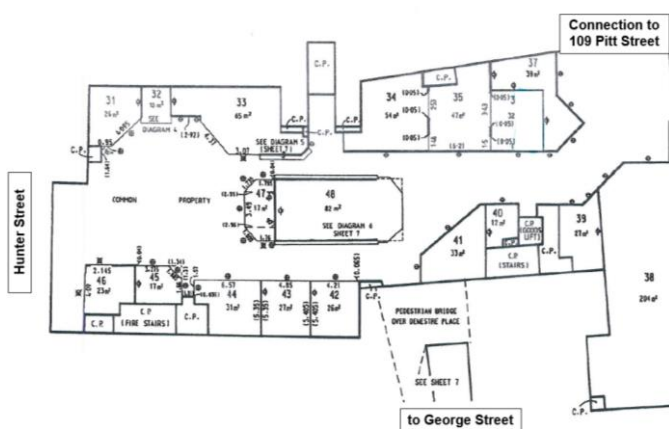


Attachment A

<h2>Summary of Submissions</h2>
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Agency submitter	Submission	Response
Sydney Airport	<p>Concurrence/consultation –</p> <p>No objection is raised. The proposed height breaches Sydney Airport's Obstacle Limitation Surface (OLS) at 156m AHD and as such is considered a controlled activity and requires approval from Sydney Airport.</p>	<p>Noted. Future development applications will be subject to 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.</p>
Transport for NSW	<p>No issues raised –</p> <p>The extensive consultation between City of Sydney and the proponent is acknowledged, Transport for NSW is confident any issues can be resolved prior to finalisation.</p>	<p>Noted. Following publishing of the amendments to the Sydney LEP 2012, future development will be subject to a competitive design and development application processes for which the City of Sydney will provide guidance and comment.</p>
Sydney Water	<p>Servicing requirements –</p> <p>Further information is required to ascertain the potable and waste water requirements of future development, including growth data, timeframes and Section 73 requirements.</p>	<p>Noted. Further information is expected to be available at the development application stage.</p>
Heritage NSW	<p>Heritage considerations –</p> <p>As the subject sites are close to several heritage buildings, the impact of the development on these items and the historic character of the area is of consideration, success relies on:</p> <ul style="list-style-type: none"> • a sensitive design response. • modulated podium heights that responds to adjacent heritage, strengthening the visual setting of these items; and • the development of specialised Design Guidelines. <p>A Heritage Interpretation Plan should be considered as part of detailed design development that reflects historic characteristics of each site, sensitively integrates the Former Skinner's Hotel and use of appropriate materials. Archaeological matters are outside the scope of this planning proposal. It is noted no significant overshadowing will be to any World, National and Commonwealth heritage items and the cumulative heritage impact is minimal. Further, the proposal has sought to improve views to and from heritage buildings in the vicinity and is consistent with its CBD context.</p>	<p>Noted. The Design Guidelines include provisions that have been prepared to ensure future development has a sympathetic relationship with the heritage character of the surrounding area and adjacent items. This includes detailing the street wall alignment and podium heights to align with that of adjoining heritage buildings such as the NSW Club on Bligh Street.</p> <p>Furthermore, the Design Guidelines include detailed heritage provisions requiring development to be responsive to and protect the significance of surrounding heritage buildings. The provisions include use of materials, modulation and articulation to reinforce the character and continuity of the streetscape. Provisions also detail the sensitive integration of the Skinner Family Hotel building into the project, ensuring any new work will be result in minimal heritage impact and encouraging interpretative overlays detailing the sites' heritage as public art.</p>
Sydney Metro	<p>No comment –</p> <p>Due to Sydney Metro being the proponent – it is inappropriate for Sydney Metro make a submission on the proposal at this time.</p>	<p>Noted. Sydney Metro were nominated as a referral authority in the Gateway Determination issued by the Department of Planning and Environment and therefore this planning proposal was referred to them in accordance with these requirements.</p>
Department of Infrastructure, Transport, Regional Development, Communication and the Arts	<p>Concurrence / consultation –</p> <p>The proposed height intrudes into Sydney Airport's Obstacle Limitation Surface (OLS) and requires approval from an authorized delegate, Sydney Airport. Early engagement with the airport is strongly encouraged.</p>	<p>Noted. Future development applications will be subject to 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.</p>
Royal Botanical Gardens / The Domain	<p>Sun Access Planes / Reflectivity / Traffic and Access –</p> <p>The loss of sunlight can have detrimental effects on the health and appearance of the Gardens. It is recommended a rigorous process is adopted to adhere with the Domain Sun Access Plane provisions to prevent erosion by a series of minor incursions.</p> <p>The negative impact of rising heat and reflective glare from building façade will have an adverse effect. Building guidelines that ensure sustainable building materials that will reduce thermal glare and reflectivity not only towards the Gardens, but the surrounding open space is recommended.</p> <p>Consultation and collaboration with the Macquarie Street East Public Domain Group is requested to manage any access impacts to service vehicles and traffic congestion arising from construction on the subject site and cumulative impacts to Central Sydney's street network.</p>	<p>Protection of solar access to key public spaces in Central Sydney is of great importance to the City and a key move of the Central Sydney planning framework and the applicable controls. The proposed maximum building height is consistent with the relevant sun access and no additional overshadowing planes, which protect sun access to Martin Place, Hyde Park and the Royal Botanical Gardens and the Domain. These development standards cannot be varied, further protecting the sun access planes.</p> <p>The draft Design Guidelines provide for high levels of external sun shading devices to protect internal and external spaces from extreme solar glare.</p> <p>Future development will be subject to a state significant development application process for each site, with detailed consultation with public agencies and stakeholders required.</p>

