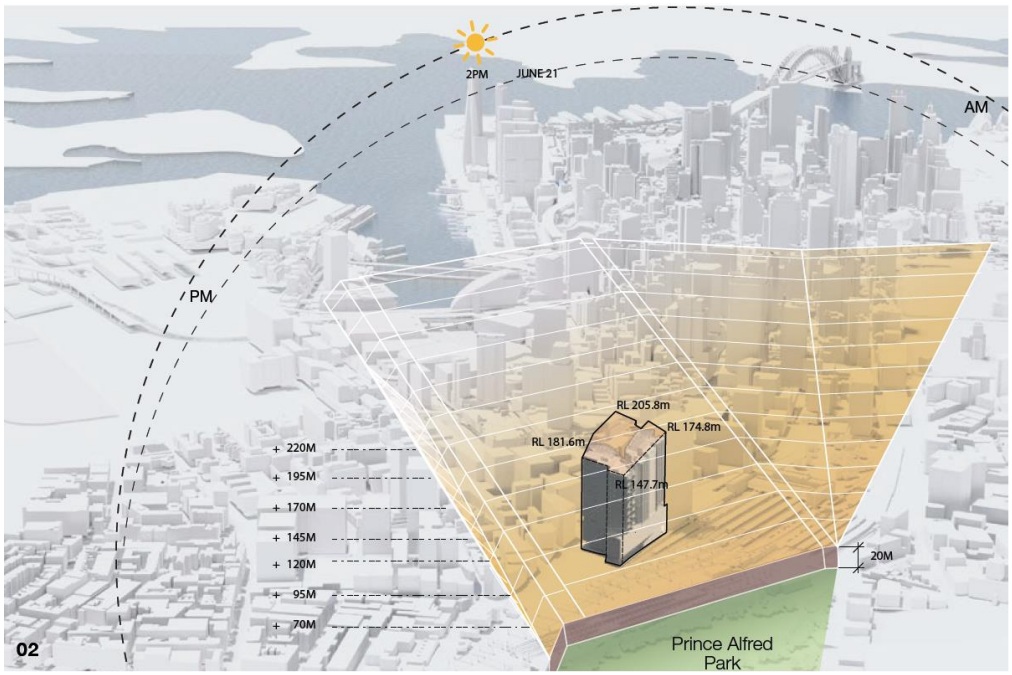


Figure 28: Axonometric of building envelope in relation to solar height control in draft CSPS

The Consortium's podium height is proposed to be RL 63.8. This generally responds to the scale of buildings around Railway Square. The podium is intended to be a visually solid element that will complement existing structures and clearly define Lee Street and Railway Square.

The proposed podium height is consistent with the Government Architect's clarification issued in September 2019 which states:

> *It is noted that differing positions between the proponents on the relevance of the urban edges to Railway Square has emerged. Coordination should be led by TfNSW, and justification should be provided by the proponents if alternative datums are proposed to establish the urban logic and therefore, the basis for evaluation of design proposals.*

The Concept Design Report (**Appendix B**) describes the rationale for the Consortium's proposed RL 63.8 podium height which has been drawn from Block B's context and in particular the scale of surrounding buildings such as the Parcels' Post Office and the Mercure Hotel.

4.6.3 Setbacks

East-west corridor

The original building separation between Blocks A and B tabled to the DRP was 13m. Since the completion of the DRP process and following the Government Architect's clarification note recommending a 30m building separation between Blocks A and B, the Consortium has been working with TfNSW and the Block A proponent to establish appropriate building separation principles for the east west corridor.

As a result, the building separation between Blocks A and B at ground plane is proposed to be 30m up to RL 60 (noting the RL of the OSD ground plane is RL 30). Above RL 60, a minimum building separation of 30m is required to be provided between Blocks A and B, with the opportunity to reduce the building separation to a minimum 24m but only where it can be demonstrated that:

a) design excellence will be achieved through a competitive design process to address the Objectives of quality
b) no additional overshadowing of Prince Alfred Park beyond the Solar Access Plane controls
c) pedestrian access and views to the Marcus Clarke Building from the future over station east-west pedestrian connection are retained
d) there will be no unacceptable wind impacts felt by pedestrians on the ground plane for the intended purpose
e) the intrusions into the Building Separation Zone mitigate the effects of building bulk through effective articulation and modulation of the façade design.

This is shown in plan in Figure 29 and is consistent with TfNSW's Draft Design Guide – Western Gateway Sub-Precinct.

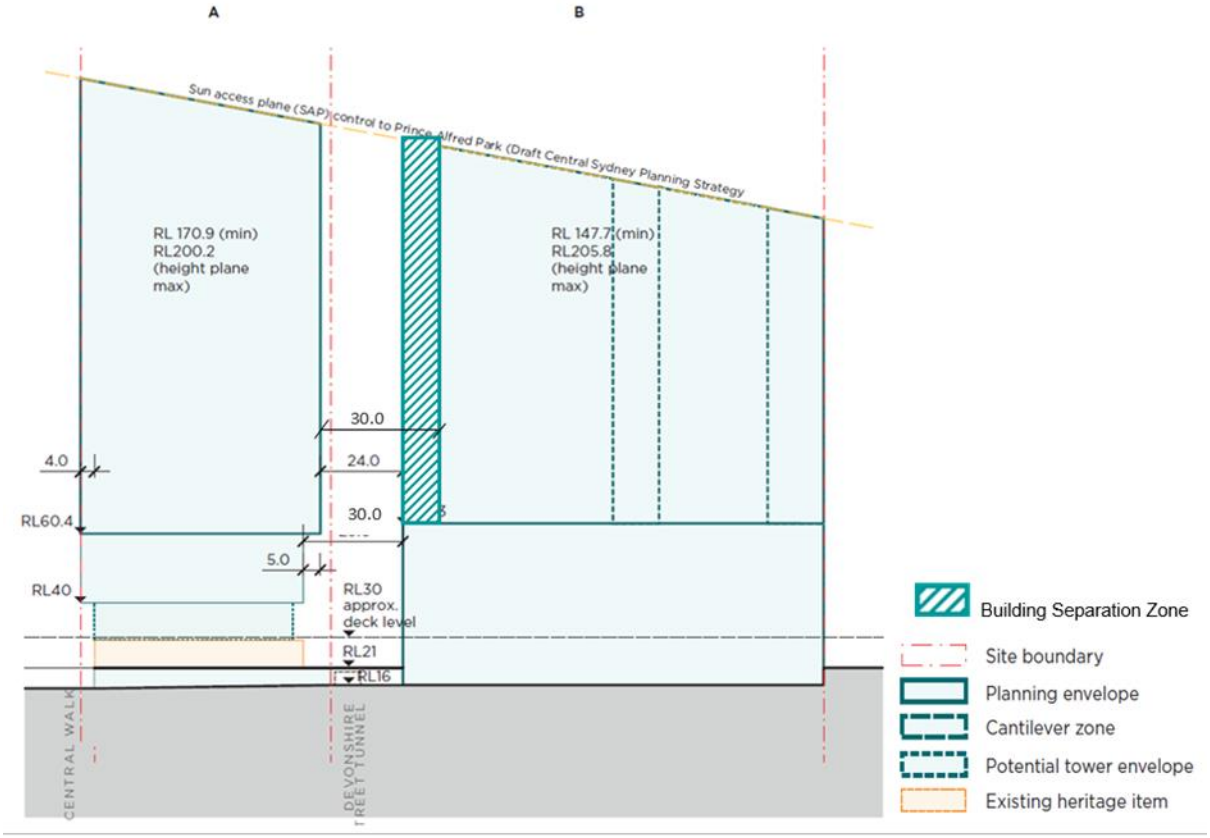


Figure 29: Proposed east-west corridor setback

During the DRP process, the DRP recommended that '*the width of the corridor, including the separation between Atlassian and Dexus Frasers, be increased to 30m (measured from the south face of the existing Adina hotel building) to create a clear vista that frames the Marcus Clarke tower*' (16 August 2019). A strict interpretation of the DRP's recommendation would result in an angled zone straddling both Blocks A and B.

There have been a number of early propositions for the Central Station OSD in recent times. Current urban design studies for TfNSW by Architectus have identified the potential for 'stitching the site back into the city' and for a 'variety of urban blocks, laneways and streets'. More specifically, TfNSW's Central Precinct Draft Strategic Framework outlines a number of objectives for the Sydney Rail Yard sub-precinct located immediately to the north of the Western Gateway sub-precinct (refer Figure 30) These include:

- Deliver a variety of city scale buildings whilst protecting solar access to existing key public open spaces, particularly Prince Alfred Park
- Deliver new high-performing low-emission buildings with renewable energy and water conservation infrastructure

- Create a variety of new open spaces that connect with and build upon the existing green grid, including plazas, green spaces and high amenity pedestrian links
- Reconnect the surrounding streets and neighbourhoods through the creation of a clear and legible network of high amenity streets, laneways and connections that support pedestrian access across Central Precinct
- Reduce the urban heat island effect through landscaping that provides shade, improves the precinct's micro-climate and softens the urban environment.

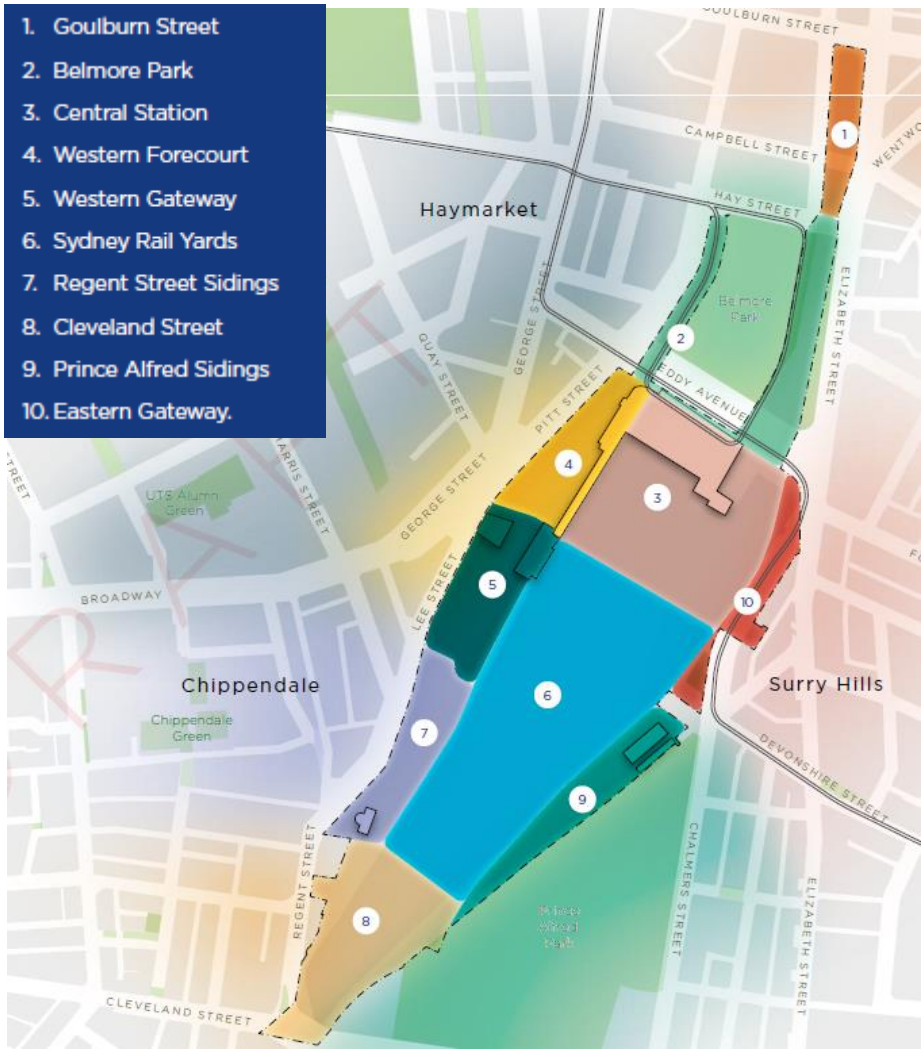


Figure 30: Central Precinct sub-precincts (Source: Central Precinct Draft Strategic Framework, TfNSW)

Discussion about what might constitute a key 'city shaping' move has focussed on the suggestion of a major east west boulevard as a continuation of the alignment of Devonshire Street, which provides views from the east towards the Marcus Clarke tower. Given definitive proposals for the built form of the OSD are yet to be determined, it is not clear how this urban proposition would enhance the amenity or identity of the precinct.

An alternative approach is proposed that would maintain the continuity of alignment of the Devonshire Street axis and respect the view lines to the Marcus Clarke tower through a street scaled link, while also

introducing a focal public space to this proposed new extension of the city fabric. This would provide a destination for the precinct, and increased amenity for those working and living in the locality, as well as a clear route open to the sky as an alternative to the underground promenades and links across the precinct. A uniform 30m for the full length of the east west link as recommended by the DRP would not acknowledge the potential to provide a variety of experiences and a transition in widths particularly given that Devonshire Street Tunnel and Lee Street Tunnel widths are already set. The potential to deliver a high-quality pedestrian environment, with particular emphasis on the connections and lingering potential at this pivotal location will come from design, architectural treatments and the curation of activities and events, rather than compliance with a numerical requirement.

Henry Deane Plaza and its future extension to the east between Blocks A and B, provide the potential for a new western threshold to the Innovation and Technology precinct within the potential future OSD. A new public space at the western end of Devonshire Street could serve as an eastern threshold, and together with a more significant central space – an 'Innovation Square'- resulting in an urban typology of squares and links framing and modulating the journey across the precinct. This urban structure would not only lend a unique identity but also a variety of spaces and built form. It would also mean that the links, acting as transition spaces, would most appropriately be of comparable width to Devonshire Street, which varies and is less than 20 metres.

The investigations completed to date demonstrate that views to the Marcus Clarke Building can be achieved with an east-west link of 24m width. Opportunities also exist between the building envelope line and the final building line to provide additional transitionary zones that will ultimately contribute to the east-west link. The flexibility to provide an interesting design response in these areas should be protected and not imposed at this early stage in the planning and design process through the application of a uniform 30m.

On this basis, and acknowledging the future east-west link will form an important feature of the Western Gateway sub-precinct and the broader Central Precinct, the minimum building separation to be provided between Blocks A and B is 30m and may be reduced to a minimum 24m, but only where it can be demonstrated that:

- design excellence will be achieved through a competitive design process to address the Objectives of quality
- no additional overshadowing of Prince Alfred Park beyond the Solar Access Plane controls
- pedestrian access and views to the Marcus Clarke Building from the future over station east-west pedestrian connection are retained
- there will be no unacceptable wind impacts felt by pedestrians on the ground plane for the intended purpose
- the intrusions into the Building Separation Zone mitigate the effects of building bulk through effective articulation and modulation of the façade design.

The proposed approach to establishing the minimum building separation will be determined through the design excellence process. It will ensure development provides adequate separation and setbacks between buildings to enable connection to the future OSD as well as appropriate amenity (including solar access and wind) within the development sites and adjacent public domain and open space.

The proposed minimum building separation will also be required to achieve a high quality of pedestrian connection passing between buildings. This will have regard to the broader design context of the Western Gateway sub-precinct and its purpose and function as a public space or pedestrian movement corridor. Views to the Marcus Clarke Building will be considered and built form / design solutions will be considered through ongoing design development to ensure that the appropriate wind comfort criteria can be met and satisfied.

While recognising the opportunity to provide for flexibility, adaptability and larger floorplates, and a variety of typologies and scales given the height plane controls, the diagrams are indicative only given the need to analyse operational, structural, servicing and other constraints.

Setback between Block B towers

If two towers are accommodated within the building envelope, a minimum 12m setback is proposed, as shown in Figure 31.

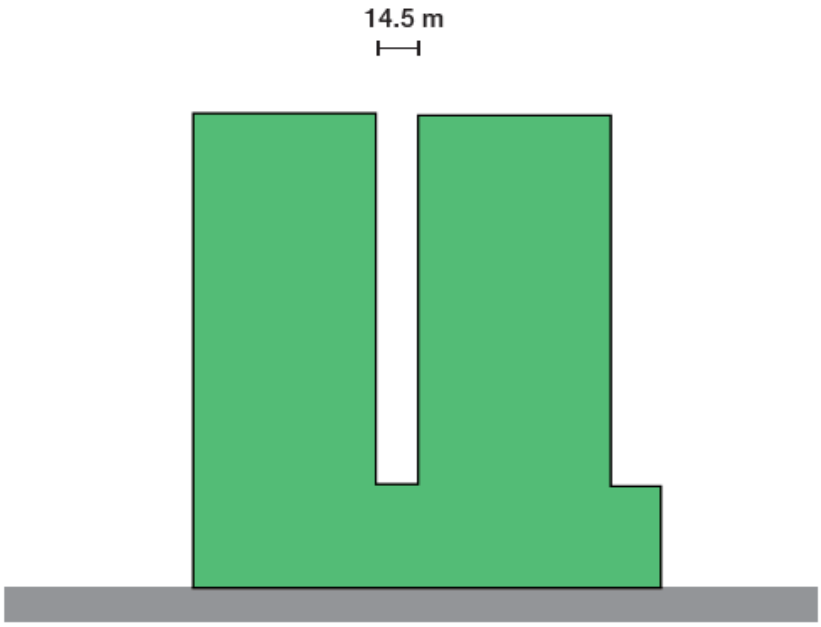


Figure 31: Tower separation

Lee Street

The building envelope does not stipulate a building setback along Lee Street. This is to provide flexibility for the final building form, particularly to maximise articulation and modulation of the Lee Street façade as well as provide flexibility in the competitive design process for the tower configuration to be varied provided that the proposed public domain outcomes are achieved.

