

Attachment A1

Planning Proposal Justification Report

Planning Proposal Justification Report

Pitt & Bridge, Sydney

Amendment to the *Sydney Local Environmental Plan 2012* – Height of Buildings and Floor Space Ratio Development Standards, and concurrent DCP amendments

Submitted to the City of Sydney
on behalf of Dexus CPA Pty Ltd





'Gura Bulga'

Liz Belanjee Cameron

'Gura Bulga' – translates to Warm Green Country. Representing New South Wales.



'Dagura Buumarri'

Liz Belanjee Cameron

'Dagura Buumarri' – translates to Cold Brown Country. Representing Victoria.



'Gadalung Djarri'

Liz Belanjee Cameron

'Gadalung Djarri' – translates to Hot Red Country. Representing Queensland.

Ethos Urban acknowledges the Traditional Custodians of Country throughout Australia and recognises their continuing connection to land, waters and culture.

We pay our respects to their Elders past, present and emerging.

In supporting the Uluru Statement from the Heart, we walk with Aboriginal and Torres Strait Islander people in a movement of the Australian people for a better future.

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C. Design Excellence Strategy	<i>Ethos Urban</i>
D. Public Benefit Offer	<i>Dexus</i>
E. Traffic and Transport Assessment	<i>The Transport Planning Partnership</i>
F. Visual Impact Assessment	<i>Ethos Urban, Virtual Ideas</i>
G. Public Domain Concept Plan	<i>Arcadia</i>
H. Heritage Impact Statement	<i>Urbis</i>
I. Wind Environment Study	<i>MEL Consultants</i>
J. Geotechnical Desktop Study	<i>JK Geotechnics</i>
K. Flood Risk Management Report	<i>Stantec</i>
L. Sustainability Report	<i>Stantec</i>
M. Vision and Values Proposition Statement	<i>Dexus</i>
N. Economic Contribution Analysis	<i>EY</i>
O. Socio-Economic Context Report	<i>Urbis</i>
P. Site Specific DCP	<i>Ethos Urban</i>

Executive Summary

This Planning Proposal Justification Report (Planning Proposal) is submitted to the City of Sydney ('the City' or 'Council') on behalf of Dexus CPA Pty Ltd ('Dexus' or 'the Applicant') in support of amendments to the *Sydney Local Environmental Plan 2012* (Sydney LEP 2012) relating to the Pitt & Bridge project on land at 56 Pitt Street, 58 Pitt Street, 60 Pitt Street and 3 Spring Street, Sydney (the Site).

Pitt & Bridge will anchor the green economy, representing a proposal for a green and global premium grade office tower, constituting a vertical exchange of finance, knowledge sharing, innovation, sustainability and wellness. Dexus's vision for Pitt & Bridge is to provide office accommodation to attract green economy businesses and talent that are aligned with investment in the green finance sector, sustainable investment and the emerging green economy. It will lead the way in meeting world-class sustainability objectives and contribute to Central Sydney's role as a future leader in the global green economy.

The purpose of this Planning Proposal is to introduce new maximum Height of Building (HOB) and Floor Space Ratio (FSR) controls for the Site. It comprises a Proposed Planning Envelope with a maximum HOB of RL 310 (approximately 305m above ground) and 90,000m² of commercial Gross Floor Area (GFA) (equating to an FSR of 27.4:1), consistent with the outcomes envisaged in the *Central Sydney Planning Strategy* (CSPS). Amendments to the *Sydney Development Control Plan 2012* (Sydney DCP) are required to support this outcome and are included.

The Planning Proposal is prepared in accordance with the *Guideline for Site Specific Planning Proposals in Central Sydney* (the Guideline) and the accompanying *Central Sydney Infrastructure Plan*. It has also been prepared in accordance with Section 3.33 of the *Environmental Planning & Assessment Act 1979* (EP&A Act), and describes the Site, the proposed amendments to the Sydney LEP 2012 and provides an environmental assessment of the proposed HOB and FSR controls, including the supporting Proposed Planning Envelope and Indicative Reference Scheme, consistent with the strategic intent of the CSPS.

Vision

Dexus has a clear vision and values proposition for Pitt & Bridge to be an anchor to the green economy by providing office accommodation to attract and facilitate the green finance, energy, infrastructure, development, tech and the professional services that support them. This is supported by a clear vision to relay the story of Country through the project by ensuring it connects through design with the eons held identity of Warrane, interpreting the sacred connections and uses of place through an Indigenous design strategy for the public domain and tower.

As a purposefully designed super tower (300m+), Pitt & Bridge will signal to the world Sydney's position as Australia's global city and provide an anchor to the green economy. The project's strategy is grounded in ensuring its contribution is inherently green and sustainable, aligning with current global sentiment towards sustainable investment around addressing climate change and net zero target dates. It will introduce a purposeful and impactful destination into the prominent northern portion of the Sydney CBD, attracting visitors and the talent necessary to drive the green economy.

Central Sydney Planning Strategy

The future redevelopment of the Site within the framework established by this Planning Proposal is in full alignment with the objectives and intended outcomes of the CSPS. In particular, it delivers uplift in employment floor space in an area specifically identified as unconstrained and suitable for significant density and height in accordance with the CSPS. Pitt & Bridge has undergone significant consultation to date with the City as well as its Design Advisory Panel (DAP), and is reflective of Dexus's support for the CSPS and their commitment to working together with the City in implementing the strategy.

By constituting the development potential of a key block within the Sydney CBD, Pitt & Bridge makes the most of the scarce land available in Central Sydney to deliver employment floor space. It unlocks latent, highly optimal and unconstrained land capable of delivering significant employment generation and public benefits whilst minimising environmental impacts and not compromising the amenity of the city's streets, parks and valued public spaces. The Site also benefits from immediate proximity to existing and future planned public transport in a location not limited by sun access planes that protect key public spaces. Consistent with the Guideline, this Planning Proposal seeks additional height and floor space in the form of an employment generating proposal, whilst also delivering new public open space and commitment towards high sustainability.

Consultation

This Planning Proposal has been the subject of extensive pre-lodgement workshops between Council, Dexus and FJC since August 2019, including numerous reviews by Council's Design Advisory Panel. The intent of the consultation overall has been to determine how to most effectively unlock the full employment generating potential of the Site with an appropriate built form, while providing a strong public domain outcome and an appropriate environmental outcome.

The Proposal

The proposed amendments to the HOB and FSR development standards follow detailed testing to determine a Proposed Planning Envelope within the new controls. The Proposed Planning Envelope was developed following detailed design and environmental impact testing including urban design review, sky view and wind testing, visual impact analysis and follows consultation with the City and its Design Advisory Panel.

The Planning Proposal seeks amendments to the Sydney LEP 2012 and Sydney DCP 2012 to introduce a Proposed Planning Envelope consistent with the outcomes envisaged in the CSPA with:

- A maximum HOB of RL 310.00 (approximately 305m above ground level); and
- A maximum FSR of 27.4:1, equating to a total maximum commercial premises (office and retail premises) GFA of 90,000m² across the Site.

The Planning Proposal will facilitate a development outcome which will provide the following for the Site (and the CBD more broadly), including:

- Premium office floor space that will meet the changing market needs of future workplaces including state-of-the-art accessibility, flexible floor plates to promote collaboration, and connection to public amenity to attract and retain tenants within the Sydney CBD;
- A podium expression that celebrates the heritage context of the Governor's Domain and Civic Precinct Commonwealth heritage precinct, whilst providing a civic and active response to Bridge Street;
- Delivering an attractive tower designed to make a positive contribution to the Sydney CBD skyline; and
- Delivering significant public benefits through an improved urban ground floor plane including a through-site link.

The Planning Proposal includes an Indicative Reference Scheme to demonstrate that a world-class design can be developed within the Proposed Planning Envelope.

Public Benefit Offer

A Public Benefit Offer (PBO) is provided with this Planning Proposal which has been prepared in accordance with the Guideline. The PBO has been prepared with the intent to enter into a Voluntary Planning Agreement (VPA) with the City of Sydney for the purposes of section 7.7(3) of the EP&A Act.

Dexus's total PBO constitutes a value of approximately \$7,700,000, which is comprised of works in kind for the following:

- \$2,500,000 of works in kind plus dedication of land to deliver new public open space via the proposed Bridge Street Public Plaza.
- \$3,500,000 of works in kind to deliver a new mid-block, publicly accessible through-site link connecting Pitt Street and Bent Street.
- \$1,700,000 of works in kind and operational contributions to deliver and operate a Neighbourhood Shared Loading Dock, to act as a centralised loading facility for public use, addressing the shortfall in nearby on-street loading.

Additional project commitments administered through VPA are as follows:

- Sustainability project certifications and commitments in the development to deliver a world leading sustainable office tower, including 6-Green Star Design & As Built, a minimum of 5.5-star NABERS Energy Base Building, and 100% renewable energy in operation to be achieved.
- Delivery of \$6,000,000 of public art in the development.

It is proposed that a VPA, in accordance with the PBO, would be prepared and exhibited with the subject Planning Proposal. A detailed breakdown of the value of the PBO is provided at **Appendix D**.

Environmental Assessment

The Planning Proposal provides an environmental assessment of the proposed planning envelope, and an Indicative Reference Scheme built to the proposed HOB and FSR controls. It also provides a summary of the detailed environmental investigations undertaken which includes:

- Detailed urban design study;
- Design excellence strategy;
- Visual impact assessment;
- Sustainability strategy;
- Heritage impact statement;
- Wind impact assessment;
- Traffic and transport assessment;
- Preliminary flood study;
- Geotechnical desk study; and
- Economic contribution analysis.

The findings of the environmental assessment conclude that the proposed planning controls are acceptable, with the Site and future development capable of delivering significant employment generation and public benefits whilst minimising environmental impacts and not compromising the amenity of the Sydney CBD's streets, parks and valued public spaces.

