

# **Attachment A**

**Summary of Submissions  
15-25 Hunter Street and 105-107 Pitt Street,  
Sydney**

No.	Submitter	Submission	Response
1	Sydney Metro	<p><b>Basement Extent</b> The basement shown in the reference scheme will need to be updated to reflect the location of the Hunter Street cavern and rail corridor, and recommends the proponent continue to consult with Sydney Metro for the future basement design</p> <p>Proposes amendment to the draft DCP for an objective to ensure any development below ground considers the requirements</p>	<p>The reference scheme is provided to assist in understanding the potential built form outcome that could occur on the site and has no status as part of the planning proposal. Any future development will be subject to the planning controls in place at the time and will be subject to a design competition as well as any subsequent development application approval. The requirements of any SEPP that apply to the site, including the Transport and Infrastructure SEPP for the protection of the Sydney Metro tunnels, would need to be met, and as the SEPP would override the DCP, changes to the draft DCP are not necessary.</p> <p>The proponent has advised that several meetings have taken place with Sydney Metro for the consideration of any future development on the site, and the City encourages such consultation to continue.</p>
		<p><b>Proximity to Sydney Metro West tunnels and caverns</b> Note requirements of the Transport and Infrastructure SEPP and State government concurrence role</p> <p>Want to have ongoing discussions with the proponent re potential location of below ground structures, including any boreholes 2m or deeper.</p> <p>Encourages the proponent to provide information about the Sydney Metro West project for consideration in any future design competition</p>	<p>A future development application on the site will be required to meet the requirements of the Transport and Infrastructure SEPP including obtaining concurrent approvals from Sydney Metro as part of a development application for future development of the site.</p> <p>Ongoing meetings between Sydney Metro and proponent are encouraged to continue.</p> <p>The competition brief is informed by the development controls for the site, including any SEPPs such as the Transport and Infrastructure SEPP.</p> <p>No changes to the planning proposal are therefore required.</p>
		<p><b>Through site link</b> Supports a through site link connecting Pitt and Hunter Street. Proposed at grade links will facilitate a direct link to the Metro site although there are challenges to due level changes, location of station services, design and location of Empire Lane and pedestrian laneway on the Metro site</p> <p>The reference scheme shows a misalignment of the proposed through site link</p>	<p>The proposal includes the delivery of a through site link within the site connecting Pitt and Hunter Street and encourages connection to the adjoining Sydney Metro Hunter Street Station site to the west.</p> <p>The location of the through site link as shown in the reference scheme, has no status in the planning proposal. It is provided to assist in understanding the potential built form and scale of development that could occur on the site as a result of the planning proposal. The draft DCP includes controls for a future through site link within the subject site to reflect the historical alignment of Empire</p>

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			Lane, and to minimise impacts on the proposed heritage listed former Pangas House building. It encourages further discussion with Sydney Metro for a possible connection with the Sydney Metro site, but can't mandate this outcome as part of a future development on the site, as it involves land outside the subject site, owned by others, who may not achieve a development compatible with a through site link through the subject site.
		<b>Design Excellence Strategy</b> Sydney Metro recommends the competition brief contains requirements relating to the interface with Hunter Street Station to support a through site link	It is noted that the competition brief is informed by the development controls for the site, including any SEPPs. The draft DCP encourages a through site link between the two sites, but can't mandate this to occur as part of a future development application on the site, as it involves land outside the subject site, owned by others.
		<b>Traffic</b> Want to have further discussion regarding future construction traffic and how it will impact construction on the Metro Site	The management of construction traffic would be considered as part of the assessment of a future development application for the redevelopment of the site, which would follow the completion of the competitive design process. A Construction Traffic Management Plan would be required to be lodged and assessment as part of a development application, and this would be considered by both the City and Transport for NSW.
		<b>Heritage</b> Acknowledges the proposal to list the former Pangas House and suggests the listing should take into consideration the interface with the future metro station building and any pedestrian or vehicular access/egress into the station.  Sydney Metro is interested in reviewing the heritage interpretation strategy for this project once it becomes available.	The listing is for an existing building outside of the Sydney Metro site. It is building which Sydney Metro would ordinarily need to take into consideration when considering the future development on their site. It is noted that the State heritage listed Tank Stream and tunnels is located underneath former Pangas House which would limit any future development in this location of the site.  The HIS will form part of a future DA, and as an adjoining owner, Sydney Metro would be able to comment on as part of the DA process.
2	Sydney Airport	The proposed changes will allow the construction of a building with a maximum height of 235m, or 245 AHD, above the Obstacle Limitation Surface (OLS) for Sydney Airport, which is 156 AHD. Anything penetrating the protected airspace would be subject to assessment and approval under Federal legislation. Notes construction	Noted. A development application will require concurrence from Sydney Airport as the proposed works penetrating the OLS. This is consistent with clause 7.16 of the LEP and under the Airports Act 1996.