The DRP did not raise Lee Street setbacks as a concern, rather advising:

> *The principle of setting the proposed Dexus Frasers towers back from Lee Street is supported as a suitable reference design, but* ***there should be flexibility in the competitive design process for the tower configuration to be varied****, provided that the proposed public domain outcomes are achieved.* (emphasis added)
>
> *The principle of setting towers back from Lee Street above podium level as identified in the broader strategy of heights for the Railway Square precinct is supported*.

Consistent with the DRP advice, the Block B building envelope does not stipulate a building setback along Lee Street to ensure flexibility for the final building form and maximise articulation and modulation of the Lee Street façade through the future competitive design process.

The Block B Indicative Scheme (provided for illustrative purposes only) proposes:

- zero tower to ground setback immediately adjacent to the Mercure Hotel
- 3m upper level setback adjacent to Railway Square.

The final resolution of built form along Lee Street and relationship to Railway Square will be an important consideration. To guide future design, the Consortium's UDR and CDR have established a set of urban design principles, comprising:

- zero setback for podium to define street edge
- setbacks to Railway Square to demonstrate a positive relationship
- articulation to reinforce datums and character of Lee Street and surrounding existing buildings.

In addition, the draft Western Gateway Sub-precinct Design Guide also recognises future design should resolve Lee Street setbacks and that flexibility should be retained for the future design process. Future articulation and modulation of the podium will ensure an undesirable sense of pedestrian enclosure at the street level is mitigated.

Furthermore, the technical reports prepared for Block B demonstrate the proposed setbacks of the Indicative Scheme can be supported and provide satisfactory amenity (solar access, wind, etc), subject to implementation of the relevant recommendations. The proposed setbacks are also suitable from a heritage perspective. On balance, the proposed Lee Street setbacks do not raise any insurmountable concerns insofar as the rezoning process is concerned.

4.6.4 Floorspace

The maximum gross floor area (GFA) of the proposal is 155,000m^2. As set out in Section 4.2, the GFA is distributed between two towers of 46,000m^2 and 42,000m^2 GFA respectively and 61,500m^2 GFA in a podium. A further 5,500m^2 GFA is proposed for retail uses on the lower and upper ground levels.

4.7 Indicative scheme

An indicative scheme has been prepared by SOM, Woods Bagot and Hassell to demonstrate how a potential design solution could deliver quality urban and built form outcomes within the proposed building envelope. The indicative scheme is provided in the Concept Design Report at **Appendix B**. It has been developed having regard to the Draft Design Guide for the Western Gateway sub-precinct: as well as the site specific principles put forward in the Urban Design Report **(Appendix A**) prepared by Woods Bagot, SOM and Hassell.

It should be noted that the scheme is indicative only and conceptually illustrates one of many potential outcomes that could be contemplated based on the building envelope.

The indicative scheme illustrates how the proposal responds positively to the immediate context and the wider city by acknowledging principles related to separation, density, scale, heritage, views and sight lines as well as sustainability.

The form and massing of the indicative scheme establishes legibility to the OSD and north/ south connections, allowing for views across and through the Site. It presents as a sequence of distinct elements which address specific urban, built form and transport conditions. Collectively these elements deliver the functionality while ensuring the public realm is engaging and people focused. The ground plane has been designed in collaboration with other proponents and TfNSW to ensure a unified outcome for the precinct.

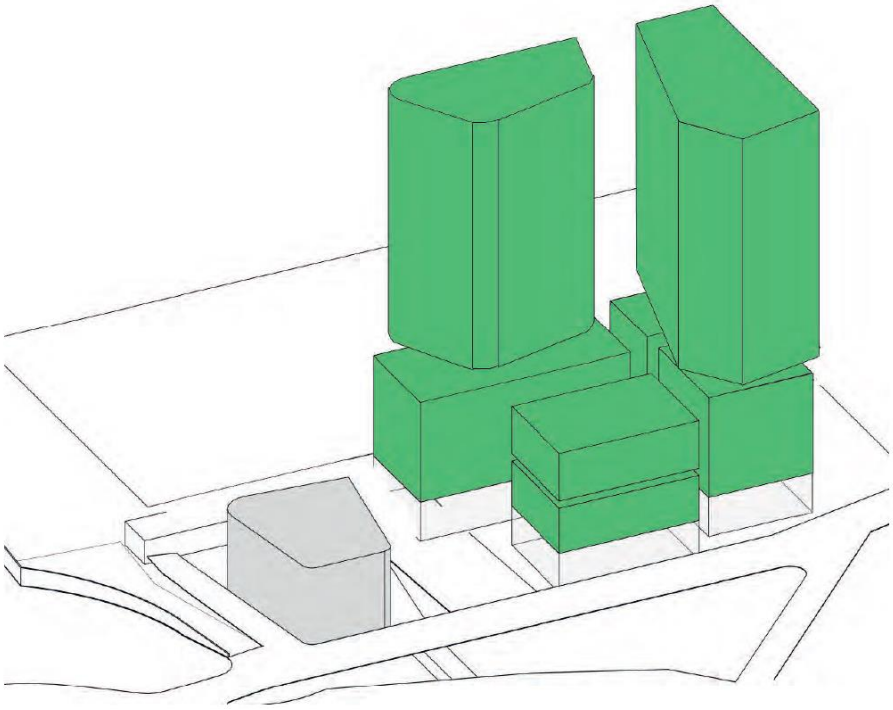


Figure 32: Indicative scheme

4.8 Design excellence

The Consortium is committed to complying with the proposed design excellence provisions as described in the SEPP Application.

5. JUSTIFICATION

5.1 Overview

The Block B Proposal is a critical part of the Western Gateway sub-precinct which in turn will be a catalyst for renewal of the Central Precinct. The Central Precinct Renewal is fundamental to the expansion and revitalisation of Sydney's southern CBD and its strategic importance is reflected in its recent nomination as a State Significant Precinct by the Minister for Planning and Public Spaces. Unprecedented investment by the NSW Government in transport infrastructure at Central together with the continuing expansion of the CBD, provide a unique opportunity to transform Central Station, create a tech and innovation precinct and enhance Sydney's role as a global city.

The Proposal is aligned to the NSW Government's vision for the Central Precinct. In particular, it will:

- be a catalyst project initiating and supporting renewal in the Precinct
- help unlock the future over station development, enabling essential above and below ground integration
- provide superior commercial floor space and office accommodation that serve emerging tenant and sector requirements, integrated with transport
- increase the attractiveness of the area west of Central Station, respecting the heritage character and importance of the public domain
- significantly improve pedestrian connectivity between Central Station, the Western Gateway and beyond
- deliver critical services infrastructure for deliveries, waste management, and utilities, not only supporting development within the Western Gateway but also facilitating the broader Central Station Renewal Program.

Redevelopment of the Site for commercial and retail uses is justified not only in terms of its strategic relationship with the Central Precinct Renewal Program, but also having regard to the specific site characteristics. These are:

- Its immediate proximity to Sydney's major transport hub which offers frequent rail (heavy, metro and light) and bus connections to all parts of Sydney, including a direct rail link to Sydney Airport, as well as regional and interstate connections
- Its proximity to surrounding educational, health and research facilities and institutions providing opportunities for future tenants to collaborate and foster innovation

- The Site's size, configuration and tenure (being a large parcel of land in single ownership) which enables improved pedestrian linkages to be provided
- Its strategic location at the southern edge of the CBD, within the State Government's Innovation and Technology Precinct and at the centre of the Camperdown-Ultimo Collaboration Area which will attract tech and creative industries, particularly due to proximity to an already existing and growing tech industry ecosystem in the Central to Eveleigh corridor.

5.2 Relationship to Strategic Planning Framework

The Proposal has been developed to address the NSW Government's and City of Sydney's strategic directions and objectives as set out in the following:

- A Metropolis of Three Cities – Greater Sydney Region Plan
- Eastern City District Plan
- Future Transport 2056
- NSW State Infrastructure Strategy 2018-2036
- Camperdown-Ultimo Collaboration Area Place Making Strategy
- Central to Eveleigh Urban Transformation Strategy
- Better Placed
- Green Grid
- City of Sydney Tech Startups Action Plan
- Sustainable Sydney 2030
- City Plan 2036: Draft City of Sydney Local Strategic Planning Statement (LSPS)

This clear, integrated and complete hierarchy of future-orientated, publicly available plans demonstrates a strategic planning framework focused on infrastructure and collaboration, economic productivity, liveability and sustainability that is supported by integrated land use, transport and convenient, reliable and safe customer experiences.

An assessment of how the Proposal aligns to the key planning strategies is provided in

Table 4.

Table 4: Assessment against key planning strategies

STRATEGIC POLICY	ALIGNMENT
A Metropolis of Three Cities – Greater Sydney Region Plan	Global Sydney • Creates value for Sydney's future • Connects with Sydney's expanding urban corridors and the extension of the Southern CBD • A catalyst for industry clusters • Designed to attract existing, new and emerging technology industries • Innovative and adaptable building typologies • Vibrant mixed use • 24/7 activation Liveability • Provides quality urban spaces both on the Western Gateway and future OSD • Introduces a city scale place for public life • Activates public spaces and provides high public amenity • Respects and celebrates surrounding heritage Transport and access • Permeable ground plane responds to context, desired travel paths and key destinations • Prioritises pedestrians • Improved convenience, simplicity and efficiency for transport users, emergency services, loading, servicing and private vehicles Infrastructure • Integrated distribution facility is enabling infrastructure that unlocks the vehicular and servicing constraints of the Western Gateway and future OSD potential Sustainability • Integrates with the open space network, key desire lines and the Green Grid • Holistically sustainable • Achieves diversity and inclusivity • Achieves adaptability and flexibility
Eastern City District Plan	Global Sydney • Contributes to a stronger and more competitive Harbour CBD • Supports growth in target industries Liveability • Contributes to a healthy, creative, culturally rich and socially connected community Transport and access

STRATEGIC POLICY	ALIGNMENT
	• Delivers an integrated land use and transport solution that creates a walkable 30 minute city • Provides floor space for health, education and innovation uses • Investment, business opportunities and jobs growth <u>Infrastructure</u> • Infrastructure supports new development • Services and social infrastructure meet changing needs <u>Sustainability</u> • Scenic and cultural landscapes are protected • Contributes to increased urban tree canopy cover • Delivers high quality public domain • Reduced carbon emissions • Energy, water and waste use efficiently managed • Climate change impacts and adaptation mitigated
Future Transport 2056	• Provides integrated end-to-end journey customer experience • Futureproofs future forms of mobility and integration • Implements the Movement and Place framework • Designed for 30 minute access by public transport seven days a week • Facilitates fast and convenient interchanges • Contributes to efficient, reliable and easy-to-understand customer journeys • Reduces traffic movements for the entire precinct • Contribution to net-zero emissions by 2050
NSW State Infrastructure Strategy 2018-2036	The Strategy sets out six directions for infrastructure in NSW, of which the following are relevant to the Proposal: • *Integrating land use and infrastructure* – delivers additional jobs in coordination with significant investment in transport infrastructure at Central Station. • *Infrastructure planning, prioritisation and delivery* – supports and enhances the NSW Government's objectives for the delivery of infrastructure at Central Station by providing improved pedestrian connections between Block B and the Station, providing an integrated distribution facility that will service future OSD, and by enhancing the public domain. • *Resilience* – Proposal vision based on sustainability principles. Flooding and other environmental considerations considered to ensure that the development is not vulnerable to hazards or climate change risks.

STRATEGIC POLICY	ALIGNMENT
	• *Digital connectivity and technology* – the Proposal underpins the emerging technology corridor and the government's drive to stimulate new high tech jobs. Delivers creative workspace of a scale and flexibility that can meet the needs of the technology and innovation industries and enables synergies with surrounding enterprises. • *Innovative service delivery models* - presents an opportunity to demonstrate how complex public and private land ownership can be used cooperatively to form an exemplary piece of functional and meaningful development.
Camperdown-Ultimo Collaboration Area Place Strategy	The Camperdown-Ultimo Collaboration Area Place Strategy sets out 11 priorities, of which the following are relevant to the Proposal: <u>Connectivity</u> • *Priority 1: Integrate and connect the Collaboration Area, within and beyond its edges* – integrates and connects the Collaboration Area by proposing complementary uses to that envisaged in the Collaboration Area and significantly improving pedestrian connectivity from the west to Central Station • *Priority 2: Improve local transport options and amenity within the Collaboration Area* – improves cycling and pedestrian transport to and from Block B and supports public transport improvements at Central Station being delivered by the NSW Government. • *Priority 3: Promote smart technology, drive innovation and connect locally and globally* – provides high quality, large scale floorplate and appropriately configured floorspace suitable for tech and creative industries, helping to support the development of the Sydney Innovation and Technology Precinct and enhancing Sydney's global city status <u>Liveability</u> • *Priority 5: Foster healthy, creative, culturally rich, socially connected and welcoming communities* – revitalises the area as a gateway and destination for the local, metropolitan and global community. Respects and celebrates heritage. Enhances and activates public domain, providing opportunities for cultural and community events. • *Priority 6: Provide social and civic infrastructure for current and future generations:* - provides for an enhanced public domain, improved pedestrian and cycle facilities, services and infrastructure meet changing needs, supports art and creative industries. <u>Productivity</u>

STRATEGIC POLICY	ALIGNMENT
	• *Priority 7: Cultivate an internationally competitive health, education, research and innovation area* – helps to consolidate the area's research and innovation focus by providing high quality, large scale floorplates and appropriately configured commercial floorspace, by creating a development that achieves design excellence and by transforming the Western Gateway sub-precinct into an open and progressive place of character. Sustainability • *Priority 9: Enhance the network of high quality open and public space linked by the Greater Sydney Green Grid* – opportunities to expand the city's green boulevard, create gardens and link more broadly to city's open space network • *Priority 10: Create a resilient place* – delivers a benchmark urban renewal project that leads the world on sustainable place-making
Central to Eveleigh Urban Transformation Strategy	The Proposal supports the Central to Eveleigh Urban Transformation Strategy by: • providing a centre of activity around Central Station • enhancing the green network • reconnecting the Western Gateway with surrounding places • strengthening arts, culture and heritage • facilitating walking and cycling connections across the railway corridor
Better Placed – An Integrated design policy for the built environment of New South Wales,	The Proposal is consistent with the policies in Better Placed as follows: • *Contextual, local and of its place* – this is achieved through its integration with Central Station and other proposals within the Western Gateway sub-precinct, as part of the growing tech ecosystem within the innovation corridor, and through its retention of key vistas and features of the precinct, including protection of the views of the clock tower. • *Sustainable, adaptable and durable* - Embeds environmental sustainability, climate change adaptation and resilience in the design, build, operation and curation of buildings and spaces • *Inclusive, connected and diverse* – contributes to a diversity of land uses within the southern CBD, improves pedestrian and cyclist connectivity and provides inclusive, high quality public and private spaces • *Safe, comfortable and livable* – creates a high quality space which is active and safe to move around within. The proposed envelope has been designed to achieve a high level of livability, safety and comfort.