Conclusion

Following Council endorsement of the Planning Proposal, Pitt & Bridge will progress through to an Invited Architectural Design Competition and the winning building design will form part of a Development Application to Council thereafter. The Planning Proposal demonstrates strategic and site-specific merit and will achieve a number of positive outcomes for the Site, Sydney CBD and region more broadly, and will:

- Deliver 90,000m² of employment generating floor space which equates to an estimated 6,150 direct jobs in operation as well as 3,660 direct jobs during construction, with an estimated total value add of \$4.3 billion per annum in operation and \$1.4 billion during the construction period.
- Align with transit-oriented development principles to reflect the scale and density appropriate for a site within Central Sydney in proximity to existing light and heavy rail as well as recently completed and future Sydney Metro Stations;
- Implement sustainability initiatives of the highest level, supporting the improved environmental performance of commercial development in Central Sydney and positioning Sydney to capitalise on the growth of the green economy;
- Implement the City's vision for the Sydney CBD to accommodate global office towers within an identified area (i.e. tower cluster area) considered suitable for uplift and additional employment generating floor space above the existing controls;
- Capitalise on an unconstrained and large amalgamated site to facilitate a great opportunity for additional employment floor space, thereby promoting the more efficient use of land within an identified tower cluster area already considered suitable for greater uplift;
- Deliver a significant increase in employment capabilities within the vicinity of multiple Sydney Metro stations and other key transport networks (i.e. existing light and heavy rail);
- Further strengthen and protect the commercial core of Global Sydney;
- Provide an improved urban design and pedestrian experience at ground level, with enhanced street activation, the protection of sunlight and appropriate wind conditions; and
- Establish a framework for a future building to achieve design excellence and for the delivery of best-practice sustainable design.

The Planning Proposal will contribute to the achievement of a number of the goals, targets and actions outlined within state, regional and local strategic plans. It will also help to reinforce Sydney's global competitiveness through the provision of high-quality office space and increased employment opportunities.

Pitt & Bridge

The Anchor to the Green Economy

Dexus has a clear vision for Pitt & Bridge to be an anchor to the green economy by attracting and facilitating employment services aligned with current global sentiment towards environmentally sustainable investment. This is supported by a clear vision to relay the story of Country by ensuring it connects through design with the eons held identity of Warrane, interpreting the sacred connections and uses of place through an Indigenous design strategy for the public domain and the tower



Unlocking

90,000m²

of Commercial GFA

Building Height of

305m

Above Ground



Delivering an

Iconic

Super Tower to
the Sydney Skyline



Targeting

6 Star NABERS Energy

100% renewable energy
in operation



Delivering a
**Neighbourhood
Shared**
Loading Dock

Delivering

6,150



Direct jobs in Operation

Pitt & Bridge will deliver an expanded public domain that will enrich the experience of the northern Sydney CBD improving the pedestrian experience and the green network



Bridge Street Public Plaza

East-West Through-Site Link



1.0 Introduction

This Planning Proposal Justification Report (Planning Proposal) is submitted to the City of Sydney ('the City' or 'Council') on behalf of Dexus CPA Pty Ltd ('Dexus' or 'the Applicant') in support of amendments to the *Sydney Local Environmental Plan 2012* (Sydney LEP 2012) relating to the Pitt & Bridge project on land at 56 Pitt Street, 58 Pitt Street, 60 Pitt Street and 3 Spring Street, Sydney (the Site).

The Pitt & Bridge project will be an anchor to the green economy and represents a proposal for a green and global premium grade office tower, constituting a vertical exchange of finance, knowledge sharing, innovation, education, sustainability and wellness. Dexus's vision for Pitt & Bridge is to provide office accommodation to attract and facilitate the green finance sector, providing the infrastructure to attract green businesses and talent which are aligned with global sentiment around addressing climate change and resilience and which can engage with the emerging global green economy. It will lead the way in meeting world-class sustainability objectives and contribute to Sydney's role as a future leader in the global green economy.

The Planning Proposal seeks to introduce a new maximum Height of Building (HOB) and Floor Space Ratio (FSR) controls for the Site, being:

- A maximum HOB of RL 310.00 (approximately 305m above ground level); and
- A maximum FSR of 27.4:1, equating to a total maximum commercial premises (office and retail premises) GFA of 90,000m² across the Site.

Amendments to the *Sydney Development Control Plan 2012* (Sydney DCP) are also proposed to support this outcome. The Planning Proposal directly implements the *Central Sydney Planning Strategy* (CSPS) adopted by Council in December 2020, by unlocking additional employment generating floor space within a designated tower cluster area.

The Pitt & Bridge project will introduce a revitalised site and ground plane to the northern Sydney CBD which will improve the pedestrian experience and enhance pedestrian permeability, with a new through-site link. Images that depict the Proposed Planning Envelope which this Planning Proposal seeks to establish an Indicative Reference Scheme which could be delivered by the proposed controls is provided in **Figure 1** and **Figure 2** respectively on the following page. As required by Section 3.33 of the *Environmental Planning & Assessment Act 1979* (EP&A Act), this Planning Proposal includes:

- A statement of the objectives or intended outcomes of the proposed instrument;
- An explanation of the provisions that are to be included in the proposed instrument;
- The justification for those objectives, outcomes and provisions and the process for their implementation (including whether the proposed instrument will comply with relevant directions under Section 9.1 of the EP&A Act); and
- Details of community consultation.

This Planning Proposal describes the Site, the proposed amendments to the Sydney LEP 2012 and provides an environmental assessment of the proposed HOB and FSR controls, Proposed Planning Envelope and Indicative Reference Scheme. It should be read in conjunction with the Urban Design Report prepared by FJC included at **Appendix A**, and specialist consultant reports appended to this Planning Proposal (refer to Contents).

The Planning Proposal is prepared in accordance with the *Guideline for Site Specific Planning Proposals in Central Sydney* (the Guideline) and the *Central Sydney Infrastructure Plan 2020*. The Guideline provides the framework for Planning Proposals to give effect to the goals and objectives of the CSPS, and sets a prescriptive procedure which the development of this Planning Proposal has followed. This Planning Proposal has been prepared having regard to '*A guide to preparing planning proposals*' published by the Department of Planning, Housing and Infrastructure (DPHI). In particular, this Planning Proposal addresses the following specific matters in the guideline:

- Part 1 – Objectives and intended outcomes;
- Part 2 – Explanation of provisions;
- Part 3 – Justification:
 - Need for the Planning Proposal.
 - Relationship to strategic planning framework.
 - Environmental, social and economic impact.
 - State and Commonwealth interests.
- Part 4 – Mapping; and
- Part 5 – Community Consultation.

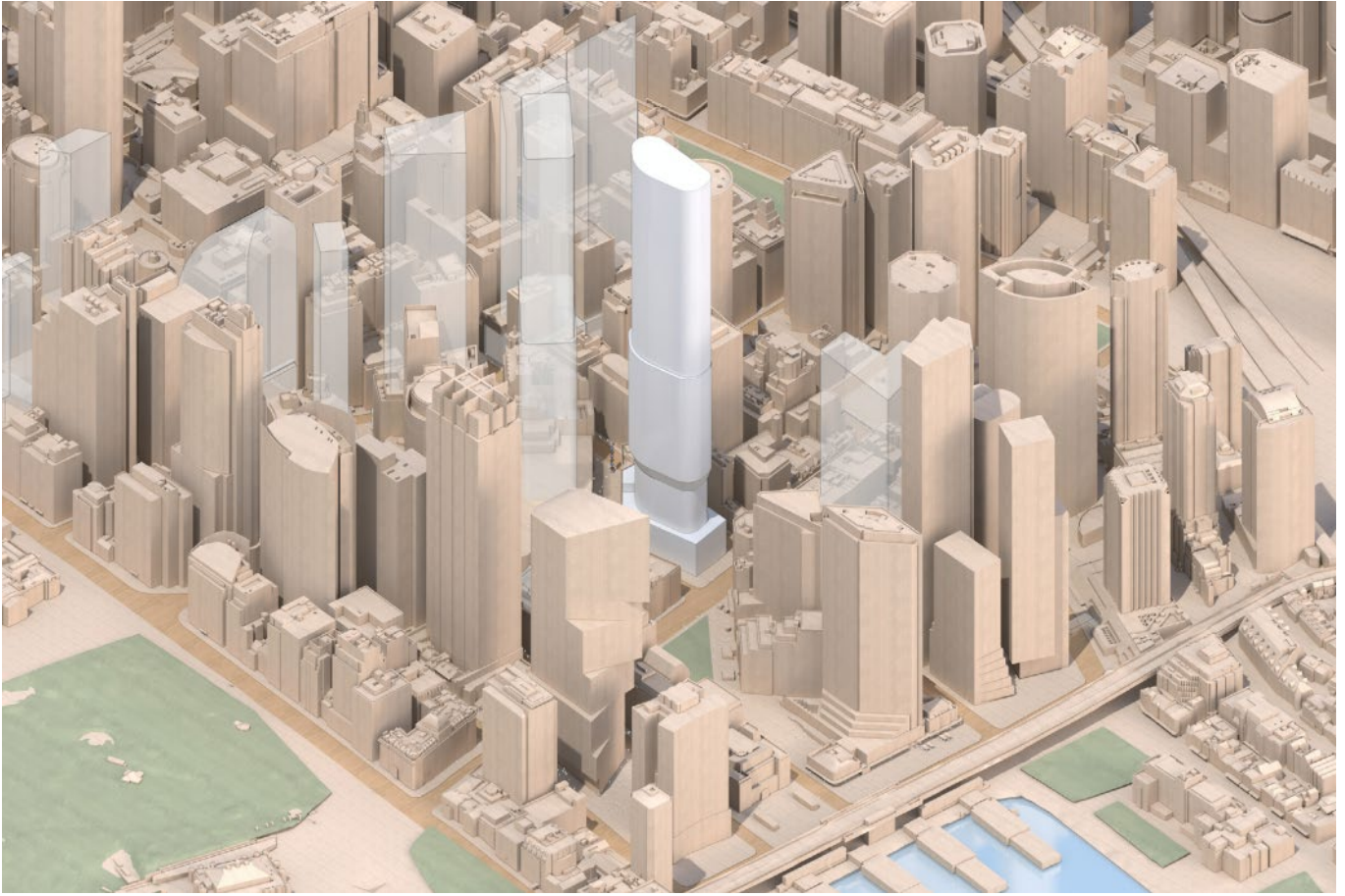


Figure 1 *Axonometric View of the Proposed Planning Envelope from the North-East*

Source: FJC



Figure 2 *Axonometric View of the Indicative Reference Scheme from the North-East*

Source: FJC

1.1 Dexus Vision and Value Proposition

Dexus has a clear vision and values proposition for Pitt & Bridge to be an anchor to the green economy by providing office accommodation to attract and facilitate the green finance, energy, infrastructure, development, tech and the professional services that support them. This is supported by a clear vision to relay the story of Country through the project by ensuring it connects through design with the eons held identity of Warrane, interpreting the sacred connections and uses of place through an Indigenous design strategy for the public domain and tower.