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		<p>cranes required to operate at a height significantly higher than the proposed development may not be approved, and therefore approval to operate construction equipment should be obtained prior to any commitment to constructed.</p>	
3	Sydney Water	<p>Advised a significant stormwater channel and DN300 sewer mains traverses the site, recommends liaising early with Sydney Water by lodging a Feasibility via the WSC process to reduce delays to future development application on the site</p> <p>Note asset upgrades may be necessary to service the additional uplift. Recommends liaising with Sydney Water after a detailed concept servicing proposal for the site has been prepared</p> <p>The development should consider recycled water options in line with Council strategies</p>	Noted, these issues will be addressed at the detailed design DA stage.
4	Heritage NSW	<p><b>Local Heritage – former Pangas House</b> Notes that the listing and assessment of impacts to local heritage items rests with Council</p>	Noted
		<p><b>State Heritage – Tank Stream</b> Recommends the development footprint be revised so it doesn't encroach on the State Heritage Register curtilage of the Tank Stream, or the proposed future development will require an Integrated Development Application under the EP&amp;A Act as well as an approval under the Heritage Act 1977.</p> <p>Documents that must be submitted for review by Heritage NSW at the detailed design DA stage include a Structural Engineering Report, Excavation Management Plan and Historical Archaeological Impact Assessment</p> <p>In addition to the above, the location of the tank stream and 2m curtilage should be clearly illustrated in future architectural plans.</p> <p>On-site interpretation of the Tank Stream within a publicly accessible</p>	Note that this relates to future DA requirements, and is advice only for the proponent at this stage

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		space within the redevelopment should be provided, with any future DA accompanied by a Heritage Interpretation Strategy	See comments below in response to recommendations made by Heritage NSW for the DCP.
		<p><b>Proposed Building Envelope and Design</b> Advise the proposed envelope appears sympathetic to former Pangas House, with decorative details above the parapet to retain visual prominence, which is important for such heritage items</p> <p>The significance of nearby heritage items, including former Wales House (a State heritage item, currently the Radisson Blu Hotel) should be considered as part of future development of the site, including responding to the curved faced of former Wales House. Should consider mitigating the scale disparity and potential visual impact, with the detailed design considering appropriate massing, scale, materiality and facade articulation, and retention of significant views of the heritage item.</p>	Noted, also note the recommended changes to the draft DCP to address these concerns
		<p><b>Development Control Plan</b> Support overall objectives of the draft DCP but recommend a DCP provision to allow for the interpretation of the Tank Stream in the public domain, informed by a Heritage Interpretation Strategy.</p> <p>Also recommend a DCP provision to provide a podium with a respectful relationship with nearby heritage items, such as the former Wales House, through consideration of massing, scale, materiality and facade articulation.</p>	<p>Additional control recommended to the Public Art section of the draft DCP, to encourage consideration of public art on the site to have an interpretation of the Tank Stream.</p> <p>Existing controls in the DCP regarding heritage are considered to address these concerns, in addition to other City assessment processes such as the Design Advisory Panel</p>
5	Proponent (Ethos Urban)	<p>Clauses 7.3, 7.6, 7.7 and 7.9 do not apply to the proposal and should be deleted</p> <p>A number of the sustainability controls in the draft DCP have been requested to be amended.</p>	<p>These clauses were included in Appendix 1 of the Planning Proposal as example clauses, subject to Parliamentary Counsel's drafting. These clauses regulate the maximum number of car parking spaces on site for different uses and were included in error. These clauses should apply to future development on the site, and therefore have been removed from Appendix 1..</p> <p>The requested changes to sustainability controls in the draft DCP were either accepted as proposed, or amended slightly, as these changes are consistent</p>

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			with the Council's adopted Net Zero Energy Buildings performance standards.
6	Community 1	<p>The proposal should consider how car lanes could be reduced, although the proposal includes car parking. Should look at bicycle lanes.</p> <p>Should also look at integrating more greenery on the building</p>	<p>Any changes to the design of roads adjoining the site would be managed by the City and relevant State government agencies, and is outside the scope of this planning proposal. Any car parking proposed for the site would need to address the planning controls for the site, including the need for provision of service vehicles on the site, and the planning controls for maximum car spaces.</p> <p>The draft DCP for the site includes environmental sustainability objectives and provisions including that development is consistent with Australian best practice performance benchmarks for ecologically sustainable development. The City's Greening Sydney Strategy encourages increased greening of the city, but does not mandate that development in Central Sydney must provide landscaping on buildings, recognising that it is not always practical to do so.</p> <p>The detailed design of a future development on the site, including any on-site landscaping will be subject to a design competition, and future development application where the practicality of greenery on the building can be considered.</p>
7	Community 2	Supports the proposal, increased height limits and density should be encouraged to reduce urban sprawl	Noted, although for commercial uses only.
8	Community 3	The area is busy for pedestrians, difficult to pass others waiting to cross at Hunter and Pitt Streets, concerned there is insufficient space for increased numbers of pedestrians, more publicly accessible space is needed. Note height and proposed use is generally acceptable.	<p>The proposed through site link on the subject site connecting Hunter and Pitt Streets would assist in reducing pedestrians off the intersection of Pitt and Hunter Street adjoining the site. The proponent is also meeting with Sydney Metro for consideration of a potential pedestrian connection to the Metro site to help address significant additional pedestrian movements resulting from the Metro which will not be able to be accommodated in the existing pedestrian network.</p> <p>It is noted that the Draft City North Public Domain Plan which was exhibited from 14 November until 19 December 2022 and will be reported back to Council in early 2023, includes converting Hunter Street to a pedestrian precinct, with wider crossing at Pitt Street to accommodate existing and proposed pedestrian</p>

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			numbers and achieve improved safety and amenity
9	Community 4	Supports the proposal, FSR of 22:1 should be the minimum for this site.	Noted. FSR has been determined based on a range of planning and urban design considerations and testing including consistency with local and regional strategies, impacts on amenity within the public domain (especially sky view and wind) and compliance with the sun access planes.