STRATEGIC POLICY	ALIGNMENT
	• *Functional, efficient and fit for purpose* - provides a building format that has been designed to meet the workspace needs of the future and to integrate in a coordinated manner with the public domain, other proposals in the Western Gateway sub-precinct and the future OSD. • *Creating and adding value* – creates and adds value by transforming the Western Gateway, by providing critical services infrastructure, by delivering dynamic urban connectivity and experience for transport customers and pedestrians, and by supporting the NSW Government's drive to stimulate new high tech jobs. • *Engaging, inviting and attractive* – designed to be welcoming and aesthetically pleasing. The ground plane will be transformed into an inviting, high quality space, encouraging the community to use and enjoy the precinct and promoting positive engagement.
Green Grid	The Sydney Green Grid was published in 2017 by the Government Architect's Office and aims to: • conserve, improve and expand Sydney's strategic network of open spaces • reinforce a sense of place within Sydney's subregions • safeguard and plan the green infrastructure of Sydney. The Proposal supports the aims of the green grid. The Western Gateway Precinct, including Block B, provides an opportunity to create a collection of open spaces which complement the surrounding network of parks, plazas, courtyards, squares and local open spaces. Three new open spaces at ground level could be linked to key open spaces in the southern city precinct. There is also the opportunity to reinforce and enhance Sydney's green boulevard, in particular by providing additional street trees along Lee Street.
City of Sydney Draft Tech Startups Action Plan	The Draft Tech Startups Action Plan sets out five areas to support technology entrepreneurs and the Sydney tech startup ecosystem. The main area of relevance to the Proposal is increasing the density of the tech ecosystem. The Proposal will support this focus area by: • consolidating the innovation corridor as the focal point for tech industry • providing appropriately configured and designed floorspace suitable for tech-based business • facilitating the clustering of tech firms • providing spaces to host tech talks or showcase ideas to others within the tech ecosystem and/or to the public

STRATEGIC POLICY	ALIGNMENT
Sustainable Sydney 2030	The Proposal is consistent with Sustainable Sydney 2030 as it: • provides floor space and a mix of uses that contributes to a globally competitive and innovative city • promotes a resilient and inclusive local community • delivers land uses and activities that create a lively and engaging city • delivers a cultural and creative city • integrates transport for a connected city • provides connections and linkages that contribute to *A city for walking and cycling* objectives • provides for sustainable development, renewal and design excellence
City Plan 2036: Draft City of Sydney Local Strategic Planning Statement (LSPS)	Infrastructure • *Movement for walkable neighbourhoods and a connected city* – significantly improves pedestrian connectivity and walkability, particularly between the major transport node to the east, the southern CBD and the education and mixed use precincts to the west. • *Align development and growth with supporting infrastructure* - integrates land use with transport, delivering additional jobs in coordination with significant investment in transport infrastructure at Central Station. • *A creative and socially connected city*– revitalises the area as a gateway and destination for the local, metropolitan and global community. Respects and celebrates heritage. Enhances and activates public domain, providing opportunities for cultural and community events. • *Creating great places* – creating a great place through the transformation of the precinct into a dynamic civic space and workplace of the future. High quality public domain will be welcoming and aesthetically pleasing, encouraging the community to use and enjoy the precinct and promoting positive engagement. • *Growing a stronger, more competitive Sydney* - contributing to a stronger and more competitive Sydney through the delivery of high quality commercial floorspace incorporating innovative and adaptable building typologies and by supporting growth in target industries • *Developing innovative and diverse business clusters in City Fringe* - designed to attract existing, new and emerging technology industries, the project will be a catalyst for industry clusters in the City Fringe.

STRATEGIC POLICY	ALIGNMENT
	• *Protecting and enhancing the natural environment for a resilient city* – achieving world-leading sustainability performance that will be underpinned by: – Climate adaptation and resilience initiatives that address key climate risks of heat and water management, emergency operations and world class connectivity to the broader city. – Creating urban habitat that supports mobile species in urban ecosystems, enhancing city biodiversity via urban greening • *Creating better buildings and places to reduce emissions and waste and use water efficiently* – providing a benchmark urban renewal project that leads the world on sustainable place-making • *Increasing resilience of people and infrastructure against natural and urban hazards* - - embedding resilience through urban heat and water management with increased urban tree canopy, green infrastructure and shading • *Open, accountable and collaborative planning* – working collaboratively with the City of Sydney, government agencies and other landholders in the Western Gateway to deliver the strategic objectives for the Central Station State Significant Precinct.

5.3 Economic benefits

5.3.1 Realising Sydney as a global city

One of the key ambitions of both the Greater Sydney Region Plan and the Eastern City District Plan is increasing Sydney's global competitiveness and capabilities. The Consortium's Proposal aligns with Eastern District's Planning Priority E7 to grow a stronger and more competitive Harbour CBD by providing the opportunity to extend Sydney's global capabilities as part of the emerging Innovation Corridor on its western edge.

The Consortium commissioned Dr Tim Moonen, Caitlin Morrissey, Opportune Simon, Jake Nunley and Prof Greg Clark CBE (The Business of Cities) to explore how Sydney can improve its competitiveness on the global stage, and in particular to consider the impacts that gateway interchange redevelopments can have on city performance. A copy of their report is provided at Appendix D and is summarised below.

The global studies and measures of city competitiveness increasingly identify that to improve competitiveness over the medium term, cities have to improve economic productivity and efficiency

while successfully coordinating growth, unlocking locations that enhance liveability and appeal, and leveraging their assets to promote the city externally.

Sydney is currently part of a high performing 'second division' of up to 15 global cities, a group that is vying to join the top tier of cities that enjoy the greatest global reach and pull. The demand for Sydney's assets and opportunities continues to grow, its short-term destination appeal remains very high, and a surge in infrastructure investment will see the city start to redress some of its infrastructure deficits to shape and serve a metropolis growing faster than the global average.

However, attention is increasingly focussed on the urban quality, systems efficiency and human experience that in Sydney risk being eroded.

The global comparative data indicates that for Sydney to improve its global competitiveness, and maintain its edge as other Asia-Pacific cities rapidly improve, it not only needs a much more diversified economy hosting multiple new technology industries. Sydney also needs a more predictable and well managed commuter experience, a varied housing and labour market, leading institutions with access to a high amenity /medium density environment to commercialise world-impacting knowledge, and a magnetic visitor experience anchored by a commensurate welcome in its key gateway locations.

Many of these areas of competitiveness depend on whether Sydney's next cycle of infrastructure, precinct development and placemaking can achieve optimised levels of vibrancy, accessibility, experience, access, appeal and global resonance, including to serve the innovation economy. It requires opportunities such as Central Precinct, which have high levels of connectivity and proximity and high potential in terms of footfall, amenity, talent attraction and influence.

Data indicators used to compare top global cities suggest that gateway interchange projects have competitive effects when they:

- enable cities to optimise growth and flows in dense, otherwise constrained locations, and so improve efficiency and experience
- help to advance and promote specialisation by supplying companies and institutions with the right environment for clustering, networks and services
- create new assets, amenities and destinations, that expands range, choice and quality
- improve 'magnetism' through placemaking, culture and safety by enhancing public realm
- raise total and measured visibility, identity and reputation, among both domestic and international audiences through hosting reputable institutions, creating new iconic locations, eye-catching architecture, clever branding, and a sense of wonder – a 'wow factor'.

More specifically, gateway interchange projects are most likely to have a positive impact when:

- they raise the capacity to host knowledge jobs and commercial floorspace in the vicinity
- they attract international corporate tenants (tech, retail, etc) by delivering the scale, experience and high amenity setting with a widely recognised or flagship public/cultural space
- they improve perceptions and expectations about ports of entry, range of amenities, commuting time, legibility and navigation, and enhance multi-modal access
- they have the iconic architectural and design to enhance the visibility and profile of the city, and reputation for desirable locations and interesting experiences
- they achieve a level of safety, experience and inter-modality necessary to shift day: night usage patterns, perceptions and dwell time by significant margins.

The Business of Cities report identifies 10 areas where the Proposal can support Sydney to maintain and improve its competitiveness into the next two cycles. It compares Sydney's performance to a group of 30 of the most globalised cities internationally, including Established World Cities such as London and Paris, Contender Cities such as Amsterdam and Toronto, and New World Cities such as Osaka and Denver. The outcome of this analysis is summarised in Table 5.

Table 5: Comparison of Sydney with top performing global cities and opportunities provided by the Proposal

Competitiveness theme	Common example indicator(s)	Top performing peer cities	Sydney's current average performance among peer cities (max = 10, min = 1)	What does a high impact project achieves	Potential for the Proposal	Potential for project to positively impact Sydney's benchmark performance
Concentration of high-tech jobs	% of workers employed in knowledge intensive occupations	Frankfurt London Amsterdam	5	+1% of workers employed in high tech jobs, attraction of large anchor employers	Ability to provide minimum 5,000 new high tech/ knowledge intensive jobs (+1.5% Greater Sydney)	***
Retail industry performance	% of international retailers present, ratio of fast food outlets: restaurants	London Paris Hong Kong	3	+5 new international retailers, increased confidence among retailers to enter the market around key transport nodes	Provision of specific F&B offers not currently in Sydney, as well as premium fashion and shopping	**

Competitiveness theme	Common example indicator(s)	Top performing peer cities	Sydney's current average performance among peer cities (max = 10, min = 1)	What does a high impact project achieves	Potential for the Proposal	Potential for project to positively impact Sydney's benchmark performance
Expert perception of food & drink scene	Average expert review score of quality of service and food	Barcelona Osaka Madrid	1	Sydney 1-2% more frequently named for its distinctive and specialised food and drink provision	Source of mid-priced unique offers and distinctive offer within wider experience	**
Public transport experience	Satisfaction with transport; stations' hub facilities	Osaka Singapore London	3	+2.5% people satisfied with public transport experience; +1-2 places in rankings due to high access to multi-modal transport facilities	Likely rise in commuter perceptions, with 2.5% of all Sydney public transport trips passing through the plaza, and high percentage of visitors	***
Quality of public realm	% of people satisfied with ports of entry; ability of stations to provide high quality space with variety of amenities	Barcelona Singapore Berlin	5	1+ signature public space, plus a variety of retail, restaurant and leisure facilities; +1-2% satisfaction with ports of entry; impacts on dwell time	Opportunity to register as top-class public space and amenity, with much improved net promoter score	****
Perceived personal safety	Perceived level of safety within the city	Osaka Munich Zurich	6	+1-2% more people feel safe walking around the city due to high-quality public realm surrounding station	Scope to raise safety perceptions given low current perceived safety and volume of footfall in the precinct	**
Walkability and bike friendliness	Active transport mode share	Amsterdam Paris Barcelona	4	+1-2% to active transport mode share	Bike parking can increase appetite of tech workforce to cycle part or all	*

Competitiveness theme	Common example indicator(s)	Top performing peer cities	Sydney's current average performance among peer cities (max = 10, min = 1)	What does a high impact project achieves	Potential for the Proposal	Potential for project to positively impact Sydney's benchmark performance
					of the way to work,	
Online	No. of stories, references and recommendations shared of city	London Paris Singapore	5	Multiple and consistent coverage in high-profile media; significant increase in internet searches, check-ins & reviews	Acclaim, winner of accolades for design, architecture and placemaking, mainstream media commentary, rise in destination desirability	****
Global appeal and admiration	% of global public who identify Sydney as a "top" city, number of visitors	Vancouver London Paris	8	High-quality and amenities and unique design features provides locus for global attention; 5-10% more likely to name Sydney as a globally appealing city	Stronger gateway 'welcome' and 'first impression' across Central increases positive associations among audiences	***
City reputation for "buzz" and exciting hotspots	Reputation of desirable locations perceived, number of interesting experiences, access to next-generation amenities	Paris London Sydney	5	Concentration of amenities, destination character, generates media impact, related effect on visitor numbers, spend and reputation	Adds Central to list of hotspot locations in Sydney's metrics	****

The quality, reputation, variety and mix proposed, allied to the Proposal's adjacency to Sydney's major transport interchange and the sequenced efforts underway in the core of the Central Renewal Precinct and the wider Technology Precinct, mean it can have small but observable effects on Sydney's performance in global benchmarks. This is especially visible in measures that focus on reputation, or that pick specific sample locations to analyse wider performance. There is a strong link between cities

at the top end of the relevant benchmarks and those that have combined high citywide standards with specific flagship locations such as Central that achieve high recognition and catalytic scale.

The evidence from the global benchmarks and indicators, and the cities that excel in the measures evaluated, is that for the Proposal to contribute to Sydney's global competitiveness it will have to:

- Deliver a high experience, high amenity setting with a widely recognised or flagship public/cultural space
- Achieve the scale and quality to attract international brands and tenants
- Incorporate iconic architectural and design features that help to capture the local and international public attention, resonate globally, and demonstrate Sydney's leadership on global agendas
- Achieve a level of safety, experience and inter-modality necessary to shift day/night usage patterns, perceptions and dwell time by significant margins.

The Consortium is committed to delivering the Block B Proposal to support these wider outcomes.

5.3.2 Demand for office floor space

The Consortium's Proposal is consistent with the Eastern City District Plan, growing and investing in the Innovation Corridor in line with Planning Priority E8 and supporting the growth of targeted industry sectors, notably the tech, creative and education sectors.

The Eastern City District Plan notes that the Sydney CBD office market, which at 5 million square metres is larger than all the other major metropolitan office markets combined, is of particular significance to Greater Sydney. However, it further notes that there is limited capacity available to attract the investment that will support expansion of Sydney CBD's footprint and increase the supply of premium and A-grade office space, and that new sites are required to expand Greater Sydney's competitive tradable export services.

To understand the demand for office floor space in the Sydney CBD and the role that the Proposal can play in meeting that demand, the Consortium commissioned Colliers International to provide a supply and demand analysis. A copy of the report is provided at Appendix E. A summary of the key findings is provided below.

Over the next decade, Colliers International anticipates the information, technology and technical services sector to be a key driver of employment growth and office demand in the Sydney CBD. The NSW Government and the City of Sydney Council have recognised this vision and are embarking on an ambitious program to establish an Innovation and Technology Precinct in the Central to Eveleigh area. There is a significant amount of investment in new infrastructure and public transport networks currently underway.

Sydney is also home to Australia's largest eco-system with almost two-thirds of Australia's 100 largest companies (ASX 100) and many Fortune 500 companies currently headquartered here. The city is now home to 60% of Australia's Fintech (Financial Technology) companies and 48% of all startups. Colliers International forecasts that by the next decade, the Sydney CBD is expected to have more workers in the Professional, Scientific and Technical Services sector than the Finance and Insurance industry. This is further supported by the projection that the number of Science, Technology, Engineering, and Mathematics students in Australia is expected to exceed Management and Commerce graduates by 2021.

However, over the past decade, for every 100 m^2 of new stock being delivered in the Sydney CBD about 80 m^2 of existing office space has been withdrawn for redevelopment or been converted to alternative uses. As a result, the total office floor space in the Sydney CBD has declined from 5,098,358 m^2 as at July 2017 to 4,985,833 m^2 as at July 2019 (representing a 2% decline over 24 months). Meanwhile, the Melbourne CBD saw its stock increased from 4,524,598 m^2 to 4,614,349 m^2 (1.9%). At the current comparable rate of development and if the supply constraints of Sydney are not adequately addressed, the Melbourne CBD could potentially overtake Sydney CBD as the largest office market in Australia.

Research by Colliers International also shows that the Melbourne CBD has already exceeded the Sydney CBD in terms of prime office floor space. There was 3,091,343 m^2 of prime offices in the Melbourne CBD as at July 2019, compared to 2,985,360 m^2 of prime space in the Sydney CBD. Further, the Sydney CBD office market has a high level of secondary stock, which is older and lower quality, compared to Melbourne. 54% of the current stock base (364,904 m^2) in the central precinct of Sydney is secondary stock compared to Melbourne CBD with only 33% of its stock in the secondary market

Over the next ten years, forecasts by Colliers International indicate that the Sydney CBD would need to deliver up to 1.5 million m^2 (gross) of new office space to accommodate the latent demand driven by the growth of future white-collar employment. About half of this growth is expected to derive from high tech jobs in the knowledge-based industries. Nevertheless, the current supply pipeline, especially in the Southern Precinct of the Sydney CBD as it stands, would be inadequate to meet the projected future demand.

The current nature of the Southern Precinct of the Sydney CBD presents several key challenges. It is characterised by an acute lack of significant development sites and fragmented ownership, hence preventing large scale development projects. As at July 2019, there was a total of 364,904 m^2 of office space, accounting for just 7.3% of the total CBD stock. The area also generates 55% less employment per m^2 of land compared to the rest of the Sydney CBD. Having regard to the significant existing and

proposed transport investment and the Government's long term vision for the Central Precinct, this represents a significant underutilisation of the area.

On the other hand, a review of occupier demand in the tech industry around the world reveals that these occupiers are increasingly seeking flexibility and functional efficiency. This requirement is enabled by larger floorplates of 2,000 m^2 or more. Tech companies around the world are the driving forces behind the rise of the urban tech campuses in downtown areas due to the flexibility and functionality that these campuses afford, as well as accessibility to a skilled workforce, amenities and public transport.

Colliers International's analysis shows that there is a strong causation relationship between new supply and net absorption in the Sydney CBD. As a result, the delivery of new office space would have a positive effect on demand and unlock employment growth, especially in the tech-sector that has been constrained by space availability in recent years. As such, Colliers International believes that the redevelopment of Block B would have a positive impact on the City of Sydney economy and would play a significant role in the revitalisation of Sydney's busiest transport interchange. The Proposal would also provide an opportunity to deliver an expansive creative workspace that fosters the Sydney Innovation and Technology precinct and supports the city's enduring global competitiveness. Additionally, the availability of a project of this scale would allow Sydney to attract and maintain its dominance as the most preferred location for corporate headquarters of local and international high-tech companies.