As a purposefully designed super tower (300m+), Pitt & Bridge will signal to the world Sydney's position as Australia's global city and provide an anchor to the green economy. The project's strategy is grounded in ensuring its contribution is inherently green and sustainable, aligning with current global sentiment towards sustainable investment around addressing climate change and net zero target dates. It will introduce a purposeful and impactful destination into the northern business district of the Sydney CBD, attracting visitors and the talent necessary to drive the green economy.

A summary of the various elements of the project vision and value proposition is set out below.

Global Green Finance Hub



The trajectory of the green economy is well aligned to current global sentiment around climate and resilience. Companies, new and old, will require accommodation that facilitates businesses to transition and operate within the Green Economy. The vision of Pitt & Bridge is to create a global and green finance hub which is a symbol of Sydney's leadership globally, as well as in the Asia Pacific where there is an opportunity to take on the leadership as Asia Pacific's global green finance hub.

Green Talent



Green talent is an emerging cohort of human capital globally, actively engaged in all aspects of the sustainability and resilience agendas. Pitt & Bridge will provide a workplace ecosystem that ignites green purpose and opportunity, is inclusive, encourages a vibrant and balanced lifestyle, and provides new local and destination amenity in the northern district to attract the best green talent.

Story of Country



Pitt & Bridge will reflect and celebrate the convergent histories of the Site, including its ancient Indigenous heritage as Warrane, a lengthy ceremonial site that extended *"from the headland where the observatory now stands through the valley including Circular Quay and the Tank Stream... up to the Governor's house at the end of Macquarie Street... [extending] along the ridge to Sydney Hospital and Hyde Park Barracks on Macquarie street... It was then, and still is, a place of great importance to us."*

– *"What the Colonists Never Knew: A history of Aboriginal Sydney"* Uncle Dennis Foley, a Gai-Mariagal Elder.

Vertical Green Exchange



Pitt & Bridge's vertical agglomeration of finance, knowledge sharing, innovation, sustainability, and wellness will facilitate a green exchange, and will anchor the Green Economy vertically. As a purposefully designed, iconic super tower, it will signal to the world Sydney's recovery and future. As a declarative statement, Pitt & Bridge will employ the best in urban design and placemaking to create an iconic global home for the Green Economy.

Green Investment and Leading Sustainability



Dexus's contributions to a city respond to its needs, stand the test of time, and create a positive social, economic, and environmental impact. Through enhanced energy efficiency and increased use of renewable energy, Dexus is on its way to net-zero emissions by 2030. Pitt & Bridge's initiatives will support the green transition by providing market leading building sustainability through the achievement of 6 Star Green Star, 5.5 star NABERS Energy Rating and usage of 100% renewable energy in operation.

Refer to the Vision and Values Proposition Statement prepared by Dexus included at **Appendix M**.

1.2 Central Sydney Planning Strategy

The draft CSPA was first released in 2016 and was endorsed by Council on 14 December 2020 with subsequent amendments to the Sydney LEP 2012 and Sydney DCP gazetted in December 2021. The CSPA provides the strategic direction to continue to position and strengthen Sydney as Australia's leading global city. At the heart of the Strategy is the aim to prioritise commercial floor space in order to meet the job demands anticipated for Central Sydney, while protecting and enhancing the public places that make the city unique.

The CSPA identifies 'tower cluster areas' which are intended to support employment growth and are embedded into Clause 6.21E of the Sydney LEP 2012. These cluster areas are intended to create growth opportunities for employment floor space, support the more efficient use of land and encourage innovative design. Tower cluster areas have been specifically identified as unencumbered by sun access planes, view corridors and heritage items and therefore are locations considered suitable for development of significant scale to facilitate the growth of Central Sydney.

The Site, which effectively constitutes a city block with frontages to Pitt Street, Bridge Street, Gresham Street and Spring Street, is identified in the CSPA as being within a tower cluster. It was subsequently mapped and absorbed into the Sydney LEP 2012 Tower Cluster Map (refer to **Figure 3**).

1.3 Guideline for Site-Specific Planning Proposals in Central Sydney

The Guideline was prepared to guide the preparation of site-specific Planning Proposals to determine additional HOB and FSR achievable on sites with tower cluster areas (refer to **Figure 3**). In December 2020, Council adopted the Guideline as the primary guide for the preparation of Planning Proposals in Central Sydney.

The Guideline outlines the methodology for determining a possible maximum building envelope as well as the minimum submission requirements for a Planning Proposal. The Planning Proposal has been prepared in accordance with the Guideline, including the establishment of the Proposed Planning Envelope and proposed HOB and FSR controls, which has followed the procedures established in the Guideline, as set out in **Section 4.3**.

1.4 Consultation with the City of Sydney

This Planning Proposal has been the subject of extensive pre-lodgement workshops between Council, Council's Design Advisory Panel (DAP), Dexu and FJC since August 2019. The Planning Proposal was presented to the DAP on numerous occasions, with the DAP's review and feedback providing further rigour and support for the Planning Proposal. The Planning Proposal, as refined through consultation with the DAP, has considered and addressed all feedback provided by Council officers and the DAP, as set out in the Urban Design Report (**Appendix A**).

This Planning Proposal has taken into account feedback from Council, and constitutes an improved outcome in alignment with the Council's requests. This Planning Proposal, as refined through consultation with Council, is therefore considered to constitute a built form outcome which effectively unlocks the full employment generating potential of the Site, and is underpinned by direct guidance from the City to deliver on a strong and sustainable development outcome for the northern precinct of the Sydney CBD.

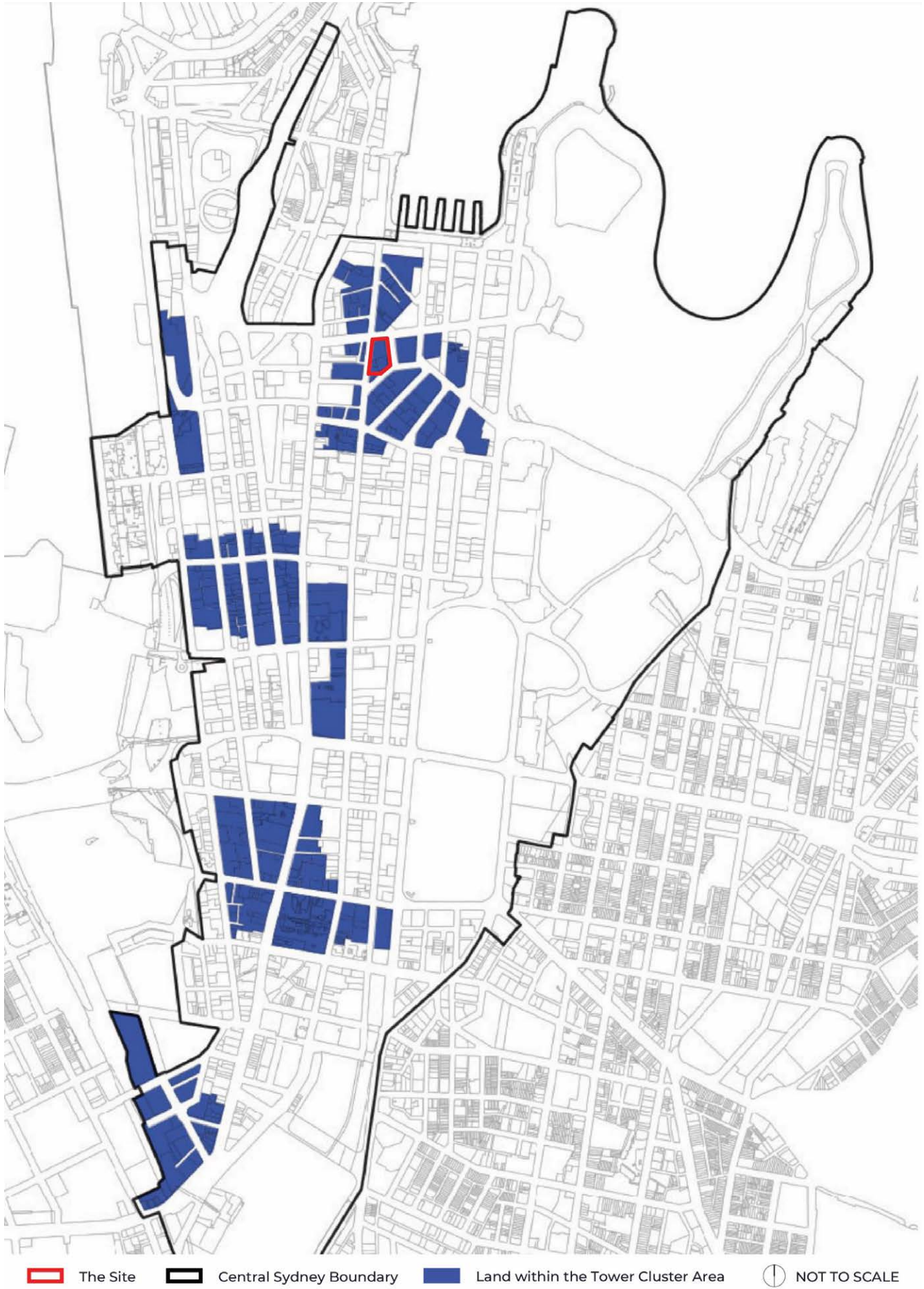


Figure 3 Tower Cluster Areas under the Central Sydney Planning Proposal

Source: Figure 8: Tower cluster area map, Planning Proposal – Central Sydney 2020 (City of Sydney, December 2020), edits by Ethos Urban

2.0 Site Context and Description

2.1 Site Context

The Site is located in the Sydney Local Government Area (LGA) within the north-eastern part of the Sydney Central Business District (CBD) in a block that adjoins Bridge Street to the north and Pitt Street to the west. The Sydney CBD is Australia’s global gateway to the international economy through its role as a financial hub with a high density and concentration of economic activity. The northern and harbour portion of the CBD (in which the Site is located) is a significant business location, containing a high concentration of financial asset investing, legal, management and consulting clusters in close proximity.