Submitter	Submission	Response
<p>1 organisation submission</p> <p>GoGet</p>	<p>Car share vehicle provision –</p> <p>GoGet welcomes the opportunity to provide feedback on the Sydney Metro Hunter Street planning proposal.</p> <p>Recommendation – replace the word “Maximum” with “Minimum” in Table 5-7 Maximum car share spaces per building in Section 5.3.5 ‘Car share provisions’ in the Sydney West Metro: Planning Proposal for Hunter Street Over Station Development, Transport and Accessibility Impact Assessment.</p> <p>Reason – According to the Sydney DCP 2012, there is no maximum number of carshare vehicles allowed for new development in the City of Sydney. Instead the DCP states that the minimum number of on-site parking spaces to be made available for car share scheme vehicles is 1 per 30 spaces provided.</p> <p>Likely a typing mistake, GoGet wants to ensure future plans can include more carshare vehicles onsite as demand necessitates. It is difficult to predict how many employees will contribute to a demand for the carsharing services onsite, it is safe to assume that 2 vehicles most likely will not be sufficient service provision.</p>	<p>The document referenced in this submission, the Transport and Accessibility Impact Assessment was prepared on behalf of the proponent, Sydney Metro and lodged as part of the planning proposal request as supporting documentation.</p> <p>The draft Design Guidelines requires a minimum of 1 car share scheme parking space be provided per 25 on-site parking spaces, consistent with the recommendation of this submission.</p> <p>The planning proposal includes a maximum of 70 car spaces across both the subject sites and car share parking spaces are to be provided in addition to the maximum number of car parking spaces permitted in the development, consistent with LEP requirements.</p>
<p>3 individual submissions</p>	<p>Support –</p> <ul style="list-style-type: none"> • Make the transit development as big as possible • For a world class city, we must build world class buildings. Space is limited so we have to have optimum scale for our buildings. As long as buildings are well designed lets reach for the sky. Get on with making Sydney a world class city. • I am supportive of the new Hunter Street Station. I support the construction of new commercial and retail spaces. I support the new tunnels linking the new Hunter Street Station to Martin Place and Wynyard Stations. 	<p>Noted</p>
<p>16 individual submissions</p> <p>Adjoining Landowners</p>	<p>Reinstatement of existing pedestrian connections –</p> <ul style="list-style-type: none"> • Concern that there is no guarantee that the Hunter Connection will ever be re-connected to the future development on the Sydney Metro West Hunter Street Station western site. • Sydney Metro provides no assurance that Hunter Connection would be re-opened as part of the project. Reconnection to the Hunter Connection will be decided by the tendering development for the over station development, driven by their commercial interests. • The Hunter Connection is an essential part of Sydney’s pedestrian network and provides a direct and weatherproof connection from the central business core of Pitt Street through to Wynyard Station and Barangaroo. Maintaining this fully covered pedestrian links must be a requirement. • Reinstating the connection should be a requirement for the development at miniscule additional cost to the development. • The objective to create a significant precinct around the over-station development is difficult to reconcile without reconnection. They are creating retail slums and removing the benefit of undercover connections. • Development must include the re-connection of the Hunter Connection to ensure this Sydney icon is maintained as part of the larger Sydney Metro project. • This will adversely impact retail on Pitt Street with no through access and devalue the lots of landowners. • Currently 109 Pitt Street (which houses the Pitt Street portion of the Hunter Connection arcades) facilitates employment and business opportunities for more than 2,000 people. Maintaining an ongoing connection to 109 Pitt Street to the Sydney Metro project will not only enhance convenience, it enhances the use of public transport and support the local retail economy. • People with disability use the Hunter Connection as an accessible route to Wynyard Station, the removal of the connection would make access more difficult via public footpaths. Ease of access to public transport is a key consideration to an inclusive workplace. • The people of Sydney were never informed of the potential permanent closure of the Hunter Connections in the 	<p>Hunter Connection comprised retail tenancies, a food court and an underground link between Wynyard Station, Hunter Street and Pitt Street through the 109 Pitt Street Building, as shown in Figure 1 below. The Hunter Connection building was acquired by Sydney Metro and forms part of the future Hunter Street Station western site.</p>  <p>An objective of the Design Guidelines is to “Improve permeability, pedestrian movement and connectivity with the provision of generous retail activated through-site links”. The provisions detail the locations of future through-site links for greater permeability, movement and connectivity and to reinstate existing and historical connections.</p> <p>The below figure from the Design Guidelines shows the location for any future through-site connections from the western site. As shown, it is recommended a connection is maintained into the 109 Pitt Street site (shown in blue), maintaining links to this section of the former Hunter Connection.</p>