Further detail on the key trends and drivers of innovation hubs around the world and the requirements of innovative occupiers now and into the future is provided in the Colliers International report at **Appendix E**.

5.3.3 Meeting the needs of tech and creative industries

Successful technology precincts are dependent on certain preconditions being met. These are described in *NSW Innovation Precincts: Lessons from International Experience* (NSW Innovation and Productivity Council, September 2018) as follows:

- high-quality transport infrastructure for public and active transport
- fast, reliable, secure and high-bandwidth digital infrastructure
- access to advanced technology and equipment
- flexible building design with adaptable spaces, open floor plans and accessible ground floor spaces where the precinct activities can be visible to the public
- access to affordable commercial rents to attract and retain startups, incubators and accelerators

- specialist infrastructure where needed, such as specific energy provisions for large tech companies or unique water provisions for manufacturing purposes
- high-quality civic, community and cultural spaces
- flexible and adaptive land use planning.

The requirements of the big four - Amazon, Apple, Atlassian and Google - are impacting and influencing development typologies the world over and impacting on Government initiatives and incentives: as economies and government vie to attract the large scale techs and their workforces. This has resulted in large scale technology precincts in Silicon Valley, East London Tech City, King's Cross (London), Singapore and Seattle, with the King's Cross Google development being considered the current benchmark for precinct reinvigoration and activation.

Figure 33: Artist's impression of podium floor layout

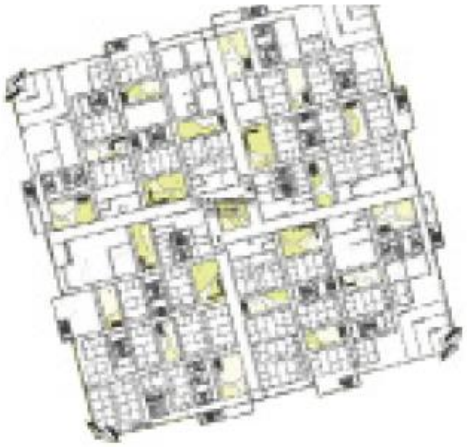
These precincts (with the exception of Silicon Valley) are characterised by several key traits:

- location and proximity to transport
- scale of development and work-plates
- community activation - a contribution to community
- diverse amenity
- a creation of new vibrant ecosystem.

These qualities are exemplified in the Proposal. Not only is it located immediately adjacent to one of Sydney's most connected transport hubs, but it will also offer premium digital infrastructure which can

respond to the specialist requirements of technology and creative enterprises. The Proposal also responds to the needs of technology, innovation and education tenants by offering a variety of floor plate options, both in the podium and tower levels. The concept design for the Proposal has been specifically tailored to enable the creation of adaptable spaces and open floor plans that can be adapted vertically and horizontally.

A comparison of the Proposal's floorplate with the layouts of major global tech companies is provided below. The building footprint provides the opportunity for campus style floor-plates not possible on constrained CBD sites, not only because of its large size but also because it is relatively unencumbered. Demand for space which is of a sufficient size and flexibility will drive any future development, with many tech and innovation companies consulted having requested the need for specific workplace spatial qualities such as adaptability space for labs and community/ vertical connectivity, as well as the obvious need for highly efficient buildings with premier tech infrastructure.



GOOGLE
CHARLESTON EAST

FACEBOOK
MENLO PARK
39,948sqm per floor

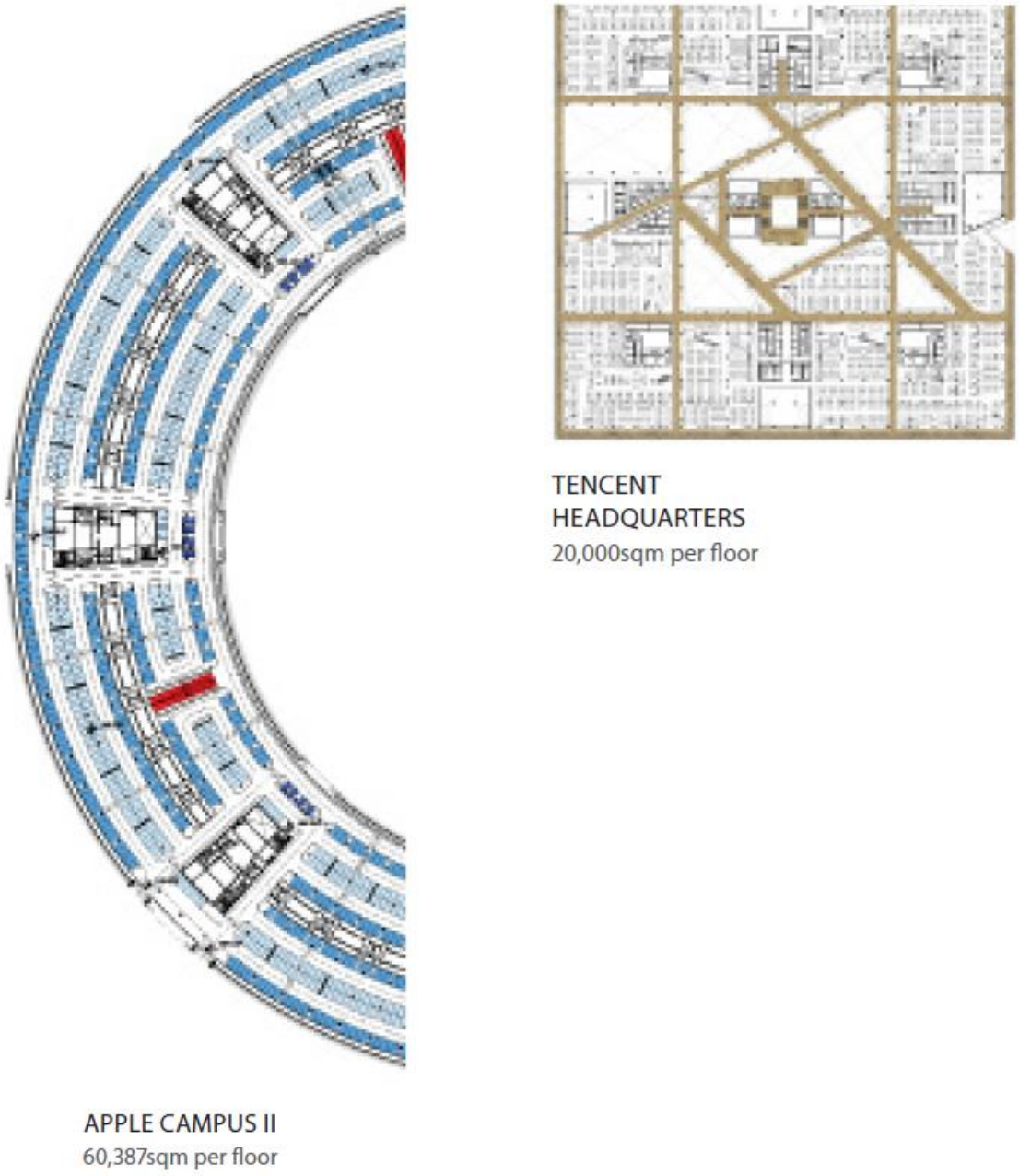


Figure 34: Comparison of Block B with tech global company floorplates

The Proposal also provides the opportunity to deliver high quality civic, community and cultural spaces. This is exemplified by the indicative scheme which offers a dynamic social and workplace experience at the lower levels as well as enhanced activation to Lee Street. High quality outdoor spaces on the ground plane, on the podium and on the rooftop are also proposed.

5.3.4 Direct economic benefits

The Consortium engaged Ernst and Young (EY) to undertake an analysis of the economic contribution of the Proposal (refer **Appendix F**). The analysis indicates that the redevelopment of Block B is expected to generate significant employment opportunities and income during both construction and once the development is complete, as discussed below.

Overall benefits

The Proposal will create a vibrant new precinct that will revitalise Sydney's busiest transport interchange by catering for:

- High tech jobs accommodated in large, flexible workspaces that embrace the vision for Sydney's Innovation and Technology Precinct and enhance Sydney's global competitiveness
- Better pedestrian amenity that will redefine the customer experience for 20 million people who walk through Henry Deane Plaza each year
- World class public realm with lively retail, dining and entertainment attractions that will invigorate Sydney's day-time and night-time economy
- Future proofed infrastructure with shared logistics, waste and building services to enable smart, integrated and sustainable development across the Western Gateway precinct.

Once complete, the Proposal will support 21,000 jobs on the Site and across the CBD South area worth $3.2 billion in value added each year (direct, indirect and induced impacts).

Adaptable floorspace

As noted in section 5.3.2, Colliers estimates that up to 1.5 million m^2 (gross) of new office space will be required over the next 10 years in the Sydney CBD to accommodate the latent demand driven by the growth of future white-collar employment. The Proposal will help meet this demand, particularly addressing an identified gap in the market for large floorplate office space. The global trend for commercial office space is large floorplates over 2,000 m^2. The supply of large floorplate office space is constrained due to Sydney's compact geography, planning laws and fragmented land parcels. The Proposal is one of few sites in Sydney's CBD that can accommodate large floorplates over 2,000 m^2 and a total 150,000 m^2 of commercial office space.

The Proposal also has the potential to accommodate other complementary uses such as education floorspace in a way that can deliver a real ecosystem of tech, innovation and education.

Job creation

The Proposal will deliver flexible workspaces designed for high value jobs and essential for securing a global anchor tenant(s). The Proposal will support high-value tech jobs creating a centre of gravity for

the Sydney Innovation and Technology Precinct and a place the tech community can call home. For every tech job there will be more than three supporting jobs across the Southern CBD (Ultimo, Haymarket and Chippendale) providing food, retail and office services.

Once completed, the Proposal is anticipated to support 11,000 jobs on site and an additional 9,800 jobs across the southern CBD.

Transport connectivity

The Proposal will improve transport connectivity with better pedestrian amenity. It will integrate with the redeveloped Henry Deane Plaza and Central Station's new Central Walk pedestrian link which will be a 19 metre wide underground concourse. The 20 million visitors, students, locals and workers who walk through the area each year will experience improved connectivity, access and wayfinding to and from Central Station. The creation of a destination with a dynamic retail, dining and entertainment attractions will increase visitor, worker and student spending and potentially catalyse further redevelopment and investment across neighbouring areas.

Built environment

The Proposal will deliver a high quality built environment with world class public realm. Redevelopment of Block B will improve the urban amenity of the built environment through the provision of better public spaces, mixed-use development, high quality streetscapes and activation of the urban domain. It will stimulate land values and catalyse higher value land uses across the precinct such as retail, commercial, food and entertainment attractions.

Shared services

The Proposal will support shared services by delivering future proofed infrastructure. It will provide a shared logistics and waste area within an Integrated Distribution Centre in the Block B basement for the Western Gateway landowners (including Blocks A and C) and future OSD at Central Station.

Delivering future proofed basement infrastructure as part of the Proposal is worth an estimated value of $300 million in avoided infrastructure costs (discussed in further detail below at Section 5.4.2).

Further detail regarding the economic contribution of the Proposal is provided in the EY report (**Appendix F**).

5.4 Precinct benefits

5.4.1 Place making

The Consortium's Proposal delivers on the Eastern City District Planning Priority E4 fostering healthy, creative, culturally rich and socially connected communities by providing quality urban spaces,

activating public spaces, providing high public amenity, and respecting surrounding heritage. The Proposal also aligns with Planning Priority E6, helping to renew the Central Precinct and creating a great new place for people to enjoy and experience.

In addition, the Consortium's Proposal aligns with principles of 'place-based' planning, as set out in both the Greater Sydney Region Plan and the Eastern City District Plan. Both Plans emphasise the importance of 'place-based planning' in creating great places. Place-based planning enables the development of a shared vision and a spatial framework for a place which provides the basis for its future development. Through place-based planning, it is possible to create a well-designed built environment with a fine grain urban form and to facilitate the delivery of infrastructure and opportunity. The proposed rezoning will enable the delivery of significant precinct-wide benefits that are the culmination of place-based planning for the Site.

Despite being anchored by one of the busiest train and bus stations in the city, the Western Gateway has become a place to pass through as quickly as possible. The Consortium's Proposal for the Western Gateway contributes to the realisation of strategic place making objectives by delivering a project that is inclusive, healthy, functional, and contributes to Global Sydney's competitiveness. In particular, the Consortium's Proposal seeks to unlock the Western Gateway through enabling infrastructure that will facilitate the rationalisation and significant improvement of the public domain, including Henry Deane Plaza and more importantly the Western Forecourt (Sydney's 3rd public square) and any extension to Central Walk.

Through the Integrated Distribution Facility within the Block B basement, the Block B Proposal facilitates the reduction and removal of vehicles from the road network for both the Western Gateway and future OSD. This provides the opportunity to make Lee Street and Eddy Avenue more attractive to pedestrians, and consequently deliver a fundamental place making principle to prioritise people and places first, and enable the design of the surrounding street work (to be completed by others) as comfortable and safe places for all users.

By facilitating pedestrian connections to future OSD, the north south link and broader connections to the Central Walk, Lee Street Tunnel and the Goods Line, the Proposal has the opportunity to enhance street life and contribute to social cohesion. The commitment to designing a circulation and movement network that provides visibility and a clear sense of orientation and intuitive way finding ensures passive surveillance and safety and opportunities for pedestrians to interact.

The public domain, Henry Deane Plaza and the future Western Forecourt are sources of activation and recreation and can also contribute to the community's sense of civic pride, and connection to their cultural and political institutions. The reintroduction and protection of sunlight, open air and a program

of curated activities has the opportunity to promote more public uses, and replace current physical barriers between businesses and activities to create a feeling of continuity and openness, as well as blurring the distinction between inside and out, and between private and public.

As outlined in the Sustainability Section, the Block B Proposal has the potential to use design and architecture to contribute to place-making objectives. Accreditation systems (Green Star, NABERS, WELL ratings, etc), using innovative technologies that mirror natural systems to save energy and water, and reinforcing connections to the Site's context have the opportunity to create a strong sense of place. Areas around the future buildings will be enhanced by shade structures and other amenities, ensuring the Site is a comfortable place and an integral part of the Western Gateway. It also has the potentially to showcase "iconic" architecture that responds to and complements other buildings (existing and future), activities, people and places around it.

A comprehensive approach to developing, enhancing, and managing public space requires both "top-down" and "bottom-up" strategies. The Consortium has demonstrated leadership at the highest level through its multiple award winning projects throughout Sydney. This same leadership will be exercised on the Site and will be essential to designing the transformation of the Western Gateway and the Consortium's project.

5.4.2 Integrated servicing

The Integrated Distribution Facility (IDF) is an opportunity to provide infrastructure for the future and as such is consistent with the Eastern City Planning Priority E1 which provides that planning for the city should be supported by infrastructure.

The IDF is a key enabler, enabling wider renewal of the Central Precinct by delivering underground smart building services, waste and utility infrastructure necessary for an integrated and sustainable precinct. Accessed at the existing vehicle entry to Block B off the southern end of Lee Street the basement levels of the Proposal are critical to the realisation of TfNSW ambitions for the OSD as well as for adjoining properties within the Western Gateway whose access and functionality are also constrained.

Centralisation of vehicle deliveries will allow pedestrianisation of the over-rail deck and minimise on-deck loading docks, increasing street level amenity and valuable ground-floor space. More specifically, the IDF will offer a number of significant benefits to the sub-precinct:

- Enhanced control – avoiding random, unplanned deliveries
- Internal consolidation - reducing the number of vehicles entering the OSD by ensuring vehicle carrying capacity is as fully utilised as possible

- Better management – deliveries can be managed and temporarily stored to minimise traffic generation
- Cost efficiency – a centralised dock will reduce fixed and operating costs across the precinct, aiding development feasibility.
- Access simplification – limiting truck deliveries to one access point.
- Security – a centralised dock will allow security screening before goods are distributed to development over or beside the rail corridor.
- Pedestrianisation – keeping delivery trucks off the OSD allowing a pedestrian environment.