The Site is positioned in proximity to existing and future public transport, and a diverse mix of business, retail, cultural and entertainment destinations, as illustrated in **Figure 4**. Located in close proximity to the Site are:

- Heavy rail services from Circular Quay and Wynyard Station approximately 300m to the north / south-west;
- Light rail services from Bridge Street Station approximately 200m to the west;
- Metro services from Martin Place and Hunter Street Station, due to open in 2024 and 2032 respectively; and
- Ferry services from Circular Quay wharfs located approximately 400m to the north.



Figure 4 Site Context Map

Source: Ethos Urban

2.2 Site Description

The Site has a total area of 3,288m² and comprises six (6) lots under single ownership identified as 56 Pitt Street, 58 Pitt Street, 60 Pitt Street and 3 Spring Street, Sydney (refer to **Table 1** and **Figure 5**). It is irregular in shape and comprises approximate frontages of 35 along Bridge Street, 65m along Gresham Street, 35m along Spring Street and 81m along Pitt Street.

A Survey Plan is provided at **Appendix B** which illustrates the levels on the Site and surrounding. The Site slopes from an east to west direction with Pitt Street in the west generally 1.4-2.5m lower than Gresham Street and Spring Street to the east. An aerial of the Site and its immediate surroundings is provided in **Figure 5**. The Site is unencumbered by any significant environmental and planning constraints as it:

- Comprises an area of 3,288m² which is non-fragmented and under single ownership;
- Is located within a tower cluster under the CSPS while being unencumbered by sun access controls to protect overshadowing to public spaces;
- Is unencumbered by public view protection planes and does not impact on views to protected places;
- Does not contain a heritage item of national, state or local significance; and
- Has an effective height limit governed only by aviation restrictions.

Table 1 Property Title Description

Ref No.	Lot and DP	Address
1	Lot 1 in DP 222751	56 Pitt Street, Sydney
2	Lot 1 in DP 558106	3 Spring Street, Sydney
3	Lot 1 to 33 in SP 57509	58 Pitt Street, Sydney
4	Lot 5 in DP 192236	60 Pitt Street, Sydney
5	Lot 4 in DP 192236	
6	Lot 3 in DP 192236	

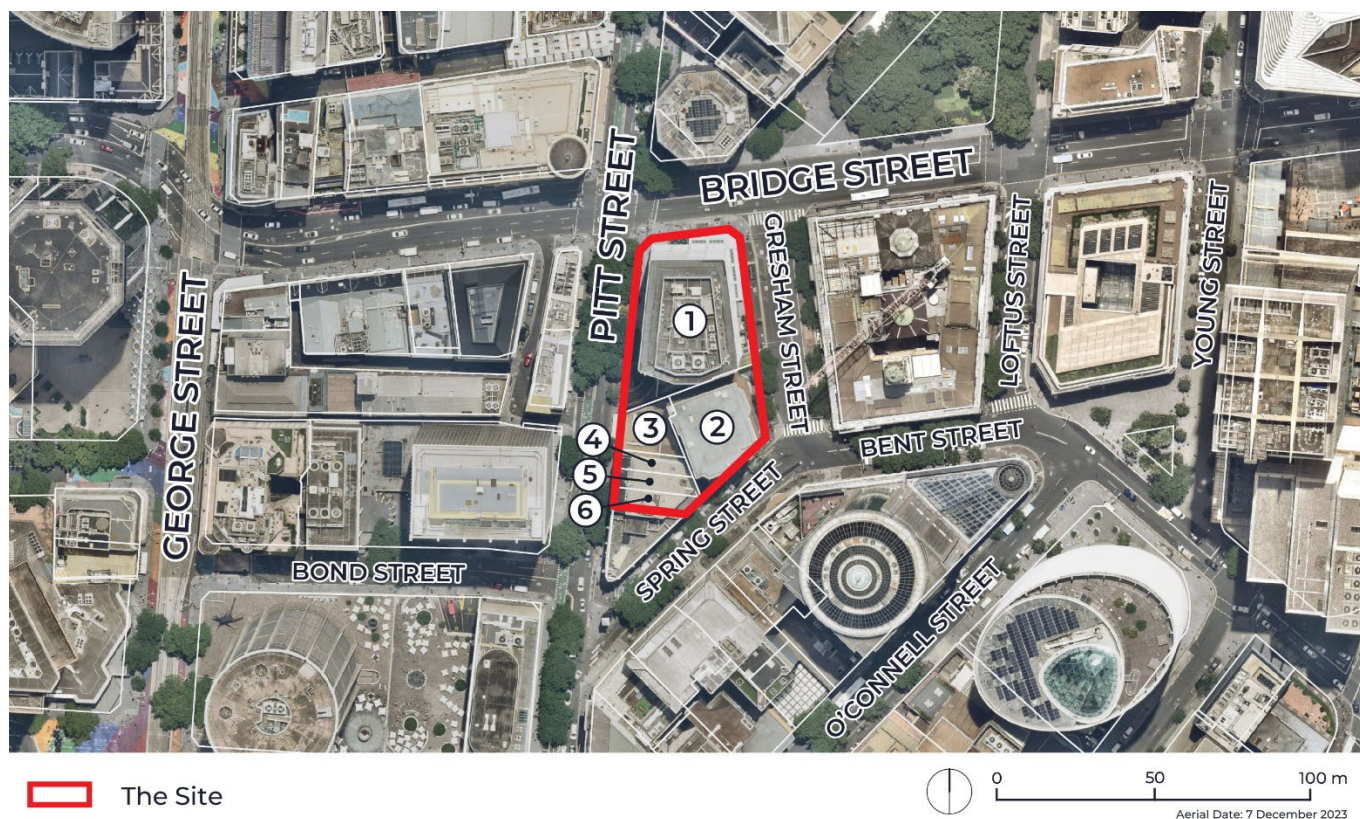


Figure 5 Site Aerial Map

Source: Nearmap, edits by Ethos Urban

2.3 Existing Development on the Site

The existing development on the Site forms part of the Sydney CBD skyline as viewed from the Sydney Opera House (refer to **Figure 6**) and across Sydney Harbour at Kirribilli (refer to **Figure 7**). The Site contains four (4) individual commercial buildings, which are summarised as follows:

- **56 Pitt Street** – This lot contains a twenty-six (26) storey commercial building with approximately 19,637m² of commercial GFA, known as the Royal Exchange. It contains ground floor retail (approximately 235m²) and basement car parking with capacity for sixty-four (64) vehicles (refer to **Figure 8**);
- **3 Spring Street** – This lot contains a seventeen (17) storey commercial building comprising a variety of co-working and traditional office space. It contains approximately 7,281m² of commercial GFA (refer to **Figure 9**);
- **58 Pitt Street** – This lot contains a ten (10) storey commercial building with approximately 1,728m² of commercial GFA, and approximately 364m² of ground floor retail (refer to **Figure 10**); and
- **60 Pitt Street** – These three lots contain a twelve (12) storey commercial building with approximately 3,485m² of commercial GFA, and 659m² of ground floor retail GFA (refer to **Figure 11**).



Figure 6 The Site within the Sydney CBD skyline, viewed from the Sydney Opera House

Source: Ethos Urban



Figure 7 The Site within the Sydney CBD skyline, viewed from across Sydney Harbour at Kirribilli

Source: Ethos Urban



Figure 8 56 Pitt Street, Sydney



Figure 9 3 Spring Street, Sydney



Figure 10 58 Pitt Street, Sydney



Figure 11 60 Pitt Street, Sydney

Source: Ethos Urban

2.4 Site History

Uncle Dennis Foley, a Gai-Mariagal Elder, tells us that the Site was once known as *Warrane*, a lengthy ceremonial Site that extended, “*from the headland where the observatory now stands through the valley including Circular Quay and the Tank Stream... up to the Governor’s house at the end of Macquarie Street... [extending] along the ridge to Sydney Hospital and Hyde Park Barracks on Macquarie street*”. The Site was and continues to be of great importance to the Gai-Mariagal People. A drawing of Sydney circa 1820, as viewed from the northern bank of the Harbour, is provided in **Figure 12**.

In 1851 the Royal Exchange Company was formed by an Act of Parliament with the aim of providing a place of meeting for the commercial community. A grant of land was obtained and in 1853 plans were commenced for the construction of a permanent building. The Site was positioned at the epicentre of colonial Sydney being located adjacent to the tank stream which is what ultimately drew Governor Philip to establish camp at *Warrane*. Bridge Street also represents the first European bridge to be built in the Sydney colony

The building was declared open by Sir William Denison, Governor of NSW, on 30th December 1857. It was four (4) storeys high and became a symbol of Sydney’s prosperity in the 1850’s gold rush era (refer to **Figure 13**) with additional storeys added to the building in 1900 (refer to **Figure 14**). The Royal Exchange was the birthplace of some of Sydney’s vital institutions including the Sydney Wool Exchange in 1864, Chamber of Commerce in 1865 and the Stock Exchange in 1872.

In 1964 the sandstone building was demolished to make way for a twenty-six (26) storey commercial building designed by Peddle Thorp & Walker Architects for the Sydney Exchange Company (refer to **Figure 15**). A piece of the original fabric, ‘The Lady of Commerce’ statue is still present at the entrance to the building off Pitt Street. The site today still houses the Royal Exchange as a venue for business luncheons and other club meetings. The remaining developments within the Site were built in approximately 1969 (58 Pitt Street), 1971 (60 Pitt Street) and 1970-71 (3 Spring Street).



Figure 12 Sydney viewed from the north (c. 1820)

Source: State Library of NSW



Figure 13 Royal Exchange Building (c. 1900)

Source: Sydney Reference Collection, City of Sydney Archives



Figure 14 Royal Exchange Building (1960)

Source: Sydney Reference Collection, City of Sydney Archives



Figure 15 Royal Exchange Building (1996)

Source: Sydney Reference Collection, City of Sydney Archives

2.5 Heritage Context

The Site does not contain any local or State heritage items. However, the surrounding area comprises a number of buildings or items of local and/or State heritage significance, as outlined in **Table 2** and **Figure 16**.

