

## Relevant Information for Central Sydney Planning Committee

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**FILE:** D/2021/251 **DATE:** 20 October 2022

**TO:** The Central Sydney Planning Committee

**FROM:** Graham Jahn AM, Director City Planning, Development and Transport

**SUBJECT:** Information Relevant To Item 4 – Development Application: 14-18, 20-24 and 26-30 Lee Street and 1 Eddy Avenue, Haymarket - D/2021/251

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### Alternative Recommendation

It is resolved that pursuant to Section 4.16 of the Environmental Planning and Assessment Act 1979, a deferred commencement consent be granted to Development Application No D/2021/251, subject to the conditions detailed in Attachment A to the subject report to the Central Sydney Planning Committee on 20 October 2022, subject to the following amendments (additions shown in ***bold italics***, deletions shown in ~~strikethrough~~):

1. Schedule 1 – Deferred Commencement Conditions

#### (1) DESIGN MODIFICATIONS

Amended plans are to be prepared and submitted to and approved by the Director City Planning, Development and Transport demonstrating the following design amendments to the ***development: Connector building:***

##### ***Connector Building***

- (a) Retention of the offset geometry of the structure.
- (b) Extension of the draped mesh facade over the full extent of the facade to cover the slab edges with scalloped geometry.
- (c) Provide fine edge horizontal and vertical detailing of the mesh façade
- (d) Recessing the columns behind the facade.
- (e) Vertical extension of the parapet at the upper terrace level and lowering of the roof canopy to reduce visibility from ground level.

- (f) Provide recessed and glazed apertures in smaller or medium bays of the building that relate to the urban context.
- (g) The roof terrace element must have a form and architecture that complements the geometry of the primary element of the Connector building.

**(h) Lower the roof height of the Connector building by 2m (RL 58.7).**

**Tower**

- (i) Adjust the height of any part of the building (such as roof or roof parapets) of the south tower to ensure they are below the sun access plane for Prince Alfred Park, as identified in Sydney LEP 2012.**

2. Schedule 2 – Conditions of Consent

**(5) BUILDING HEIGHT**

- (a) No part of the building shall project higher than any part of the sun access plane to Prince Alfred Park, as identified in Sydney LEP 2012.**
- (b) ~~(a)~~ The height of the building must not exceed RL 174.30 (AHD) to the top of the lift machine room at the south tower and RL 52.50 (AHD) to the parapet of the building.**
- (c) ~~(b)~~ Prior to an Occupation Certificate being issued, a Registered Surveyor must provide certification that the height of the building accords with (a) above, to the satisfaction of the Principal Certifier. Reason: To ensure the constructed development complies with the approved height.**

**(26A) INTEGRATION WITH FUTURE OVER STATION DEVELOPMENT**

***The south-eastern portion of Level 2 of the south tower must be capable of integrating and connecting with the future OSD deck (subject to future deck levels) of the Over Station Development for Central Station. This is to allow for future retail activation fronting the deck. Modifications to the building facade and floor plate to enable the integration must be subject to a separate application submitted to Council.***

## Background

The amendments to the above recommended conditions of consent have resulted from further considerations made to the application in relation to design excellence, protecting solar access to Prince Alfred Park in accordance with Sydney LEP 2012 and integration with adjoining future development.

The City's digital model check suggests that a small part of the roof/roof parapet screen for a small area may require modification to ensure no breach of the sun access plane. Two conditions have been inserted to highlight and to resolve this minor potential issue to ensure all development is below the sun access plane.

Prepared by: Reinah Urqueza, Senior Planner

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Approved



**GRAHAM JAHN AM**

Director City Planning, Development and  
Transport