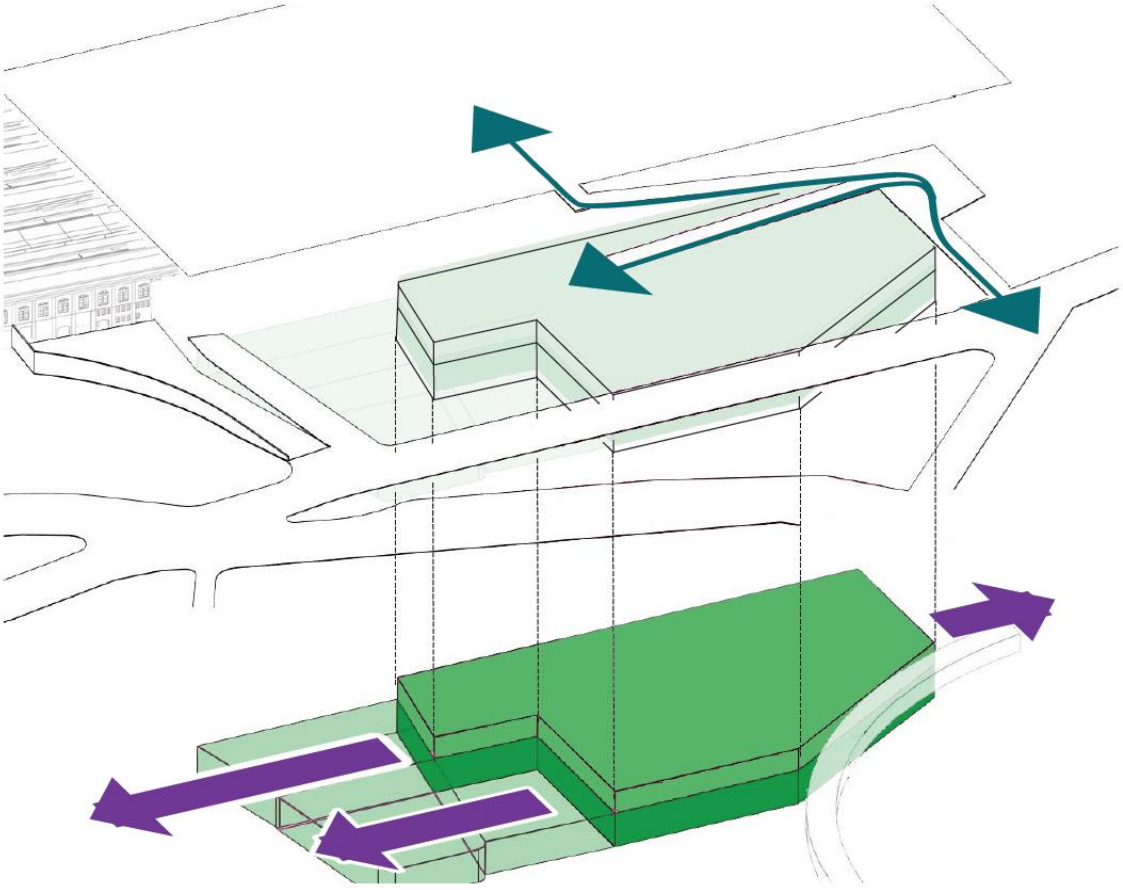


Figure 35: Schematic of integrated distribution centre

Future OSD at Central Station will only be realised if there is an appropriate location to house major service facilities and a distribution centre. Planning and delivering a future proofed basement infrastructure as part of Block B Proposal:

- Allows for future over station development and delivers an estimated cost saving of $300 million to the State Government.
- Optimises the use of the sites and creates better design outcomes by freeing up the ground plane for high value uses, including public spaces, activated facades and quality urban amenity.

The IDF will negate the need for Blocks A and C and future OSD development from providing respective entries and basements (thereby optimising land uses and providing an arguably better public domain and street interface). The shared basement is also critical in unlocking the development potential of both the Western Gateway sub-precinct and future OSD, without which the overall carrying capacity of the precinct is significantly compromised and would reduce the overall economic, social and environmental returns to Government.

5.4.3 Sustainability

As detailed in the Sustainability Report at **Appendix G**, Block B will be a benchmark urban renewal project that leads the world on sustainable place-making and help anchor an Innovation and Technology hub in Sydney; establishing the broader Central Station Precinct as the first-choice home for technology firms in Asia Pacific.

It will be a place that navigates the major sustainability challenges of our times; enabling opportunities and mitigating threats from: the growth of our cities, the transition of major economic systems in energy, transport and digital technology, the impact of society on eco-systems and the challenges posed by a changing climate.

The Consortium's proposal aligns with the Eastern District's Planning Priority E20 to adapt to the impacts of urban hazards and climate change by proposing the renewal of an existing urban site and thereby relieving the pressure for Government to intensify the location of development in other existing urban areas which are most exposed to hazards.

More specifically the Consortium's proposal has strategic sustainability merit as follows:

- In terms of transport and mobility:
  - Providing an integrated land use and transport solution that optimises the Site's proximity to the public transport network (heavy rail, Metro, light rail and buses), thereby reducing reliance on private vehicle usage. This is consistent with the Eastern District Plan and Future Transport 2056 principles.
  - Providing new and enhanced connectivity for pedestrian and cycle infrastructure, consistent with active transport principles.
  - A commitment to providing new generation last mile mode support through the provision of end of trip facilities that support the entire Western Gateway and future OSD.
  - Opportunity to install digital mobility and way-finding into the public realm.
- In terms of public realm:
  - Providing opportunities to expand the network of diverse, accessible, high quality open spaces that respond to the needs and values of the community, consistent with the Eastern District Planning Priority E18.

- Embedding climate resilience through urban heat and water management with increased urban tree canopy, green infrastructure and shading
- Introducing pervious surfaces and WSUD measures that reduce urban runoff and consequently contribute to improving the health and quality of the catchment's waterways.
- Supporting urban biodiversity by introducing opportunities for new connected habitat.
- Through the Stormwater Report, the Consortium has demonstrated it is satisfying Eastern District Plan Planning Priority E14 and specifically Action No. 60 to improve the health of catchments and waterways through a risk-based approach to managing the cumulative impacts of development.

- In terms of the circular economy:
  - Frasers Property and Dexus are proven industry leaders in sustainability. The commitments outlined in the Sustainability Statement have been translated into the Design Principles for the Site and collectively facilitate a reduction in embodied GHG emissions when selecting future building materials and delivery of best-in-class waste management. They also commit the Consortium to pursuing supply chain initiatives.
- In terms of district utilities:
  - Directly delivering on the Eastern District Planning Priority E19 as the project and design that underpins the Proposal enables full electrification of the building services plant, efficient centralised thermal services and sustainable water and WSUD management practices.
  - The Consortium has also committed to 100% renewable energy.
- In terms of design:
  - The Consortium's team has adopted a façade first approach to building design which ensures the thermal and environmental performance of the future built form is embedded into the project from the outset.
  - The design of flexible and innovative workspaces which respond to market requirements will ensure the Proposal provides a greater degree of resilience and is able to adapt to changing user needs over a longer period of time. One of the key failings of the current buildings is that they are already redundant only 20 years on from when they were constructed.
  - The Consortium is committed to harnessing the potential of precinct wide sustainability.
  - Satisfying the Eastern District Plan's Planning Priority E16 to protect and enhance scenic and cultural landscapes by identifying important landmarks in and within the vicinity of the Western Precinct such as the former Parcel Post Office (Block C), Central Station Clock Tower and the Marcus Clarke building and developing built form controls that respond to their value.
  - Introducing green podiums/roofs to complement the Consortium's green infrastructure and help support the realisation of Western Gateway into a more sustainable place, consistent with the NSW Government's draft *Greener Places: Establishing an urban green infrastructure policy for NSW* policy.

5.5 Consistency with State Environmental Planning Policies

The Block B Proposal is consistent with the applicable State Environmental Planning Policies (SEPPs) as summarised in Table 6 below.

Table 6: Assessment against SEPPs

State Environmental Planning Policy (SEPP)	Consistency	Comment
SEPP No 55 – Remediation of Land	✓	SEPP 55 provides a state-wide planning approach for the remediation of contaminated land to reduce the risk of harm to human health or the environment. A Preliminary Site Investigation (PSI) has been prepared by Senversa to inform the preparation of this Planning Statement (**Appendix H**). The PSI found that the Site and surrounding land have been subject to a long period of commercial and industrial use and therefore there are likely to be a number of potential sources of contamination either at the Site or within the vicinity of the Site. Accordingly, any future development of the Site will require a Detailed Site Investigation.
SEPP (Infrastructure) 2007	✓	The *State Environmental Planning Policy (Infrastructure) 2007* (ISEPP) aims to facilitate the delivery of infrastructure across the State. Part 3, Division 15, Subdivision 2 of the ISEPP contains provisions that apply to development proposed adjacent to rail corridors. These provisions would apply at the development application stage (subject to the Site being rezoned) and include matters to be considered by the consent authority before consenting to development as well as consultation requirements. Schedule 3 of the ISEPP lists traffic generating development that is to be referred to the RMS. This includes commercial development with a floor space over 10,000m^2. As such, future

		development application for the Proposal would need to be referred to the RMS.

6. ENVIRONMENTAL ASSESSMENT

6.1 Land use

The Consortium is seeking to redevelop the Site as a commercial and tech/office campus consistent with the NSW Government's objectives for the Sydney Innovation and Technology Precinct. Retail, food and beverage, as well as entertainment uses will be fostered on the lower levels to ensure activation and amenity at the public/private interface. No change to the existing B8 Metropolitan Centre zoning is proposed, however the proposed intensification of land uses is justified for the reasons outlined in Section 5 of this Statement.

6.2 Solar access and overshadowing

A key design objective of the Block B Proposal is to ensure that solar access to Prince Alfred Park is maintained and overshadowing of Henry Deane Plaza is minimised.

The Block B Proposal preserves solar access to Prince Alfred Park in accordance with the requirements of Sydney Local Environmental Plan 2012 and the draft CSPS. Clause 6.19 of Sydney LEP 2012 requires that development should not cause any additional overshadowing to Prince Alfred Park from 14 April to 31 August between 12pm to 2pm (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).

The proposed building envelope conforms to these controls, as shown in Figures 36-39. A more detailed analysis of overshadowing generated by the building envelope is provided in the Shadow Studies in the Urban Design Report at Appendix A.

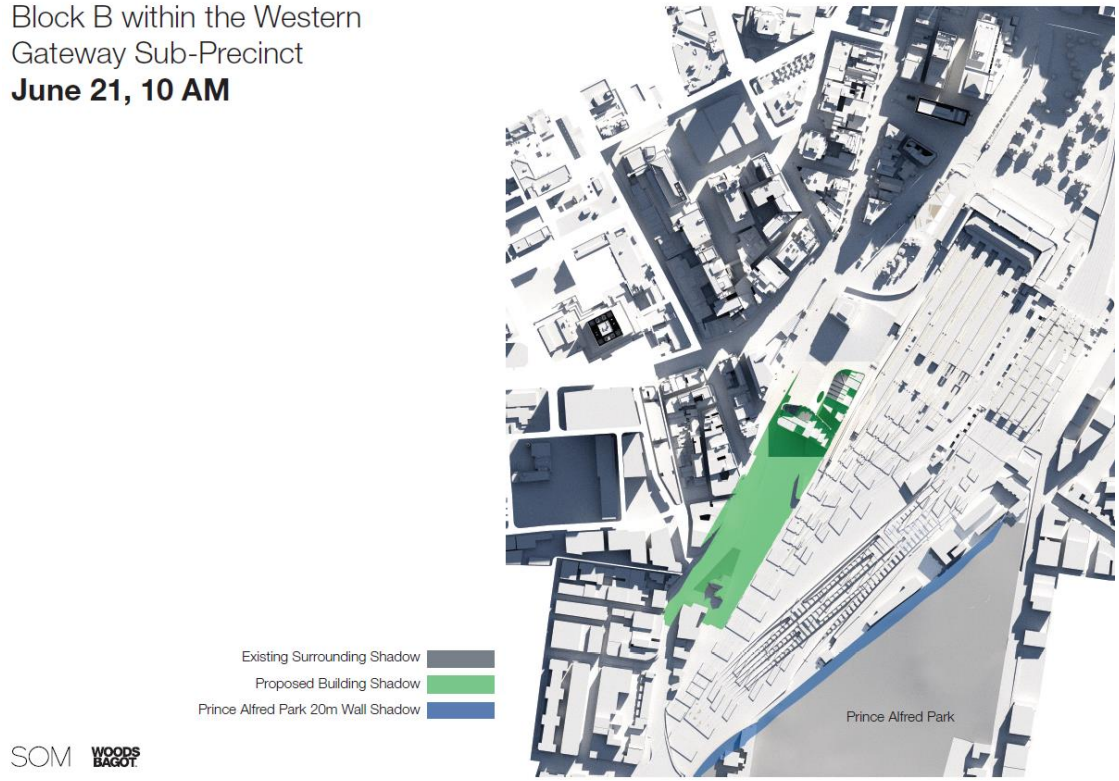


Figure 36: Solar Analysis: June 21st (Winter Solstice) – 10am

Figure 37: Solar Analysis: June 21st (Winter Solstice) – 11am

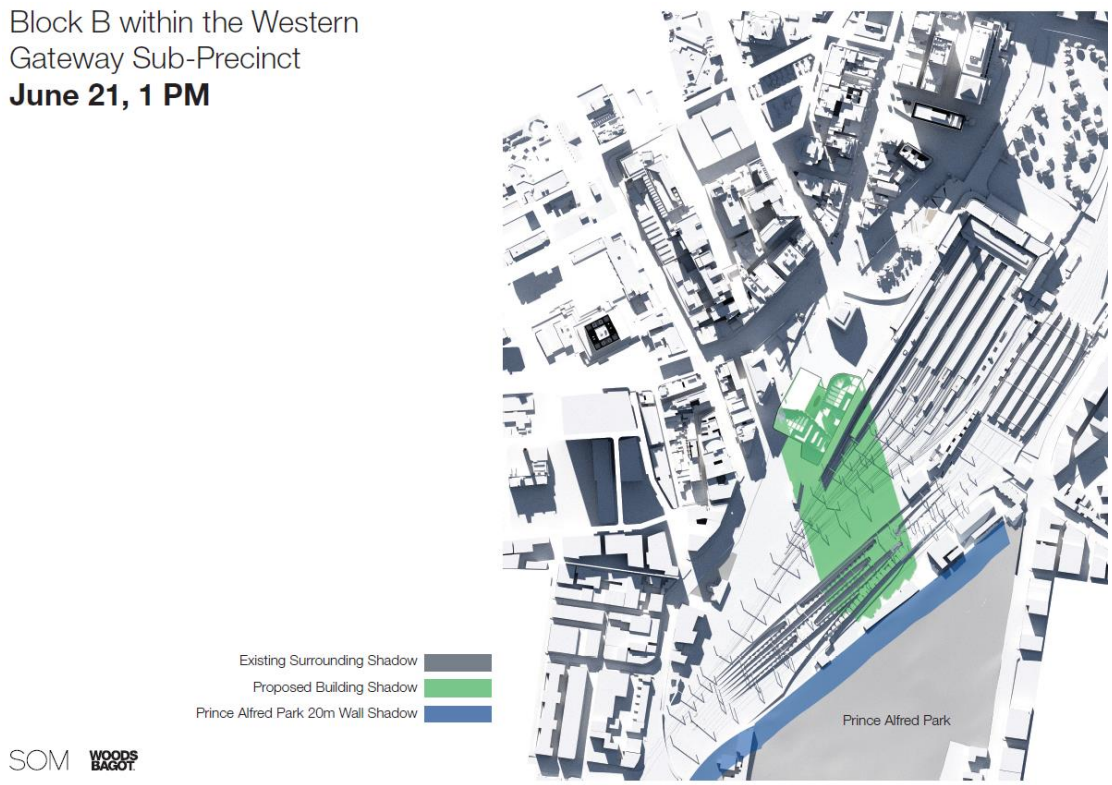


Figure 38: Solar Analysis: June 21st (Winter Solstice) – 1pm

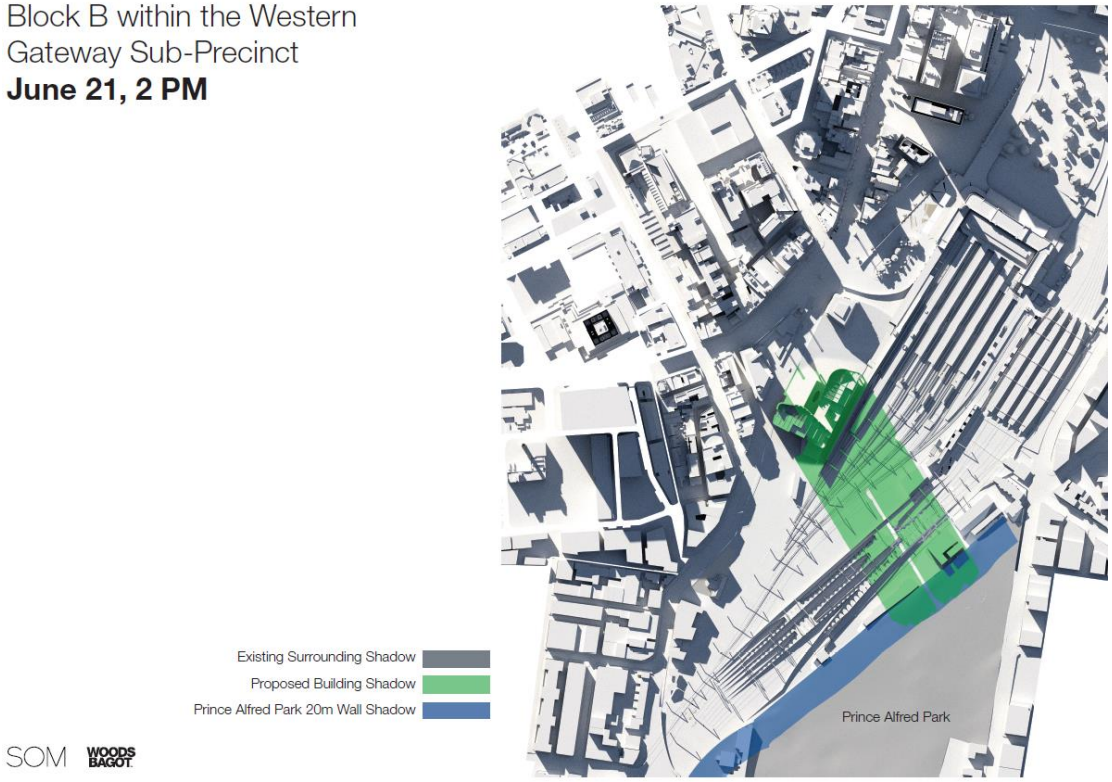


Figure 39: Solar Analysis: June 21st (Winter Solstice) – 2pm

The buildings have also been configured and oriented to avoid overshadowing of Henry Deane Plaza. This is shown in Figure 40.