Table 2 *Heritage Items surrounding the Site*

Item No.	Item Name	Address	Significance
SHR 00636	Tank Stream	-	State
I1657	Abercrombie Lane Abercrombie Lane Local I1657	Abercrombie Lane	Local
I1682	Former "Scottish House" including interiors	17-19 Bridge Street	Local
I1683 (SHR 01759)	Former "Department of Lands" building including interior	23-33 Bridge Street	State
I1764	"Australia Square"	264-278 George Street	Local
I1856 (SHR 00744)	Macquarie Place	Macquarie Place	State
I1859	"Kyle House" including interiors	27-31 Macquarie Place	Local
I1900	Former "Chatsworth House" facade (1-7 Bent Street)	1-15 O'Connell Street	Local
I1901	Former "Orient Building" facade (2-6 Spring Street)	1-15 O'Connell Street	Local
I1915 (SHR 00586)	Former Wales House including interiors	64-66 Pitt Street	State
I1916	Former hotel facade walls, former "Exchange Hotel"	69-73 Pitt Street	Local
I1917	Former "Royal Exchange Assurance Building"	75-77 Pitt Street	Local
I1969	Tank Stream Way	Tank Stream Way	Local
I2288	Former Liverpool & London & Globe building	62 Pitt Street	Local

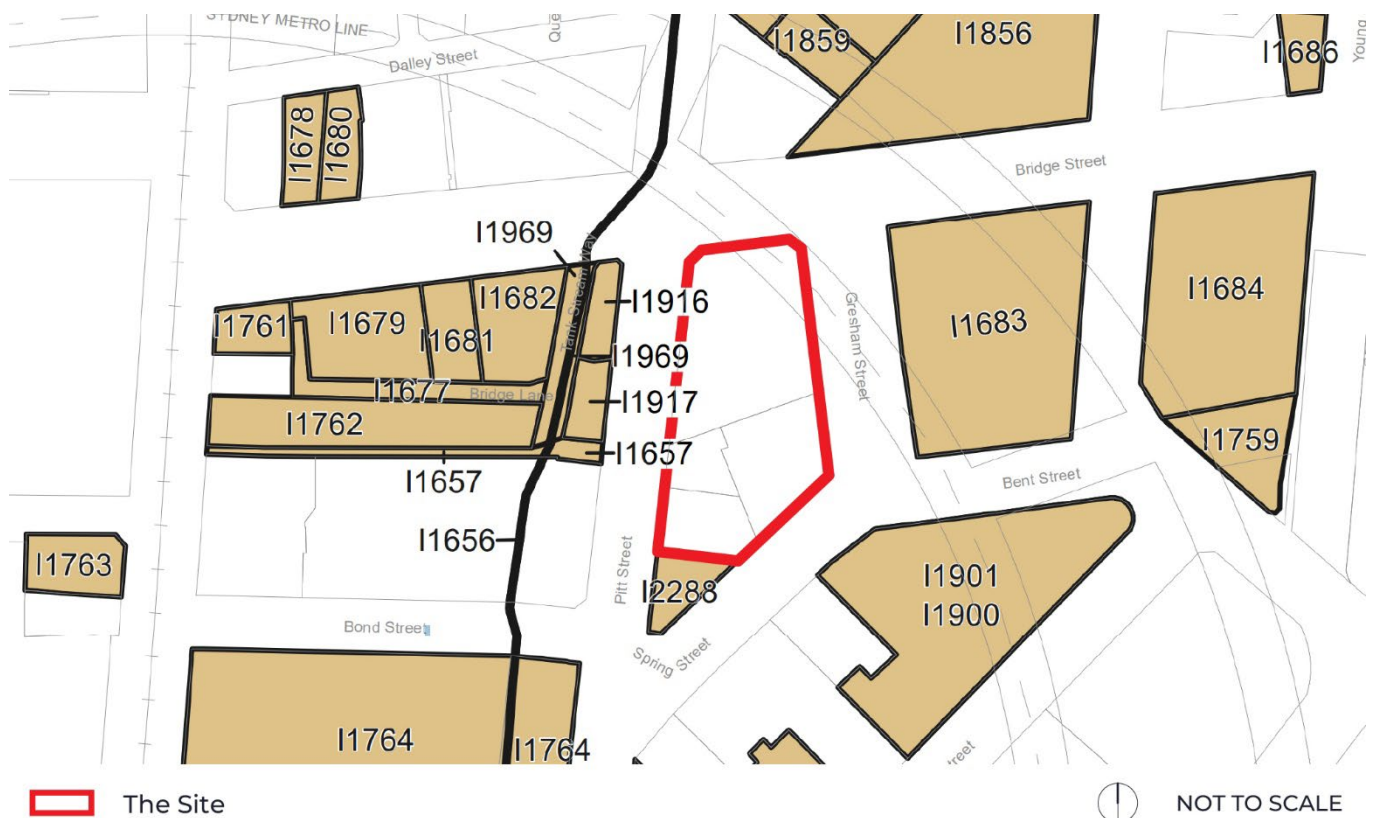


Figure 16 *Heritage Map*

Source: Heritage Map – Sheet HER_014, Sydney LEP 2012, edits by Ethos Urban

Further, a number of heritage buildings to the east of the Site are within the 'Governors' Domain and Civic Precinct' which has been included in the National Heritage List under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act). The Site is outside of, but adjacent to, this listing, as illustrated in **Figure 17**. This precinct is recognised to have many features that link to the British penal colony established on the shores of Sydney Cove, and is made up of a combination of historic public buildings, parks, and gardens.



Figure 17 Governors' Domain and Civic Precinct

Source: Commonwealth Department of Agriculture, Water and the Environment, edits by Ethos Urban

2.6 Surrounding Development

Broadly, development surrounding the Site comprises a mix of commercial office and hotel uses, with ground floor retail (including restaurants and bars) in buildings of varying heights, styles and ages. An illustration of development within 300m of the Site is provided in **Figure 18**.

Land surrounding the Site, in particular to the north and north-east between George Street and Pitt Street, has been progressively redeveloped. In addition, significant revitalisation is expected to occur to the south of the Site anchored by the development of Martin Place and Hunter Street Metro Stations. A summary of the development immediately surrounding the Site is provided in the following subsections.



Figure 18 Surrounding Development Map

Source: Nearmap, edits by Ethos Urban

2.6.1 To the North

To the immediate north of the Site across Bridge Street is a sixteen (16) storey commercial building at 50 Pitt Street (refer to **Figure 19**). Macquarie Place (a State heritage item) is also located to the north-east of the Site, adjacent to 50 Pitt Street (refer to **Figure 20**).

Land further to the north-west of the Site extends towards the Circular Quay and the Alfred, Pitt, Dalley and George Street (APDG) block. This part of the CBD has been progressively developed and revitalised over time (refer to **Figure 18**) with Salesforce Tower (including its public square), and the Poly Centre commercial tower's recently completed in 2023. Currently under construction is 55 Pitt Street (53-storey commercial tower), 1 Circular Quay (55-storey residential tower) and Waldorf Astoria Hotel (220 room hotel).



Figure 19 50 Pitt Street, Sydney

Source: Ethos Urban



Figure 20 Macquarie Place

Source: Ethos Urban

2.6.2 To the East

Development to the east comprises the Former 'Department of Lands' building at 23-33 Bridge Street (refer to **Figure 21**). The building is approximately four (4) storeys in height and is listed as a State heritage item under the State Heritage Register of NSW (item no. 00744). It, along with the adjoining site at 35-39 Bridge Street, is currently being redeveloped in accordance with SSD-7474 for the purposes of hotel and motel accommodation and retail uses.



Figure 21 23-33 Bridge Street, Sydney

Source: Ethos Urban

2.6.3 To the South

Directly adjoining the Site to the immediate south within the Pitt Street and Bridge Street block is 62 Pitt Street, an eight (8) storey commercial building that fronts the corner of Pitt and Spring Street (refer to **Figure 22**). It is also known as the 'former Liverpool and London and Globe building'. The building is a recently listed local heritage item, amongst a number of other modern buildings, recognising its significance as part of the modern movement of architecture and art in Sydney that were designed from 1945 to 1975.

Further south on the opposite side of Spring Street is 1 O'Connell Street, a twenty-one (21) storey commercial tower and 8-16 Spring Street which includes predominantly commercial developments (refer to **Figure 23** and **Figure 24**). The Pitt and Spring Street intersection only allows vehicles exiting onto Pitt Street and includes the Dobell Memorial Sculpture which has been in-place since 1999 (refer to **Figure 24**). Also to the south is the Plaza Building, a thirteen (13) storey commercial building) at 95 Pitt Street (refer to **Figure 25**).



Figure 22 62 Pitt Street, Sydney



Figure 23 1 O'Connell Street (tower) and 8 Spring Street (Sandstone façade)



Figure 24 Dobell Memorial Sculpture and 10 Spring Street

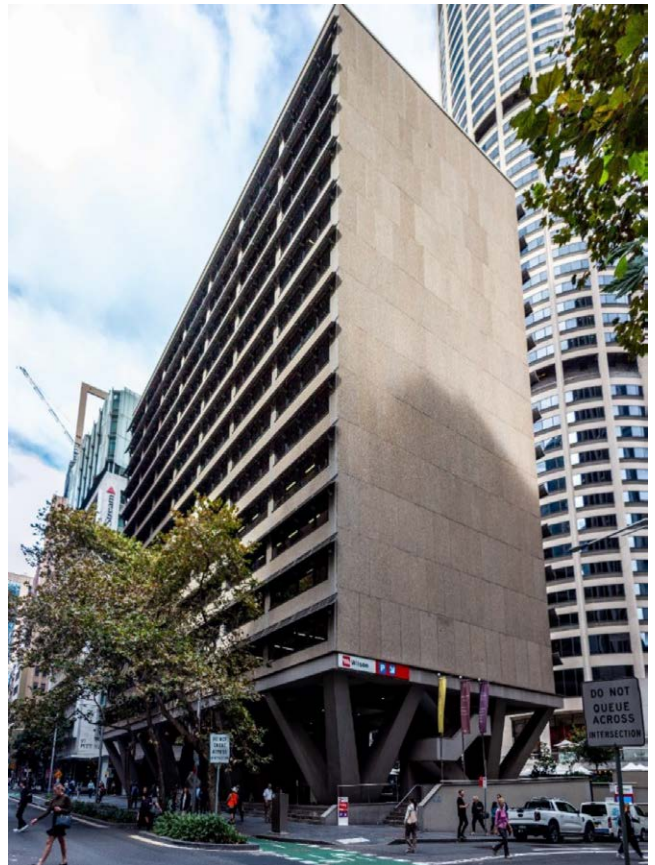


Figure 25 Plaza Building (95 Pitt Street)

Source: Ethos Urban

2.6.4 To the west

The development to the immediate west of the Site, across Pitt Street, is described as follows:

- A four (4) storey hotel (The Republic Hotel) at 69-73 Pitt Street and 17-19 Bridge Street formerly known as 'Scottish House', which are identified as local heritage items (item no. I1916 and I1682) (refer to **Figure 26**).
- A twelve (12) storey commercial building is located at 75-77 Pitt Street. The building's exterior is identified as a local heritage item (item no. I1917) under the Sydney LEP 2012 (refer to **Figure 27**).
- A thirty-one (31) storey commercial tower located at 20 Bond Street (refer to **Figure 28**).