circumstances of large corporations competing for over-station development to gain significant commercial advantage.



Figure 3: Western site layout - through site-links, retail activation and access

The indicative design that accompanies the concept SSDA includes through-site links, demonstrating the subject sites are capable of incorporating pedestrian connections as detailed in the Design Guidelines. This will be further resolved through the detailed design and development application stages where issues relating to level alignment and heritage will need to be resolved. The City will continue to advocate for the detailed design to address this provision. It is recommended the owners of 109 Pitt Street continue to actively engage with Sydney Metro and the Department of Planning and Environment to ensure this pedestrian link is reinstated.

1 individual submission

Residential amenity impacts –

It is clear the proposal for the eastern site is endeavouring to maximise amenity for the office tenants by siting the tower as far north as possible. This has had the effect of abutting the adjoining heritage item.

A large tower in such close proximity to a residential property will reduce amenity significantly to the occupants:

- loss of privacy from larger office tower towering over.
- reflection of sunlight onto the adjoining property.
- noise impacts from plant equipment in the podium.
- adverse outlook impacts looking onto O’Connell Street.

The tower component on the site can be moved south towards Hunter Street, which would have scant effect on the proposed design and barely noticeable to occupants of the tower, if at all.

A suggested setback from the northern boundary could easily be achieved of 15 to 25 metres with no impacts to occupants.

Adjoining Occupant

The building on the eastern site has been appropriately sited to minimise any significant adverse amenity impacts. In particular, the street wall height aligns with that of the adjoining heritage building to the north, as well as a minimum 5.4 metre setback from the northern boundary closest to the subject residential apartment.

Given its context, this setback is considered acceptable as views from the residential apartment and daylight access will not be detrimentally impacted and the proposed building envelope has demonstrated acceptable and equivalent public domain amenity conditions to that of a DCP compliant envelope.

While it is envisaged that the majority of the northern elevation of the eastern tower would feature a blank façade comprising building core and lifts banks, the Design Guidelines have been updated to include provisions requiring any facades proximal to residential apartments must include privacy screening and plant equipment be located away from these locations or include acoustic treatment.