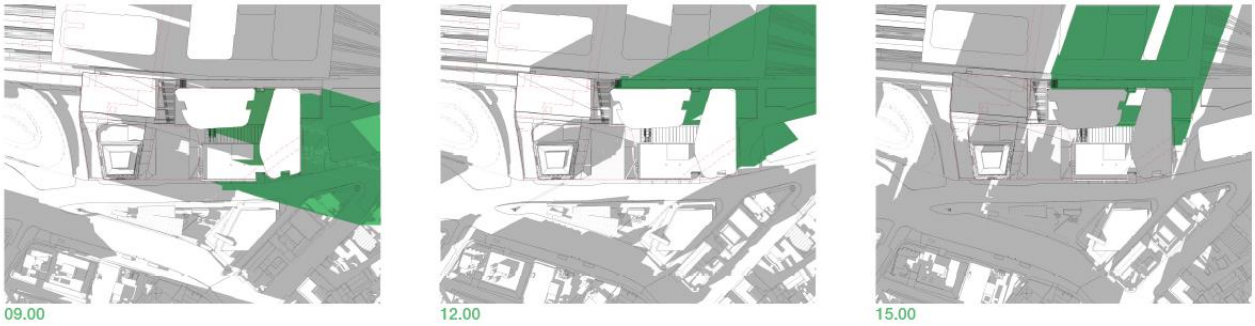


Figure 40: Relationship of building shadows to Henry Deane Plaza (winter solstice)

6.3 Visual impact

CLOUSTON Associates was commissioned by the Consortium to prepare a Landscape Character and Visual Impact Assessment (LCVIA) for the proposed redevelopment of Block B. The report includes an assessment of the cumulative visual impact of both Block A and Block B. A copy of the LCVIA report is provided at Appendix I.

A LCVIA takes into account all effects of change and development in a visual scene that may impact visual amenity. It is concerned with how the surroundings of individuals or groups of people may be specifically affected by change in the visual scene, both quantitatively and qualitatively.

After undertaking a broad visual catchment assessment of the wider context of the Site a number of suitable viewpoints were selected to analyse for visual impact. 16 views of the Site from a variety of close and more distant viewpoints were selected. The location of the views is shown in Figure 41. The selection of views was based on the following sources:

- Visual assessment policy guidance in particular the NSW Land and Environment Court Planning Principles
- Background documents
- Desktop mapping
- In field evaluation.

Figure 41: Viewpoint locations

Photomontages of the massing of the Proposal were included in Viewpoints 1-9. Viewpoints 10-16 provided an existing view photo only. All views were assessed with both a rating and written explanation based on review of the Proposal drawings, modelling and on-site analysis. A summary of the assessment findings is provided in Table 7.

Table 7: Summary of visual impact assessment

VIEWPOINT LOCATION	OVERALL IMPACT RATING
1. Corner of George and Harris Streets	Moderate
2. George Street	Moderate
3. Pitt Street and Liverpool Street	Negligible
4. Corner of Pitt Street & Barlow Street	Moderate

VIEWPOINT LOCATION	OVERALL IMPACT RATING
5. Wentworth Avenue & Goulburn Street	Low
6. Prince Alfred Park	High
7. Corner of Cleveland Street & Regent Street	Low/Moderate
8. Corner of Cleveland Street & Regent Street	Low/Moderate
9. Lee Street (looking north)	Moderate
10. Central Grand Concourse Entrance	Moderate
11. George Street (outside the Marcus Clark building)	Moderate
12. Platform 8 (Central Station)	Moderate
13. Mortuary Station (Regent Street)	Low/Moderate
14. Chalmers Street entrance to Prince Alfred Park	Moderate
15. Prince Alfred Park Main Walkway (looking north)	Moderate/High
16. Cleveland Street Entrance to Prince Alfred Park	High

The LCVIA draws the following conclusions regarding the Proposal's impacts to visual amenity within the study area:

- the most significant public space that will be impacted is Prince Alfred Park which will afford clear views of the Proposal as a result of its elevation and wide areas of open grassland providing many unobstructed views of the Proposal
- the majority of the visual impacts fall within the negligible to moderate scale, with three viewpoints registering a moderate/high to high rating, primarily as a result of viewer sensitivity due to location (the significant public space of Prince Alfred Park)
- given the height and mass of the Proposal it is visible from a range of varied locations and is not restricted to close proximity views alone
- although proximity will logically increase the visual accessibility of the Proposal, given its location in a highly urbanised area the viewer sensitivity is generally on the low to moderate end of the scale as a result
- long distance views of the Proposal are often obscured or highly obstructed as a result of surrounding high-rise developments in the CBD or smaller scale buildings moving further outwards, with exceptions to areas such as Cleveland Street which allows relatively unobstructed views as a result of rail lines leading to Central Station and therefore providing a clear sight line
- where long distance views of the Proposal are possible, the Proposal generally forms a component of a wider urban skyline comprised of varying architectural styles and scales and does not appear at odds with the wider skyline.

The conclusions in the report have had regard to the cumulative impact of proposals for both Block A and Block B.

While assessments and ratings have been made against the current visual scene, it is important to note that the area surrounding the Proposal is anticipated to undergo significant development in the future which will correspondingly have an impact on each of the viewpoint's visual composition. The Southern CBD is proposed to expand substantially and therefore the city skyline and views from key locations will change as the city matures and evolves in line with its growth projections. As a result of significant proposed future development around the Proposal the visual impacts and ratings identified in the LCVIA are anticipated to be reduced.

In the short-medium term, a range of potential mitigation measures have been considered in order to reduce any visual impacts. After an analysis of the visual impacts the most appropriate form of mitigation would be 'Alleviation' involving built form articulation and materials selection during the detailed design phase. This would contribute towards the Proposal integrating as sympathetically as possible with the surrounding landscape, and potentially contribute to the surrounding built environment through well considered design. A building reflectivity assessment as well as a specialist lighting assessment is also recommended during detailed design to ensure that these elements are minimised as much as possible for the surrounding receptors.

6.4 Heritage

6.4.1 European heritage

A Heritage Impact Statement was prepared for the Site by GML Heritage (refer **Appendix J**). The report assesses the potential heritage impacts of the proposed changes in planning controls and includes Heritage Design Principles that outline key heritage considerations for redevelopment of the Site.

Heritage items and context

The Site's listing is complex. It is associated with the development of Central Station and was the site of a carriage shed. The Site is included within the boundary of the Central Station local heritage item as listed on the SLEP 2012 (refer Figure 23 in Section 3.5) and is also included within the boundary of the Section 170 RailCorp Heritage and Conservation Register listing for Central Station. However, it is excluded from the Stage Heritage Register (SHR) listing.

The Site is immediately adjacent to a section of the Railway Square Road Overbridge, another SHR listed heritage item. The overbridge is part of the former Darling Harbour Goods Line, parts of which is the oldest surviving structure on the NSW railway. The alignment runs underneath the southwest corner of 26–30 Lee Street, Haymarket, in a stratum tied to Lot 118 DP1078271. It is believed no fabric from the line remains in this location, but this is yet to be confirmed—the archaeology is explored

further in GML's Archaeological and Aboriginal Due Diligence Assessment (refer also Sections 6.4.2 and 6.4.3).

The Site lies within the context of several other heritage items, as shown in Figure 17 in Section 2.4.4.

Summary of potential impacts

The GML Heritage Impact Statement notes that the proposal respects or enhances the heritage significance of the heritage items for the following reasons:

- *Development within the proposed envelope would increase the density and intensity of use of Central Station/Railway Square and reinforce the role of the Station as the principal railway station of New South Wales and as a key public square in—and gateway to—Sydney.*

The Heritage Impact Statement also notes that the following aspects of the proposal could detrimentally impact the heritage values of certain heritage items:

- *If not mitigated by design in accordance with the heritage design guidelines, potential development within the envelope allowed by the proposed controls could reduce the prominence or dominance of Central Station and its clock tower, the former Parcels Post Office, the former Lottery Office and the former Marcus Clarke Building.*

- *Development within the proposed envelope may result in additional shading on or changes to the amenity to Mortuary Station and its garden and Prince Alfred Park. This should be mitigated by review of shade impacts and verification with arboricultural/horticultural advice.*

- *Development within the proposed envelope may impact on the Darling Harbour Dive (former Goods Line) alignment's potential to have its use restored or be reintegrated into movement networks.*

As shown in Figure 42, the proposed envelope will overshadow the Mortuary Station and its garden in the morning in mid-winter but this overshadowing is absent by 11am. Sunlight would be retained over the Station between 11.00am until about 1.00pm when the shadows of the buildings on the western side of Lee St fall. At days close to the winter solstice, the vegetation would likely be dormant. This is worst case scenario based on the full envelope and the resulting shadow impact is likely to be less than shown. However, it should be noted that any development of the bus layover site to the south is likely to also overshadow the Mortuary Station and its gardens.

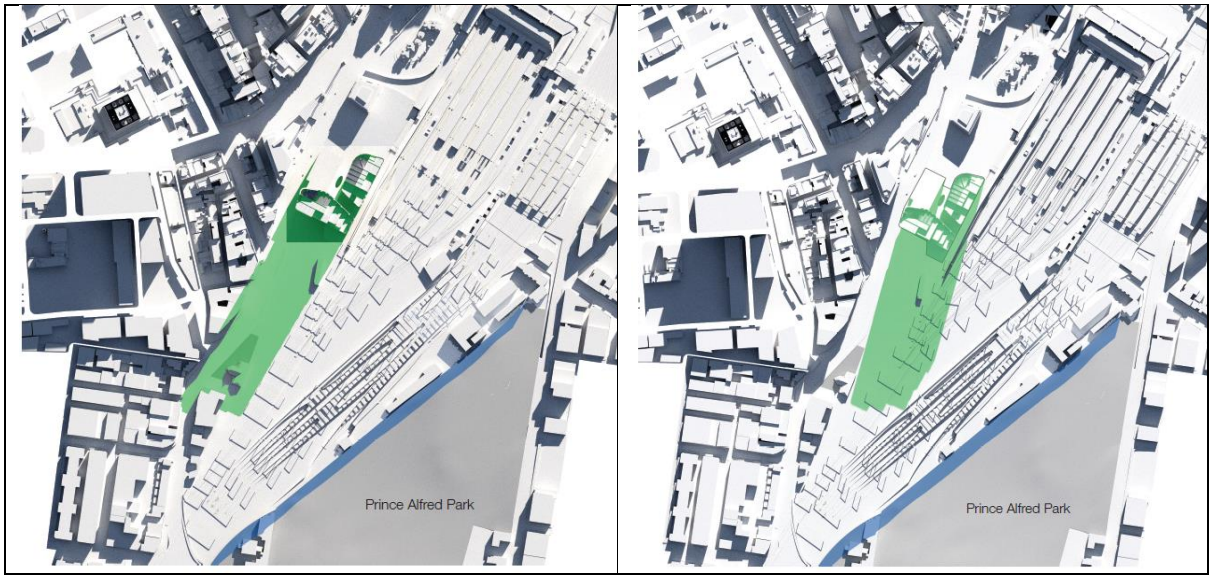


Figure 42: Overshadowing of Mortuary Station 10am and 11am, 21 June

To mitigate potential adverse heritage impacts, GML has recommended a series of heritage design principles that would be adopted for Block B. The object of the principles is to ensure development is as sympathetic as possible to the nearby heritage items and their settings. The heritage design principles have been incorporated into the Urban Design Principles set out in the Urban Design Report at Appendix A.

Subject to adherence to the heritage design principles, it is considered that any heritage impacts from the proposed redevelopment of Block B can be appropriately mitigated.

6.4.2 Aboriginal heritage

An Archaeological and Aboriginal Due Diligence Assessment was prepared for the Site by GML Heritage (refer Appendix K). The report assesses the archaeological potential of the Site and provides due diligence for Aboriginal cultural heritage as well as Aboriginal and historical archaeological remains that may be present within the Site.

The Aboriginal Due Diligence Assessment was undertaken in accordance with the Office of Environment and Heritage (OEH) Diligence Code of Practice. The following due diligence steps were undertaken:

- Aboriginal Heritage Information Management System (AHIMS) database search
- identification of landscape features that indicate the presence of Aboriginal objects
- discussion with respect to the extent of the development footprint
- desktop assessment and visual inspection
- further investigation and impact assessment.

A search of the OEH AHIMS database for a 1km zone surrounding the Site was carried out on 15 July 2019. The search identified that there are artefact sites and potential deposits in close proximity to the Site (refer Figure 43). No Aboriginal sites are registered within the Site. The closest registered Aboriginal site is a Potential Archaeological Deposit (PAD), AHIMS #45-6-3654, located to the southeast of the Site within Central Station. However, the GML report notes that the lack of AHIMS sites in close proximity to the Site is likely a reflection of the limited investigation of Aboriginal archaeology in the immediate area rather than any meaningful indication of the way the landscape was used by local Aboriginal people.

Figure 43: Wider context of Aboriginal sites surrounding the Site (Source: GML Heritage)

Based on an analysis of previous research in the surrounding area, potential Aboriginal archaeology within the Site would most likely be in the form of isolated stone artefacts, potentially in redeposited fill. Whilst the Site has undergone significant historical excavation, the presence of AHIMS site #45-6-3654

within Central Station indicates pockets of Aboriginal archaeology may still remain present in disturbed contexts in the area.

Modern disturbance of the Site associated with recent construction activities will have disturbed and/or completely removed potential Aboriginal archaeological deposits within the western part of the Site. The impacts of the construction of the other buildings in the eastern half of the Site are unknown but likely to also have removed any intact archaeological deposits. Figure 44 maps the Aboriginal archaeological potential of the Site.

Figure 44: Aboriginal archaeological potential of the Site (Source: GML Heritage)

The GML report concludes that the Site is unlikely to contain Aboriginal sites or objects; as such, redevelopment is not considered to have any impacts on Aboriginal archaeology.

6.4.3 Archaeology

The Archaeological and Aboriginal Due Diligence Assessment prepared by GML Heritage (Appendix K) also assesses the Site's potential to contain significant European historical archaeological remains. The assessment of archaeological potential is based on examination of historical information related to the Site's development and occupation, current site conditions and previous disturbance, and comparable archaeological studies to identify the archaeological potential of the Site. The significance of the potential archaeology is assessed by considering its research potential and value within the NSW heritage criteria framework.

Three main phases of historical development have been identified:

- Phase 1: Town Limits Gateway (1788–1820)
- Phase 2: Development of the Railway and Expansion (1821–1900)
- Phase 3: Changing Use and the New Millennium (1901–2019).