Figure 26 The Republic Hotel and 17-19 Bridge Street, Sydney



Figure 27 75-77 Pitt Street, Sydney



Figure 28 20 Bond Street, Sydney

Source: Ethos Urban

3.0 Current Planning Controls

3.1 Sydney Local Environmental Plan 2012

The Sydney LEP 2012 is the principal environmental planning instrument applying to the Site. The key controls relating to the Site and Planning Proposal are identified in the following sections.

3.1.1 Zoning

The Site is zoned SP5 Metropolitan Centre under the Sydney LEP 2012. Development for the purpose of *Commercial premises* is permissible with development consent.

3.1.2 Height of Buildings

The northern part of the Site (which forms part of 56 Pitt Street) has a maximum height limit of 55m. The remaining portion of the Site has a maximum height limit of 235m (refer to **Figure 29**).

Further, the Site is not affected by sun access planes under the Sydney LEP 2012. However, Australia Square Plaza (located south-west of the Site) must not be subject to additional overshadowing at any time between 12:00pm and 2:00pm between 14 April and 31 August in any year in accordance with Clause 6.19 of the Sydney LEP 2012.

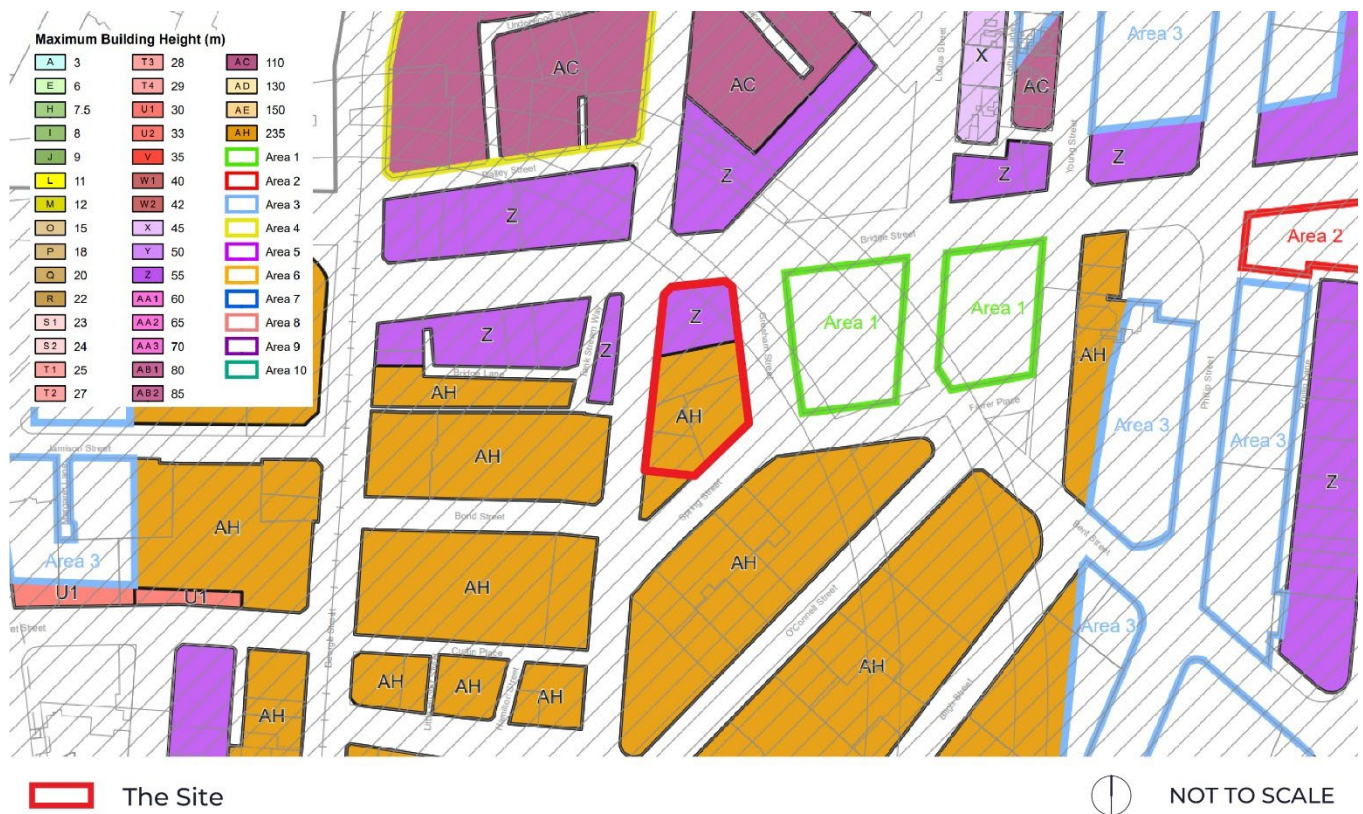


Figure 29 Existing Height of Buildings Map

Source: Height of Buildings Map – Sheet HOB_014, Sydney LEP 2012, edits by Ethos Urban

3.1.3 Floor Space Ratio

The Site has a base maximum FSR control of 8:1. The Site is also eligible for additional FSR bonus' under the current LEP framework:

- Under Clause 6.4, accommodation floor space:
 - Bonus 6:1 for hotel or motel accommodation, community facilities or centre-based childcare facilities; or
 - Bonus 4.5:1 for business premises, educational establishments, entertainment facilities, function centres, health services facilities, information and education facilities, light industries, office premises or retail premises.

- Clause 6.5 allows for existing car parking floor space to be allowed when it is replaced by a community loading dock facility or shared loading dock facility;
- Clause 6.5A allows for additional floor space equal to the area of community or shared loading dock facility provided with the development;
- Under Clause 6.6, end of journey floor space of up to 0.3:1; and
- Under Clause 6.9 Opportunity Site floor space of up to 0.8:1.

Further, under the existing controls, development is eligible for up to 10% additional HOB or FSR if a competitive design process is undertaken and design excellence is demonstrated. In addition to the bonus floor space, the Site may be potentially eligible for additional floor space under clauses 6.5 to 6.9¹ of the Sydney LEP 2012. This can theoretically allow an FSR of 14.85:1 (made up of an 8:1 base FSR, accommodation FSR of 4.5:1, 0.3:1 for end of trip floor space; 0.8:1 for opportunity floor space and a 10% design excellence FSR bonus). Further floor space can also be achieved through the conversion of car parking to any other use, and the conversion of floor space for entertainment and club floor space.

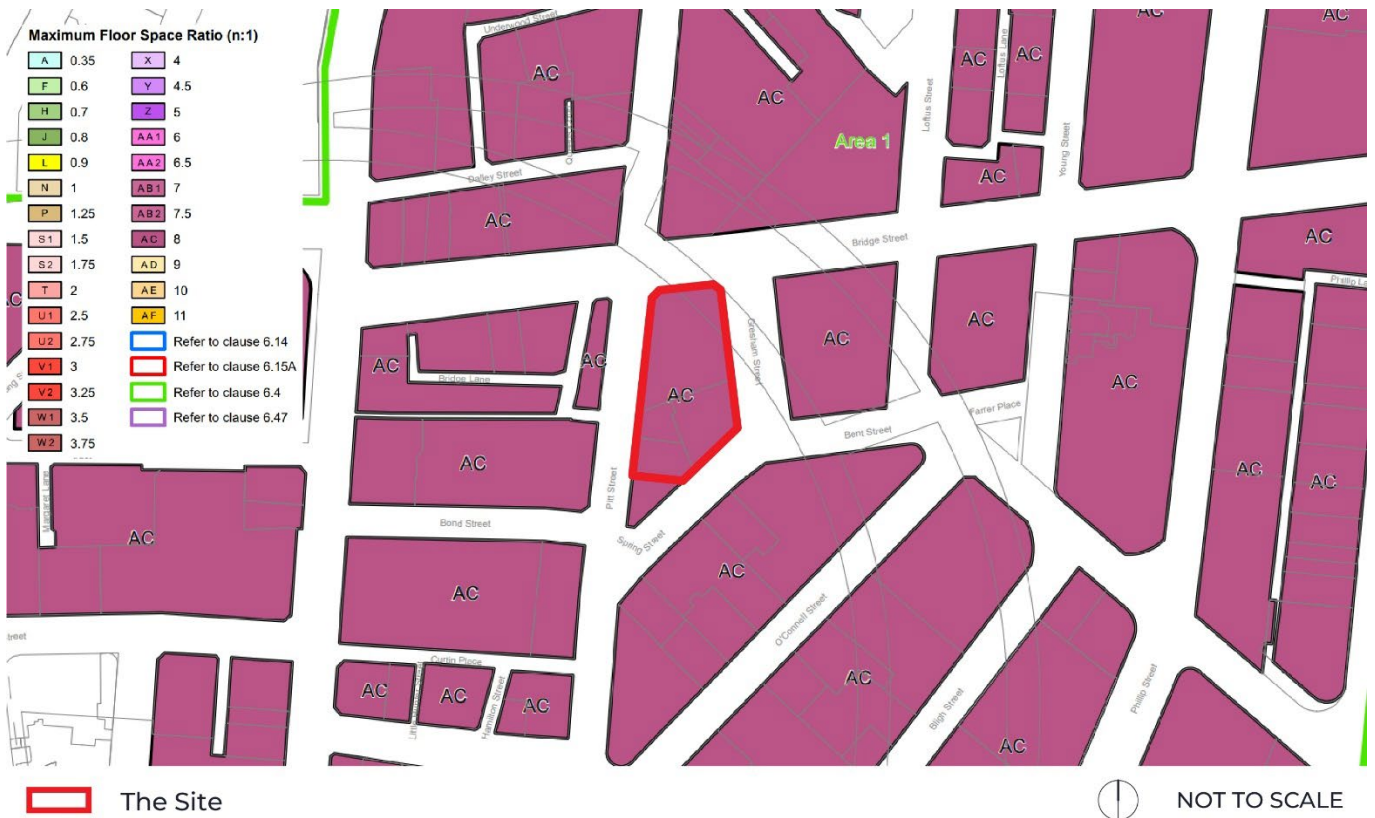


Figure 30 Existing Floor Space Ratio Map

Source: Floor Space Ratio Map – Sheet FSR_014, Sydney LEP 2012, edits by Ethos Urban