5 individual submissions

Building height, design and appearance

- I am against increasing the height of these towers, as the public benefit does not justify this. Post-Covid office use has declined with increased flexible working arrangements. Increased height reduced light, increases wind and reduces enjoyment of the city on the human scale.
- I oppose the excessive height and bulk of the buildings. The proposal will block light, fill city sky glimpses even more than what exists at the moment. Building yet more skyscrapers will not activate the CBD, it will just make it more alienating. The bulk and height of this proposal must be reduced considerably to retain the amenity of city streets.
- I oppose increasing the heights of buildings, which shade adjacent areas, parks, offices and residences. High buildings are an eyesore. Sydney should not become another New York or like city. Sydney was a beautiful city without the skyscrapers.
- The tall building part of the envelope should be pushed southwest, as far from George Street and Hunter Street as possible and extend the lower podium envelope to create more light in the public domain. Drop the mid podium to the same height as the lower podium to improve George Street. Place more plants fronting George Street, plus outdoor areas and include outdoor eating areas.
- Overall I am supportive, however the new building heights seem

The two subject sites are located within a designated tower cluster in Central Sydney. These areas identified as part of the Central Sydney planning framework to grow and change without overshadowing parks. Planning proposals for additional building height and floor space must demonstrate the building envelope will result in equivalent or improved pedestrian amenity, namely wind and daylight conditions.

This planning proposal is consistent with these requirements in that it will comprise commercial uses, primarily in the form of office and retail uses in an envelope that addresses the relevant urban design considerations. In particular, the proposed planning envelopes have been prepared to include sufficient setbacks to maintain acceptable daylight conditions and sky view and protect important views such as along Hunter Street, towards Richard Johnson Square and towards Australia Square.

The proposed building height on both the eastern and western sites sits within the various sun access and no additional overshadowing planes which protect prominent public spaces such as Martin Place, Hyde Park and the Royal Botanical Gardens and Domain.

This proposal is consistent with the controls for the site and Central Sydney planning framework.

excessive given surrounding buildings and something around 30 storeys would be more appropriate. The new building will overshadow and block views from existing buildings.

5 individual submissions

Heritage

- Hunter Connection has been part of the fabric of Sydney and a crucial thoroughfare. The permanent closure of the pedestrian connection will be a significant loss to the heritage of Sydney.
- Hunter Connection's permanent closure will be a significant loss to the heritage of Sydney.
- My colleagues and I used to love eating at the food court at the Hunter Connection. The draw was the old Hong Kong style interior and authentic restaurants there. It was one of a kind. My feedback is to develop something similar to what was there.
- Regardless of the supporting documentation, the visual impacts and consequences for surrounding heritage buildings are not acceptable. Sydney has a shameful record of tearing down significant buildings. The proposal will dwarf even further what remains of heritable buildings in the vicinity.
- Having a structure close to an adjoining heritage façade is not sympathetic, not consistent with design excellence guidelines.
- A greater tower setback to the northern boundary would be sympathetic to the adjoining streetscapes of O'Connell Street and Bligh Street and their respective heritage affectations.

The former Hunter Connection was acquired by Sydney Metro as the site of the future Hunter Street Station for the Sydney Metro West project and as such is subject to a separate State Significant Infrastructure application. This planning proposal facilitates the future over station development. The Design Guidelines includes provisions detailing heritage interpretation opportunities within the publicly accessible sections of the building incorporated in public art and reflecting the history and previous uses on the site.

The proposed planning envelopes on each of the subject sites have been designed to be sensitive and responsive of its heritage context. This includes street wall heights that match adjoining heritage items, such as the former NSW Club on Bligh Street and the former Skinners Family Hotel Building. Furthermore, building height and bulk has been further setback from such heritage items to provide an appropriate setting.

The Design Guidelines include provisions requiring development to respect surrounding heritage through the use of materials, articulation and to reinforce the character of heritage buildings and the consistent streetscapes.

16 individual submissions

Pedestrian network impacts

- The footpaths are already uncomfortably full in the CBD during the week, more floor space will only exacerbate this problem.
- The proposal is taking away the benefit of undercover connection to Wynyard Station and on to Barangaroo.
- Decentralising commercial and residential activity is desirable and vital to address overcrowding and transport challenges.

The planning envelope and associated provisions in the Design Guidelines envisage more publicly accessible open space and new pedestrian connections across the two subject sites, which will help improve the permeability of Central Sydney for pedestrians.

Additionally, this planning proposal supports the City of Sydney's recent amendments to the City North Public Domain Plan which seeks identifies opportunities for new public space, including pedestrianisation projects on Hunter and O'Connell Streets.