The identified phases of historical use and occupation of the Site suggest that, if present, archaeological features have nil to low potential to be extant beneath the current ground surface under the existing buildings abutting Central Station and nil potential within the Devonshire Tunnel and western building, as shown in Figure 45. The substantial redevelopment of the Site in 1998 has likely removed all potential for evidence relating to its former historic uses. Evidence of the Western Yard built in 1855 and the several sheds, offices and workshops that occupied the Site throughout the twentieth century were completely removed by the construction of Henry Deane Plaza in 1998–2000. There is also minimal chance of ephemeral evidence relating to the Benevolent Asylum which was constructed in 1821 north of the current Site within the Western Forecourt of Central Station. However, several excavations in proximity to the Site and within the Sydney CBD suggest that pockets of historical archaeology may be present under historical fill imported for the construction of Central Station.

Figure 45: Historical archaeological potential (Source: GML Heritage)

Analysis of the historical use of the Site and the disturbance of the Site are combined in Table 8 below to summarise the potential for archaeological remains from each phase of occupation of the Site.

Table 8: Potential Historical Archaeological Remains Likely to be Present within the Site (Source: GML Heritage)

PHASE	POSSIBLE ARCHAEOLOGICAL REMAINS	POTENTIAL
Phase 1: Town Limits Gateway (1788-1820)	• Postholes from boundary fences • Isolated artefacts or rubbish pits located at the former city limits • Early alignment of Devonshire Street and George Street • Kerbs, drains and culverts	Nil
Phase 2: Development of the Railway and Expansion (1821-1900)	• Isolated artefacts or rubbish pits • Pockets of discarded rail infrastructure • Fills relating to the construction and expansion of Central Station and the Western Yard	Low
Phase 3: Changing Use and the New Millennium (1901-2019)	• Brick footings of early twentieth-century buildings • Remains of services and other infrastructure	Low

The Archaeological and Aboriginal Due Diligence Assessment concludes that:

- There is no potential for non-Aboriginal archaeology to be present relating to the Western Yards phase of the Site's history as this was completely removed by the construction of Henry Deane Plaza in 1998–2000
- There is nil–low potential for truncated deposits or isolated artefacts relating to the early alignment of Devonshire Street and Lee Street to be extant deep below the imported fills related to the construction of Central Station from 1853 onwards
- Any impacts to significant historical archaeological remains or 'relics' require an Excavation Permit, issued under Section 141 of the Heritage Act. The impacts could be mitigated by a staged program of archaeological investigations, including archaeological monitoring and/or test excavation to mitigate the impacts to identified archaeological remains.

The report makes a number of recommendations regarding future monitoring and interpretation that will be appropriately considered at the development application stage.

6.5 Wind

The Consortium commissioned Arup to undertake a quantitative cumulative assessment of the Block A and B proposals on the pedestrian level wind conditions for comfort and safety in and around the Site. The report provides discussion on the impact of proposed buildings in the Western Gateway sub-

precinct on the measured wind conditions in and around the Site, and includes the results of wind tunnel testing report based on the existing and two (Blocks A and B) potential building configurations. A copy of the wind assessment is provided at Appendix L.

Generally, the inclusion of any large buildings on the fringe of a City markedly changes the local wind environment. The first isolated building typically creates the largest change in wind conditions with the windiest locations at the building corners. Subsequent large developments alter the overall wind flow pattern making some areas calmer and others windier, particularly at the outer corners of the compound shape and between closely spaced towers. Depending on the design and orientation of the proposed tall buildings, extreme wind conditions are expected to locally get worse. However, the areas most affected are to the east of the Western Gateway precinct where, in the current configuration comprising no OSD, there would be limited reason to access these spaces.

Prior to any development of the OSD, for locations to the north-east of Block B, the wind directions causing strong winds are from the south. Winds from this direction impinge on the broad south-east façade of Block B, inducing downwash that is accelerated around the north-east corner.

As the precinct continues to expand, Henry Deane Plaza will tend to become calmer while the windier locations will be moved to the perimeter of the developed area. Upon completion of the future OSD, the wind conditions around the Western Gateway would be expected to improve. Ideally the 'final' developed built-up profile, including the OSD, would have the tallest buildings towards the middle tapering in height to the fringes to the south and east.

The Arup wind assessment outlines a range of mitigation strategies to reduce wind impacts associated with the development of Blocks A and B. These will be refined during the design process. Options include:

- Separation between Blocks A and B - Increasing separation would be expected to make wind conditions between Block A and B better at the expense of slightly increasing wind conditions at the open plaza, as it allows more wind flow from the south to penetrate through the gap and across the open plaza. Since the wind tunnel testing was conducted, the separation between Blocks A and B has increased from 13 m to 24 m which Arup has confirmed is expected to improve the wind conditions in between the two blocks.

- Redesign of tower and podium - For winds from the south and south-east, the tower and podium design on the north-east corner could be reviewed to divert the downwash flow over the podium level and discharge the flow over the open plaza at higher levels. The review of the tower and podium design is an option that could be further considered during the design excellence phase.

- **Roof between Blocks A and B** - A temporary roof between Blocks A and B would prevent the remaining portion of the downwash reaching the ground level. The higher the roof, the better the protection for the open plaza provided that a vertical down stand would be installed below and to the east of the roof. The roof could be installed prior to the development of the OSD. The wind assessment undertaken to date indicates that wind conditions would be expected to improve due to shielding as future buildings, such as the OSD, are constructed. This would enable mitigation measures such as the temporary roof to be reconsidered and removed.

- **Local landscaping -** Local amelioration is expected to be required for any sitting areas in the open plaza and around the development to provide local shielding. These would typically take the form of vertical screens perpendicular to the façade. Local landscaping would help improve the wind conditions in the central area of the open plaza.

- **Potential future OSD developments** - Any potential future OSD to the south of the Site has the potential to provide shielding to the Site and improve wind conditions in the open plaza and between Blocks A and B.

A combination of these strategies has the potential to satisfy the wind comfort and safety criteria for the precinct subject to appropriate modelling.

6.6 Transport and access

A Transport, Traffic, Pedestrian and Parking Report was prepared for the Site by Arup (refer **Appendix M**). The report assesses the transport aspects of the development and how these integrate with the wider Central Station Precinct and surrounding development. A summary of the key findings is provided below and in Section 6.7.

6.6.1 Existing transport conditions

As noted in Section 2.4.3, the Site is highly accessible, benefitting from direct pedestrian access to Central Railway Station, the Sydney Light Rail (including future extension), regional and metropolitan bus services as well as the future Central Metro Station.

The Site's location adjacent to Central Railway Station means that it is highly accessible. The Site benefits from direct pedestrian access to Central Railway Station, including country and metropolitan rail services, and the future Central Metro Station. It is also within close walking distance to existing and future light rail and interstate, regional and metropolitan bus services. Existing and proposed public transport options in the vicinity of the Western Gateway are shown in Figure 46. The Site is therefore ideally positioned to enhance connectivity between Railway Square and Central Station now and into the future.

Private and service vehicular access to the Site is provided via Lee Street which is a five lane two-way street. Lee Street connects to George Street to the north and Regent Street to the south, both of which are classified as main roads.

There is an existing bike route within the carriageway on Lee Street and the Goods Line north of the Site with aspirations for it to be extended to pass the frontage of the Site. This route provides wider connection to regional bike routes on Jones Street and Cleveland Street.

Figure 46: Existing and proposed public transport options in the vicinity of Central Station

The only existing vehicular access is located on the south west corner of Block B. It is a private access which serves the buildings within Block B. A right turn bay is provided on Lee Street for northbound traffic accessing the development. This is a two-way access which provides access to drop off plus parking and servicing facilities.

There are currently 169 car parking spaces within Block B, distributed as follows:

- SRA House - four loading bays and 90 car parking spaces across the basement levels; and
- Henry Deane Building and Gateway House - four loading bays at ground level, 51 car parking spaces and 2 loading bays at basement Level 1, 28 car parking spaces at Level 2.

6.6.2 Future transport, parking and access

Public transport

Central Station will provide a very high level of accessibility by train. Bus stops and taxi ranks in Lee Street and Broadway will provide good opportunities for other modes of access. The location also takes advantage of being 350m from Eddy Avenue for light rail access. The station and supporting intermodal facilities will create a highly accessible public transport precinct.

The proposed Sydney Metro, along with signalling and infrastructure upgrades across the existing Sydney rail network is anticipated to increase the capacity of train services entering the CBD network is anticipated to increase the capacity 2024. Considering the significant increase in capacity, the impact of the development on Train/Metro capacity is considered acceptable.

Similarly, the existing extensive bus network and the proposals set out in Sydney's Bus Future to increase services and journey times across the network, the impact on bus capacities is considered to be acceptable.

Mode share

A target mode split for the overall Central Station Precinct has been envisaged by TfNSW which anticipates that more than half of employment trips in the Precinct will travel by Train/Metro (62%), 17% by bus (17%), 5% by walking and 5% by cycling. The target mode split reflects high accessibility to public transport of the Site.

Although no additional car parking will be provided in the Precinct, a small number of employees are expected to continue to drive, parking in neighbouring parking lots, rented spaces or at peripheral park and ride locations. Therefore, the mode shares for the Western Gateway sub-precinct have been adjusted based on this expected demand.

Parking

No additional car parking or motorcycle parking is proposed as part of the Proposal. It is envisaged that the quantum of parking within the Site will be reduced from the existing 169 spaces to accommodate the IDF.

The number of parking spaces to be provided will be less than the maximum allowable under Sydney LEP 2012, which Arup estimates to be 193 parking spaces for the Proposal.

The estimate of parking required for the Proposal assumes that:

- No additional car parking will be provided to the OSD
- Block A will have 36 car parking spaces accessed via Block B
- Block C will retain existing parking but will be accessed via the Block B site entrance.
- All access for the Western Gateway Sub-Precinct will occur via Block B

Traffic generation

To assess the traffic generation impact of the development, the existing traffic generation for Block B was assumed to stay the same given that parking provision is relatively the same across the Western Gateway Sub-Precinct. This was applied in conjunction with the expected increased loading demand across Block B assuming two scenarios:

- Block B indicative scheme was built in isolation
- the ultimate Precinct development.

The likely trip generation for the loading dock is presented in Table 9.

Table 9: Service rates and traffic generation of managed loading dock

Vehicle type*	Peak deliveries per hour	
	Site only	Ultimate
MRV	4	17
SRV/Vans	16	50
Light vehicles (long dwell)	3	8
Light vehicles (courier)	6	15
Total	**29**	**90**

*The IDF has no capacity to accommodate HRVs and has therefore been excluded from calculations

In terms of intersection impacts, the modelling results for the Lee Street / Regent Street intersection indicate that the project will have minimal impacts on the surrounding local road network. The intersection is shown to be operating at Level of Service B (good) during both the am and pm peak with the ultimate Precinct development.

In terms of access into and out of the Proposal, the proposed single driveway to the south of the Site will continue to service the ultimate development. While the operation of this driveway will be refined during the design process, a number of options are available to ensure the driveway can operate safely and efficiently including:

- Limiting movements to left turn in/left turn out
- Adjusting the right turn facility to be shared by buses and private access

- Providing a new access point associated with redevelopment of the bus layover site with a connection to the Regent Street traffic signals.

Figure 47: Site access driveway

Cycling

The Site is well located to take advantage of the City's existing and planned network of high-quality cycleway facilities. The proposed bi-directional cycleway on Pitt Street will form the main north-south spine through the CBD for cyclists into the area. The Proposal will include bicycle parking and end of trip facilities for staff as well as bicycle parking spaces for customers/visitors.

6.7 Pedestrian access

The Arup Transport, Traffic, Pedestrian and Parking Report (**Appendix M**) provides an examination of existing and proposed pedestrian access.

At present, pedestrians primarily access the Site from the north-west (Railway Square) and north-east (Devonshire Street Tunnel) (refer Figure 48). Buses at Railway Square deliver passengers to the Site via the mid-block crosswalk across Lee Street and also through the Lee Street tunnel and Henry Deane Plaza. Pedestrians from Suburban rail platforms tend to access the north edge of the Site via the Devonshire Street tunnel. Pedestrians from Intercity platforms access the Site from both the Devonshire Street tunnel and also via Lee Street.

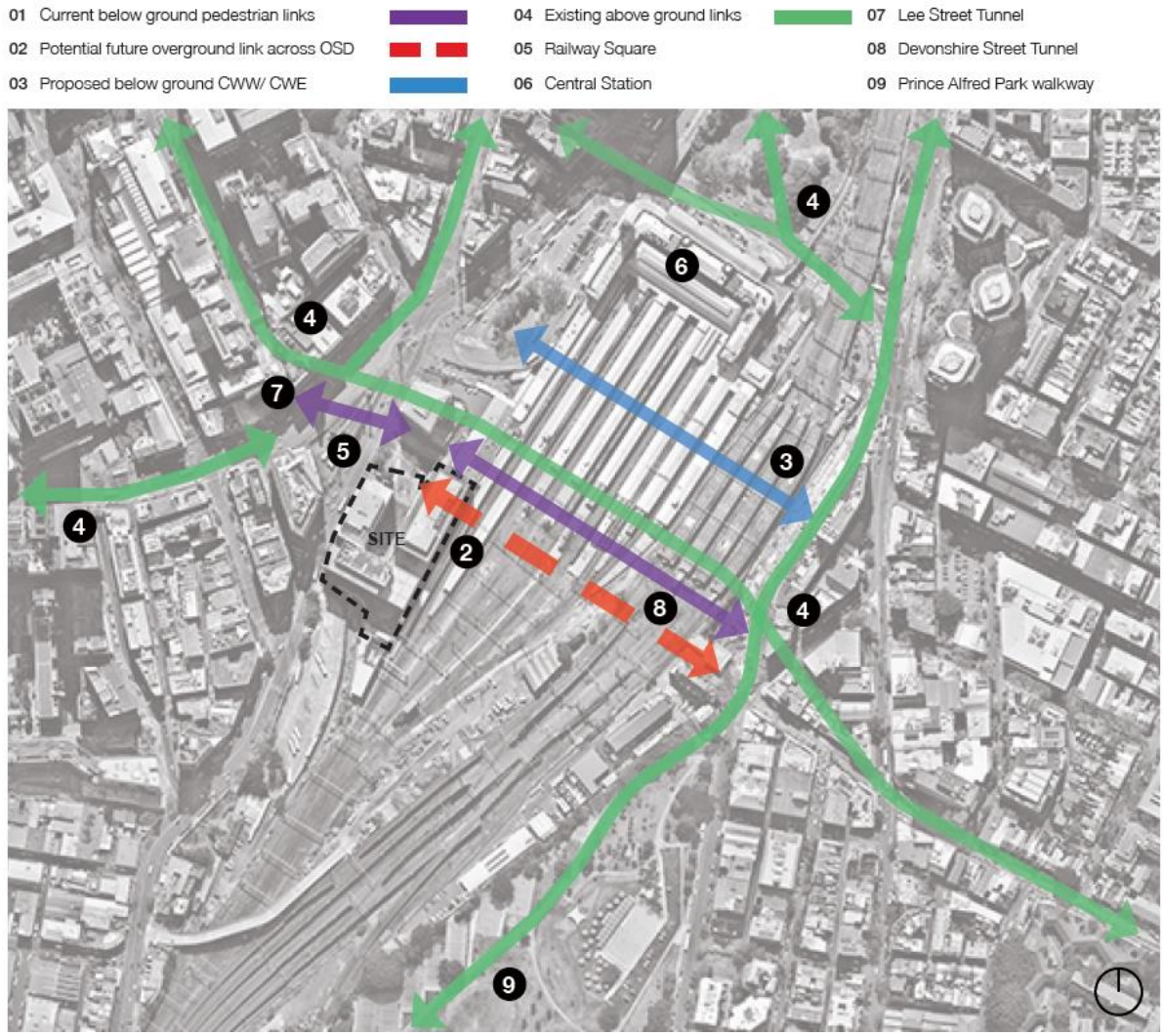


Figure 48: Existing pedestrian access

Significant opportunities to improve pedestrian connections are offered by the redevelopment of the Western Gateway, and in particular Block B. These opportunities include:

- North-south pedestrian connection from RL 17.7 to RL 19.2, linking Block B to any future Central Walk extension exit via the ground plane
- North–south pedestrian connection at RL 21
- East-west pedestrian link between Blocks A and B to future OSD
- Enhancing pedestrian access along Lee Street

