

Resolution of Central Sydney Planning Committee

25 March 2021

Item 4

State Significant Development Application: 338 Pitt Street Sydney - D/2020/610

Moved by the Chair (the Lord Mayor), seconded by Councillor Thalís -

It is resolved that:

- (A) the requirement of Section 51N of the City of Sydney Act 1988 to consult with the Central Sydney Traffic and Transport Committee not apply in this instance as the proposal does not require, or that might reasonably be expected to require, the carrying out of road works or traffic control works that are likely to have a significant impact on traffic and transport in the Sydney CBD; and
- (B) pursuant to Section 40 of the City of Sydney Act, 1988, authority be delegated to the Chief Executive Officer to determine application SSD 10362 (D/2020/610) pending the concurrence of Sydney Metro and subject to the Chief Executive Officer determining that the decision will not have a significant adverse financial impact on the Council subject to the following amendments to Attachment B to the subject report (additions shown in ***bold italics***, deletions shown in ~~strike through~~):

MAINTAINING SUFFICIENT SERVICING AND END OF TRIP FACILITIES IN ACCORDANCE WITH 88B INSTRUMENT

- C4. ***Prior to commencement of works, including demolition (except internal fit-out demolition) or the issue of any Construction Certificate (whichever comes first)***, a report, accompanying plans (where applicable) and signed agreement from the owners of 310-322 Pitt Street and 225-227 Castlereagh Street must be provided to the satisfaction of the City's Area Planning Manager demonstrating that:
 - (a) sufficient compensatory off-street loading and servicing spaces ***including but not limited to waste management, deliveries and the like during and post construction and occupation*** ~~and end of trip bike facilities~~ are provided in accordance with any 88B instrument over the subject site; ***and***

(b) sufficient compensatory access to the end of trip facilities located on level 1 of 310-322 Pitt Street are maintained during and post construction and occupation in accordance with any 88B instrument over the subject site.

Reasons for Decision

The application was approved for the following reasons:

- (A) The proposal is consistent with the strategic planning framework by providing a high-quality mixed-use development in the City including new hotel accommodation, public domain upgrades, a publicly accessible plaza and through site links and new retail spaces.
- (B) The applicant has undertaken a competitive design process in accordance with the City's policy, to which the proposed development is generally consistent. The applicant has adequately responded to the recommendations of the competition jury.
- (C) The development complies with the maximum height, floor space and car parking controls contained under the Sydney LEP 2012.
- (D) The application demonstrates design excellence in accordance with the provisions of Clause 6.21 of the Sydney LEP 2012. The slim tower design, materiality and siting contribute to the skyline and relate positively to the surrounding context. Sufficient separation is provided to maintain a good standard of amenity for adjoining properties and the public domain. The fine grain, varied podium designs and through site links will improve the quality and amenity of the public domain. The towers result in acceptable environmental impacts and achieve a good standard of environmental performance. The development provides landscaping on podiums which will contribute to local biodiversity and visual amenity. The development provides adequate and well-designed bike parking for residents, visitors and employees to the site, and is suitably located close to good public transport.
- (E) The development is anticipated to create 3,090 construction and 750 ongoing operational jobs.
- (F) The development has provided sufficient information to address the SEAR.
- (G) All other issues have been appropriately addressed by recommended conditions of consent.
- (H) Condition C4 was amended to protect access to the end of trip facilities and the provision of loading and servicing spaces within the adjacent property.

Carried unanimously.

D/2020/610