3.1.4 Tower Cluster Areas

Clause 6.21E of the Sydney LEP 2012 stipulates a tower cluster design excellence process for sites within designated tower cluster zones. Under this clause, the Site is located within a designated tower cluster zone (refer to **Figure 31**) and is eligible for additional floor space under this clause if the consent authority is satisfied that the building demonstrates design excellence, designed by a winner of an architectural design competition carried out in accordance with the City’s Competitive Design Policy.

Under the provisions of Clause 6.21E, up to an additional 50% floor space bonus (calculated on the base FSR and any accommodation floor space) could be granted by a consent authority if the Site meets the following criteria:

- It is mapped within a tower cluster zone;
- The unencumbered area of the Site is greater than 2,000m², excluding areas occupied by:
 - Heritage items;

¹ The northern allotment of the Site is identified as an ‘Opportunity Site’ under clause 6.9 of the Sydney LEP 2012. Only this lot would be subject to any bonus podium FSR available under clause 6.9.

- Public places (streets, lanes, parks, squares);
- Areas above or below major infrastructure including bridges and viaducts used for rail, vehicle and pedestrian purposes;
- Major utility infrastructure; and
- Publicly accessible open spaces, easements, common access areas and privately owned lanes.
- Must only contain commercial premises, centre-based child care facilities, community facilities, educational establishment, entertainment facilities, function centres, health services facility, hotel or motel accommodation, information and education facilities, light industries and ancillary uses such as parking, utilities and storage (that is, the proposed development cannot contain residential accommodation or serviced apartment uses).

As per the above criteria stipulated in Clause 6.21E, the Site is located within a tower cluster area, has an area greater than 2,000m² and will contain commercial premises. Accordingly, the Proposal qualifies as being able to achieve a tower cluster design excellence planning pathway (subject to an architectural design competition), as outlined in the City's Competitive Design Policy.

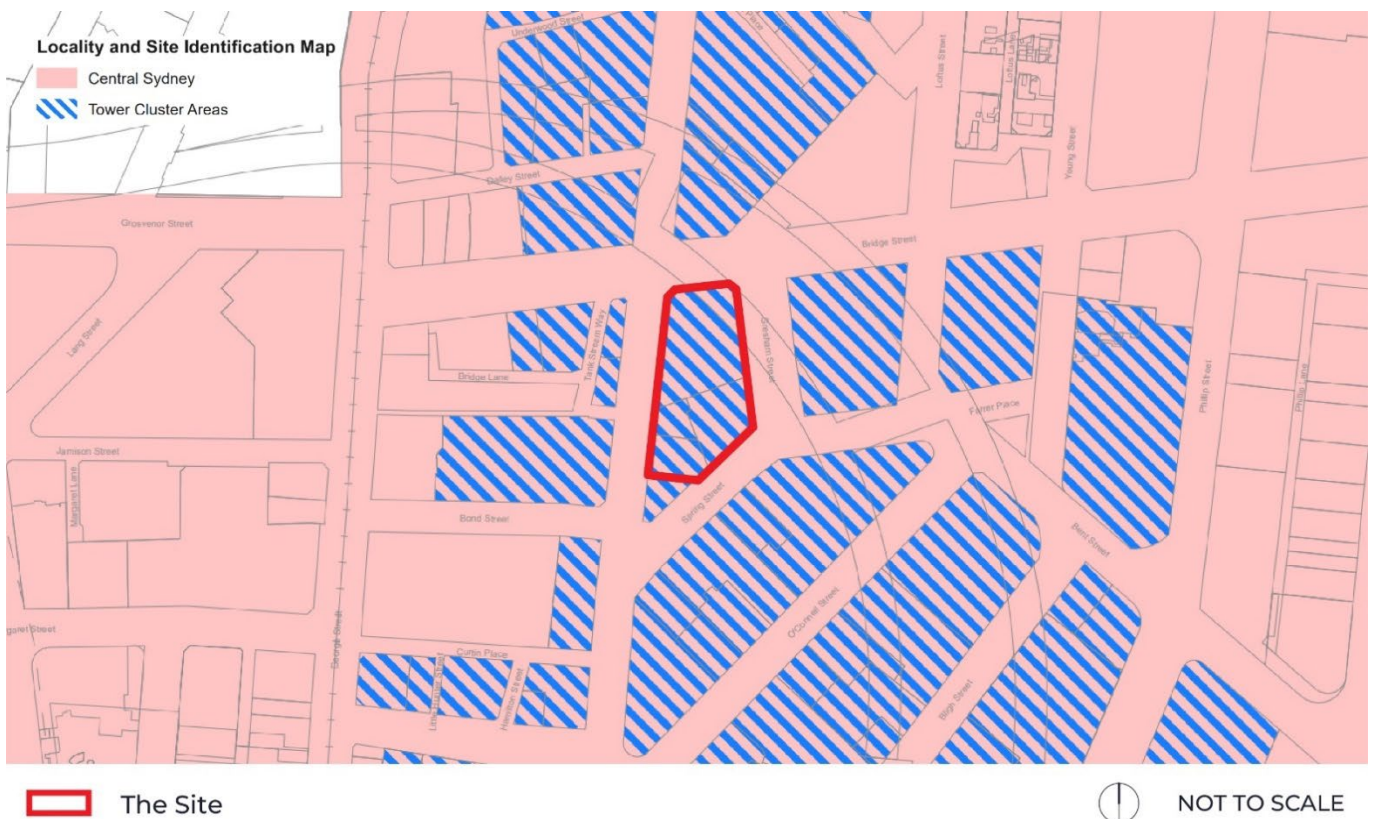


Figure 31 Tower Cluster Areas under the Central Sydney Planning Proposal

Source: Locality and Site Identification Map Key Sites Map Foreshore Building Line Map - Sheet CL1_014, Sydney LEP 2012, edits by Ethos Urban

3.1.5 Sustainability Requirements for certain Large Commercial Development

Clause 7.33 of the Sydney LEP 2012 was gazetted in July 2023 and will apply to the Proposal. Specifically, clause 7.33(2) requires the Consent Authority to consider whether the development:

- (a) is designed to optimise energy efficiency and the use of renewable energy generated on-site, and
- (b) for a development application made on or after 1 January 2026—will also achieve net zero emissions from energy used on-site, including by using renewable energy generated on-site and off-site.

Regardless of a future detailed Development Application (DA) being lodged prior or after 1 January 2026, the Proposal (as described in **Section 4.0**) is capable of achieving compliance with the requirements of clause 7.33 of the Sydney LEP 2012 (refer to **Section 4.5**).

3.2 Sydney Development Control Plan 2012

The Sydney DCP provides additional detailed design guidance which builds upon the provisions of the Sydney LEP 2012. The Site is located within Central Sydney as identified in the Sydney DCP 2012, meaning it is subject to built form controls.

The DCP controls associated with the CSPS was adopted in December 2020, and has been absorbed into Section 5 of the Sydney DCP. The amended DCP includes site-specific provisions to retain the northern portion of the Site (56 Pitt Street) inside the Bridge Street/Macquarie Place/Bulletin Place Special Character Area.

More generally, the Sydney DCP establishes a number of controls that are relevant to the site and proposal, with the key controls impacting the built form, as summarised in **Table 3** below.

Table 3 Key Relevant Controls of the Sydney DCP

Provision	Relevant Control
Locality Statement	
Bridge Street/Macquarie Place/Bulletin Place Special Character Area	<p>The northern portion of the Site (56 Pitt Street) is identified as being located within the Bridge Street/Macquarie Street/Bulletin Special Character Area as illustrated in Figure 32. Development in this area must achieve and satisfy the locality statement principles, which are as follows:</p> <ul style="list-style-type: none"> (a) <i>Development must achieve and satisfy the outcomes expressed in the locality statement and supporting general objectives for special character areas, in addition to the principles below.</i> (b) <i>Enhance Macquarie Place as one of Sydney's pre-eminent urban spaces, and recognise the unique collective value of heritage items that align Bridge Street, many that are of state and national significance.</i> (c) <i>Conserve and enhance the heritage significance of the area including the nineteenth and twentieth century buildings and landscapes, and their settings.</i> (d) <i>Protect and enhance solar access to Macquarie Place, Bridge Street and First Government House Place.</i> (e) <i>Conserve the significant lane network, and protect and enhance solar access and encourage active uses, where compatible with their significance.</i> (f) <i>Maintain and enhance significant views along streets north to the water, views east along Bridge Street to the Conservatorium of Music and Domain, and vistas that terminate at significant heritage buildings.</i> (g) <i>Maintain and reinforce the cohesive and rare streetscape character of Bridge Street and Macquarie Place by requiring new buildings to be built to the street alignment, with building heights that reinforce the existing predominant street frontage height, and frontages incorporating Sydney sandstone.</i> (h) <i>Conserve significant tree plantings and archaeological resources.</i> (i) <i>Promote an understanding of the historical and symbolic value of the area through interpretation.</i> (j) <i>Enhance the character of Reiby Place and Customs House Lane by protecting solar access, and encourage active uses, where compatible with the significance of aligning buildings. New development along these lanes should provide appropriate street wall heights and high quality designed active frontages.</i> <p>The Bridge Street/Macquarie Place/Bulletin Place Special Character Area establishes the following controls for the northern portion of the Site (refer to Figure 32):</p> <ul style="list-style-type: none"> • 3m street setback (nil podium height) from Bridge Street; • 25m podium height fronting Bridge Street; • Part 25m and part 45m podium height fronting Pitt Street and Gresham Street; • 5m street tower setback from Bridge Street; and • 8m street tower setback from Pitt Street and Gresham Street.