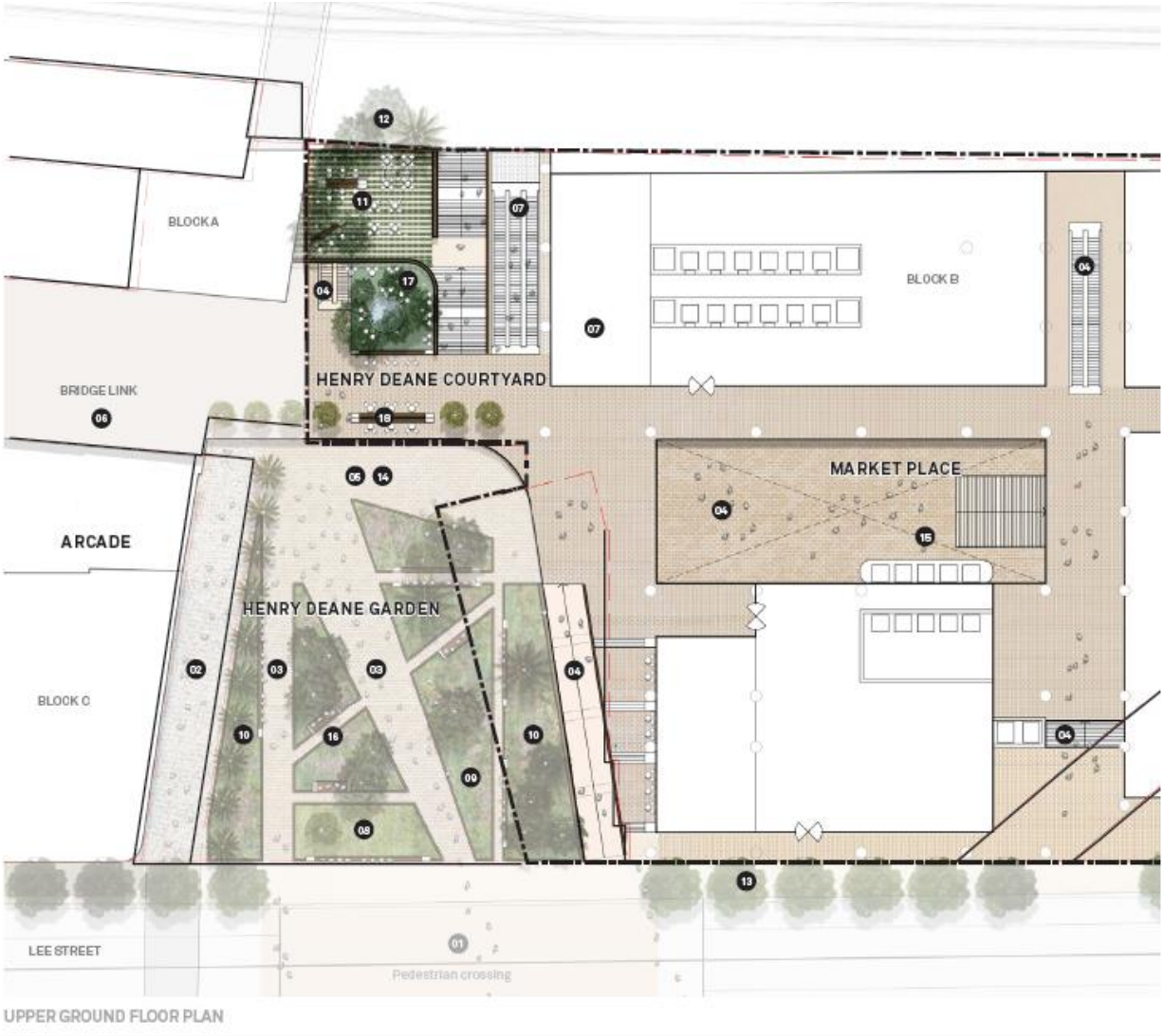
Henry Deane Plaza will continue to be a major connection for existing and future users to Blocks A, B and C as well as for people moving throughout the Central Station Precinct. The redeveloped Henry Deane Plaza forming part of Block C will significantly improve safety, wayfinding and legibility of the changing ground plane levels across the Western Gateway.

The provision of access to the Central Station OSD is via Block B where an extension to the public domain is proposed incorporating stairs and vertical transportation to an elevated east-west connection over Central Station. The OSD connection will link customers from Block B, Sydney Metro customers and pedestrians from the Western Gateway precinct, to the OSD.

Figure 49 shows the proposed pedestrian linkages within and to/from Henry Deane Plaza.

The overall pattern of pedestrian access as it relates specifically to Block B is largely unchanged in that pedestrians will continue to access from the north. A north-south pedestrian-only access will be provided between Blocks A and C, which will provide primary access between the Site and Central Station for Sydney Metro and suburban and intercity Sydney Trains customers. The Devonshire Street Tunnel will continue to act as a connecting path to the Site for Sydney Train customers, bus and Chalmers Street light rail users from the east. Access from Railway Square and Lee Street will remain on the existing footpath, and through the revitalized Henry Deane Plaza. The Lee Street Tunnel will continue to connect the Site to the west of George Street.

Figure 49: Public Domain – Pedestrian Connectivity



Aligned, integrated and connected

1. Relocated and widened pedestrian crossing to Railway Square
2. Realigned, accessible east-west link from Devonshire Street Tunnel to Lee Street Tunnel
3. Accessible paths from Lee Street to Central / Market Place & Devonshire Street Tunnel
4. Multiple points connection points to the future over site development from groundplane
5. Accessible, uninterrupted connection north-south from Central to Market Place
6. Elevated bridge link from RL21.5 to Block B site, also connecting with Block A and Block C sites

Collection of spaces

8. Lee Street lawn and seating marks the arrival into the plaza and an inviting place to meet
9. Henry Deane Garden is an inviting place to dwell in or pass through
10. Verdant garden banks set an attractive backdrop to level changes
11. Henry Deane Courtyard looks out across the garden and Railway Square activated by F&B retail
12. Potential upper level deck open space
13. Improved Lee Street including additional street trees and increased footpath widths

Active and diverse

14. Generous north-south link doubles as a weekend events space for performances, markets or displays
15. Market Place is a space for a diversity of casual and programmed uses
16. Immersive, intimate seating within the garden
17. Courtyard suitable to host small outdoor events such as music performances
18. Look-out seating at Henry Dean courtyard

7. Stair, escalator and lift connection to future over station development

6.8 Aeronautical

The proposed increased height of the buildings on the Site to RL 205.8 has been assessed by Avlaw Aviation Consulting (Appendix N) against the relevant aeronautical legislation and policy.

The findings of this assessment are as follows:

- the Conical Surface of the Obstacle Limitation Surfaces (OLS) is nominally 135m-145m AHD, rising south to north across the Site;
- the Procedures for Air Navigation Services – Aircraft Operations (PANS-OPS) surfaces range from 280m-296m AHD, rising west to east across the Site;
- the Radar Terrain Clearance Chart (RTCC) or Radar Lowest Sector Altitude (RLSALT) surface covering the Site is 335.28m AHD; and
- the Combined Radar Departure Assessment Surfaces is nominally 255m AHD.

The critical (i.e. lowest) airspace protection surface for operations at Sydney Airport which cover the Site is the Outer Horizontal Surface of the OLS. As this surface will be penetrated both permanently by the building and temporarily by crane(s), each will require aeronautical assessment and be classified as a "controlled activity" which will need to be approved to be carried out. Avlaw has indicated that the OLS penetration itself should not be problematic in this instance because the Site is clear of the approach and take-off areas for all runway at Sydney Airport.

The report also notes that penetration of the Combined Radar Departure Assessment Surfaces should not be problematic because Sydney Noise Abatement Procedures (NAP) must be followed by all aircraft operating to and from Sydney Airport which dictates that there will be no random aircraft departures deviating from Standard Instrument Departures (SIDs) and the required safety clearances for these procedures are accounted for in the PANS-OPS surfaces. The vertical distance between the proposed maximum building height of RL 205.8m and the next lowest and relevant airspace protection surface (i.e. PANS-OPS) is 76m, providing a generous buffer for temporary crane activity.

With respect to helicopter operations, Coded clearances in the Aeronautical Information Publication-En Route Supplement Australia (AIP-ERSA) for helicopter operations into and out of Sydney Airport which refer to Darling Harbour will not be affected by development at the Site as they are further to the west. The report also notes that the airspace protected under National Airport Safeguarding Framework (NASF) – Guideline H for strategically important helicopter landing sites does not apply with respect to the development as approaches and departures at Royal Prince Alfred Hospital are clear of the Site.

The report concludes that provided temporary construction cranes and the overall building envelope inclusive of plant room and ancillary features (e.g. towers, masts, building maintenance unit (BMU) when in operation) remain below the PANS-OPS, then aviation approval should be granted.

6.9 Site conditions

6.9.1 Geotechnical conditions

A preliminary geotechnical desktop study has been conducted by Arup to inform the redevelopment of the Site (refer Appendix O). The study comprises of a brief review of published geological maps and limited existing local geotechnical data, as well as hydrogeological information.

The study identifies considerations for the design and construction of the proposed development and concludes that existing ground conditions on the Site are expected to be suitable for high-rise development and basement construction.

6.9.2 Contamination

A Preliminary Site Investigation has been undertaken by Senversa, the primary objective of which was to develop an understanding of the potential for contamination to be present at the Site as a result of current and historical land uses that may pose an unacceptable risk to human health or ecological receptors. A copy of the PSI is provided at Appendix H.

The PSI included a review of the NSW EPA contaminated land register, historical aerial photographs, groundwater bore information, relevant government databases, published soil, geology and topographic maps and a site inspection.

The Site and surrounding land have been subject to a long period of commercial and industrial use and therefore there are likely to be a number of potential sources of contamination either at the Site or within the vicinity of the Site. Groundwater is the more likely pathway for contamination originating from off-site sources to be realised at the Site.

Based on the information reviewed and in relation to the objectives this PSI, Senversa considers that:

- there is potential that soil and/or groundwater contamination exists at the Site which has the potential to present a risk to human and/or ecological receptors and this needs investigation
- if this contamination is present in significant concentrations it may impact the suitability of the Site for its proposed use without some form of management.

Senversa recommends that further assessment via a site investigation and management (if required) of contamination is carried out in line with the staged approach set out in SEPP 55–Remediation of Land,

Contamination Planning Guidelines and guidance under the *Contaminated Land Management Act 1997*.

6.10 Stormwater and flooding

Arup was engaged to undertake a review of available information for the proposed redevelopment to determine stormwater management requirements at the Site and the broader Western Gateway (**Appendix P**). As part of the review relevant stormwater management legislation, including the Sydney LEP 2012 and Sydney DCP 2012, was considered to determine requirements for the proposed development. The review also included an assessment of previous stormwater and flooding investigations completed for the Site and surrounding area.

Existing flood mapping undertaken by the City of Sydney Council shows that existing flooding on the Site is limited to localised shallow flooding between buildings. There are no overland flow routes through the Site. The proposal to amend building height and density controls would not have a material impact on the existing flood conditions on the Site.

A stormwater management strategy for the Site is proposed which includes a combination of stormwater quality strategies including green roofs, rainwater harvesting and reuse, gross pollutant traps and filtration systems to meet Council water quality requirements. The final configuration of these features will be determined during later design stages. Stormwater discharge from the Site will utilise existing connections to the adjacent stormwater network located under Henry Deane Plaza or Lee Street.

Based on advice from Sydney Water, it is not anticipated that on-site detention will be required to support the intensification of proposed land uses.

6.11 Services

An Infrastructure Analysis Report has been prepared by Arup (**Appendix Q**). The report assesses the utility services in the vicinity of the development and comments on the ability of these to serve the project. The utilities assessed are:

- Water Supply
- Sewer
- Stormwater (Council and Sydney Water)
- Communications
- High Voltage power
- Natural Gas
- Fire fighting demands

The investigations have identified the services located around the precinct and those that require further detailed assessments and discussions with the utility provider. Table 10 identifies utility requirements and next steps..

Table 10: Utility assessment and next steps

Utility	Assessment	Next steps
Electrical	The new development will require new substations to support the increased loads across Block B and the existing substation S6260 will need to be relocated to allow the basement planning. It is envisaged that the precinct will be served with the following: • 4 new basement chamber substations • 2 new elevated substations one in each tower • 2 new control points for the new elevated substations.	Early discussions with Ausgrid on proposals for Block B to establish way forward for substation design and support of the development.
Gas	Jemena's low and medium pressure networks are coming under stress in the CBD and consumers with high demands are encouraged to connect to high pressure services with a local gas pressure reduction valve within Block B. The nearest high-pressure service is located to the North in Barlow St and to the west in Quay/Thomas St.	It is expected that the high-pressure network will need to extend to service the development. Early discussion with Jemena on logistics, extension and connection of high pressure gas to Block B required.
Water	The predicted loads are towards the upper limit of a 150 diameter mains capability however it is possible that such will be able to support the expanded precinct.	An early feasibility should be progressed with Sydney Water to confirm the networks capabilities both for domestic and fire fighting supply.
Sewer	Increases in sewer discharge are anticipated over and above the existing Block B capacity. The supply requirements and connection point location(s) will need to be confirmed with Sydney Water as part of the Section 73 application. However, in general, the sewer infrastructure crossing Block B can support Block B.	The surrounding infrastructure is large and is expected to comfortably support the new development. The final form of these connections will develop through detailed design
Stormwater	The 1500mm diameter reinforced storm line traversing Block B along the Devonshire St Tunnel alignment will serve Block B. The total impermeable area of the new Block B is	Sydney Water has confirmed that no on site detention is required for this precinct. The final form of the connections will develop through

Utility	Assessment	Next steps
	unchanged and the stormwater infrastructure is expected to be able to serve the new development.	detailed design. No Council stormwater mains have been identified through the dial before you dig searches. These may or may not exist in the area and their existence may help with the draining of minor catchments such as canopies along Lee St.
Communications	The utility communications cabling is generally installed direct buried and in underground conduits on street verges with regular access points through manholes or pits. No major carrier appears to be crossing Block B although providers do have services entering Block B to serve the existing buildings. Further discussions are required with the service providers to confirm existing arrangements.	There are many comms providers in the street and it is anticipated that coverage and capacity will be achieved in the future as Block B is redeveloped.

Having regard to the findings of the Infrastructure Analysis Report there are no major impediments to the provision of services to the Site.

7. CONCLUSION

The Proposal is a critical part of the Western Gateway sub-precinct which in turn will be a catalyst for renewal of the Central Precinct. The Central Precinct Renewal Program is fundamental to the expansion and revitalisation of Sydney's southern CBD and its strategic importance is reflected in its recent nomination as a State Significant Precinct. Unprecedented investment by the NSW Government in transport infrastructure at Central Station together with the continuing expansion of the CBD to the south, provide a unique opportunity to transform Central Station, create a tech and innovation precinct and enhance Sydney's role as a global city.

The Proposal is aligned to the NSW Government's vision for the Central Precinct. In particular, it will:

- be a catalyst project initiating and supporting renewal in the Precinct
- help unlock the future OSD, enabling essential above and below ground integration
- provide superior commercial floor space and office accommodation that serve emerging tenant and sector requirements, integrated with transport
- increase the attractiveness of the area west of Central Station, respecting the heritage character and importance of the public domain
- significantly improve pedestrian connectivity between Central Station, the Western Gateway and beyond
- deliver critical services infrastructure for deliveries, waste management, and utilities, not only supporting development within the Western Gateway but also facilitating the broader Central Station Renewal Program.

The Proposal has clear prima facie potential to deliver significant long term public and economic benefits, compounding and not compromising the public and private investments happening in and around Central Station. The Proposal will be a strong driver for both economic and employment growth, adding economic value to the Sydney economy through attracting more knowledge based and productive jobs and generating additional business activity. Once complete, the Proposal will support 11,000 jobs on the Site and a further 9,800 jobs across the CBD South area worth $3.2 billion in value added each year (direct, indirect and induced impacts).

The Proposal will build a vibrant new business district and revitalise the face of Sydney's busiest transport interchange by delivering the following objectives:

- High tech jobs – Deliver creative workspace that builds the Sydney Innovation and Technology Precinct and underpins Sydney's enduring global competitiveness.

- Transport connectivity – Redefine the experience of over 20 million pedestrians who walk through Henry Deane Plaza every year with world class public realm and connectivity.
- A revitalised precinct – Transform Central into an exciting place with lively retail and dining options, supporting Sydney's day and night time economy.
- Infrastructure for the future – Enable wider renewal of Central by delivering underground smart building services, waste and utility infrastructure necessary for an integrated and sustainable precinct.

Redevelopment of the Site will improve the urban amenity of the built environment through the provision of better public spaces, mixed-use development, high quality streetscapes and activation of the urban domain. It will stimulate land values and catalyse higher value land uses across the precinct such as retail, commercial, food and entertainment attractions.

Block B will be a benchmark urban renewal project that leads the world on sustainable place-making and help anchor an Innovation and Technology hub in Sydney; establishing the broader Central Station Precinct as the first-choice home for technology firms in Asia Pacific.

It will be a place that navigates the major sustainability challenges of our times; enabling opportunities and mitigating threats from: the growth of our cities, the transition of major economic systems in energy, transport and digital technology, the impact of society on eco-systems and the challenges posed by a changing climate.

The Proposal will not give rise to any unreasonable environmental impacts such as overshadowing of public spaces or other impacts such as wind, heritage, visual or traffic/vehicular access/servicing.