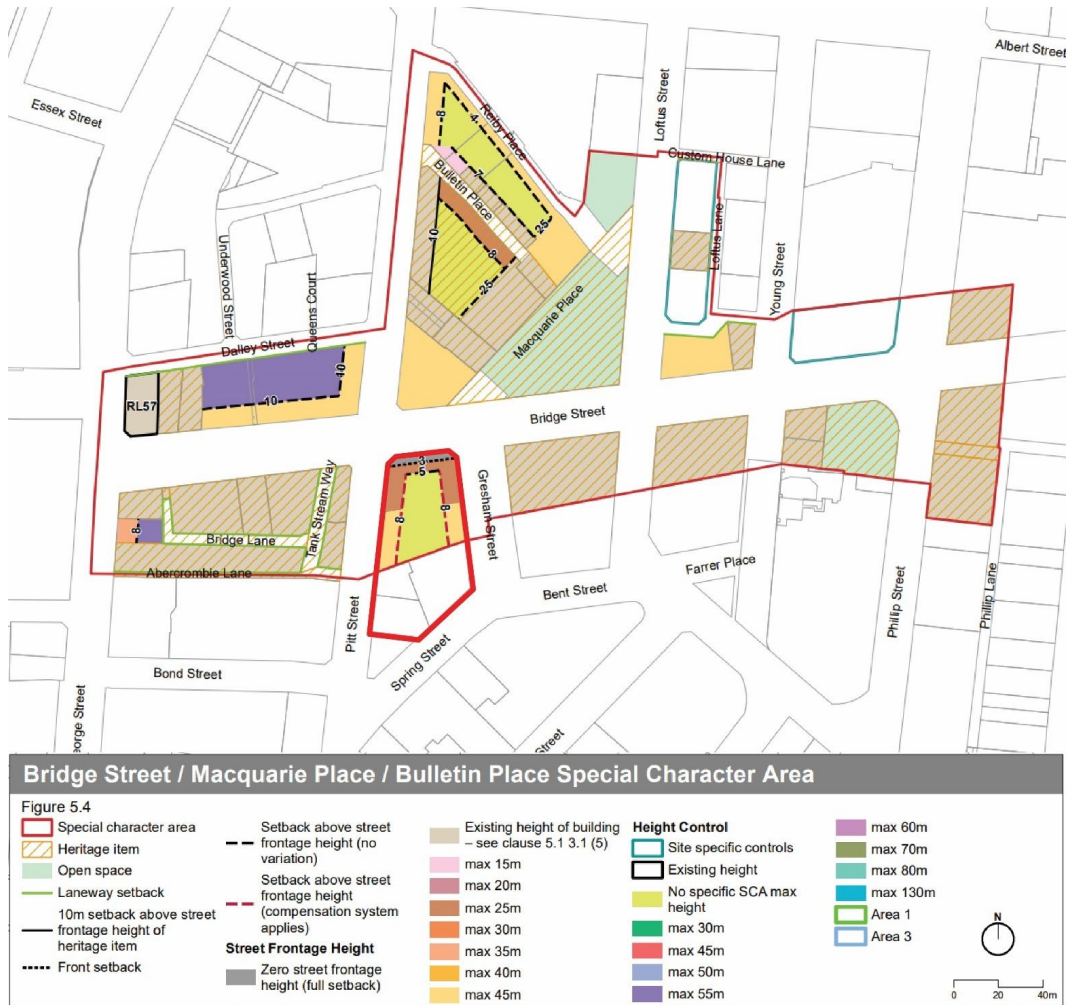


Figure 32 Bridge Street Special Character Area (Site outlined in Red)

Source: Section 5.1.1.2 – Street frontage heights and street setbacks in Special Character Areas, Sydney DCP 2012, edits by Ethos Urban

Street Frontage Heights

56 Pitt Street, Sydney

- 25m to Bridge Street and the north portion of frontages to Pitt Street and Gresham Street; and
- 45m to Pitt Street and Gresham Street (refer to **Figure 32**).

58-60 Pitt Street and 3 Spring Street, Sydney

20-25m as the proposed total maximum height is greater than 120m.

Building (Tower) Setbacks

56 Pitt Street, Sydney

- 5m tower setback from Bridge Street; and
- 8m tower setback from Pitt Street and Gresham Street (refer to **Figure 32**).

58-60 Pitt Street and 3 Spring Street, Sydney

8m for development greater than 120m.

Side setbacks

- 4m greater than 55m up to 120m;
- 3.33% of the total building height greater than 120m up to 240m; and
- 8m greater than 240m.

Building Form Massing, Tapering and Maximum Dimensions

Maximum horizontal dimension

Above the street frontage height, the maximum horizontal dimension of a building including all external elements measured in any direction cannot exceed 100 metres.

Provision	Relevant Control
Tapering	<p>Above the street frontage height, the total planning envelope area may occupy the following proportion of the site area less any areas of heritage items and required DCP setbacks:</p> <ul style="list-style-type: none"> • 100% up to 120m above ground; • 90% above 120m up to 140m above ground; and • 80% above 240m above ground.
Heritage Items, Warehouses and Special Character Areas	
Development adjacent to heritage items	<ol style="list-style-type: none"> 1. <i>New development adjacent to a heritage item should respect and reinforce the historic scale, form, modulation, articulation, proportions, street alignment, materials and finishes that contribute to the heritage significance of the adjacent heritage item.</i> 2. <i>Consideration must be given to the impact of adjacent development on the significance, setting, curtilage, landmark values and ability to view and appreciate the heritage item from Public Places.</i>

4.0 Proposal

This section describes the Proposal, including a description of the Proposed Planning Envelope and the Indicative Reference Scheme prepared to support the envelope. It also includes a discussion of the background analysis completed by FJC to identify an appropriate envelope on the Site, including consideration of the existing and proposed planning framework, as set out in **Section 3.0**.

4.1 Site Constraints / Criteria

In undertaking a review of the Site's development potential, key opportunities and considerations have been identified to shape the proposed redevelopment. These opportunities and considerations have contributed to shaping a planning envelope, and ultimately the proposed amendments to both the Sydney LEP 2012 and Sydney DCP which will guide the future redevelopment outcome.

A list of the key opportunities and considerations is provided below.



Site Area

The Site comprises an area of 3,288m², exceeding the minimum area for a tower cluster site (2,000m²) to ensure sufficient building setbacks can be achieved.



Equivalency (or Improved) Sky View and Wind Tests

Sky view and wind equivalency or improvements are required against a 'Base Case' modelled in accordance with Schedule 12 of the Sydney DCP which supports the CSPS.



Maximum Building Height

The overall building height is determined by the airspace restrictions nominated in the CSPS and the Guideline which affects airspace beyond RL 335m.



Tenant Workplace Drivers

The market-based parameters used to identify building quality as set out within *A Guide to Office Building Quality* prepared by the Property Council of Australia must be considered. There is the opportunity to achieve PCA Premium Grade office accommodation by incorporating best in class initiatives and systems such as architectural design, amenities, comfort and sustainability.



Heritage

Consideration of heritage items in proximity of the Site (refer to **Table 2**), including the buildings in the sandstone precinct along Bridge Street, and 62 Pitt Street (the former Liverpool & London & Globe building), and views to these items.



Architecturally Contribute to the Sydney CBD Skyline

The Site is prominently positioned in the Sydney CBD skyline as viewed from the Sydney Opera House and Sydney Harbour (refer to **Figure 6** and **Figure 7**) as well as the Royal Botanic Gardens. It represents an opportunity to architecturally contribute to the iconic Sydney CBD skyline and support its role in being an iconic and recognisable location globally.



Pedestrian Through-Site Link and Public Plaza

Given the Site represents the majority of a city block within the Sydney CBD, there is an opportunity to provide a new east-west through-site link to increase the walkability and permeability of the ground plane. There is also the opportunity to introduce a new public plaza to Bridge Street which will provide a new public space offering, and enhanced opportunity for appreciation of the neighbouring heritage context.

4.2 Preliminary Options Explored

FJC was engaged by Dexus to review the development potential of the Site and investigate options to redevelop the Site in line with City’s vision and policy established under the CSPS. The options set out below were explored and tested (and formed part of the consultation material with Council prior to lodgement). Each is elaborated on in the following subsections and in the Urban Design Report prepared by FJC (**Appendix A**).

4.2.1 Complying Sydney LEP 2012 and Sydney DCP Planning Envelope

A complying Sydney LEP 2012 and Sydney DCP planning envelope under the existing controls for the Site is shown in **Figure 33**. This concept fails to capitalise on the single ownership structure and size of the Site to provide floor plates in line with a global office tower (largely due to the 55m height limit along the northern portion of the Site). The 55m height limit and tower setback from Bridge Street forces a narrow tower form, above a large podium which from an urban design perspective provides a sub-optimal outcome (i.e. a slender tower with less appropriate proportions to the large, significantly bulkier podium (especially fronting Bridge Street)).

The height of the podium is of a scale larger than the prominent building line already established along the south side of Bridge Street. Although this is consistent with the general height of podiums specified under the Sydney DCP (i.e. between 20 and 45m), in this instance, it begins to interfere with the street prominence and sight lines attributed to the heritage listed items directly to the east and west of the Site. This in turn begins to counteract the heritage principles established for development within the Bridge Street/Macquarie Place/Bulletin Place Special Character Area which relate to (amongst other things) sight lines and development which is to reinforce the existing predominant street frontage height. The height also does not relate to the existing building at 62 Pitt Street.

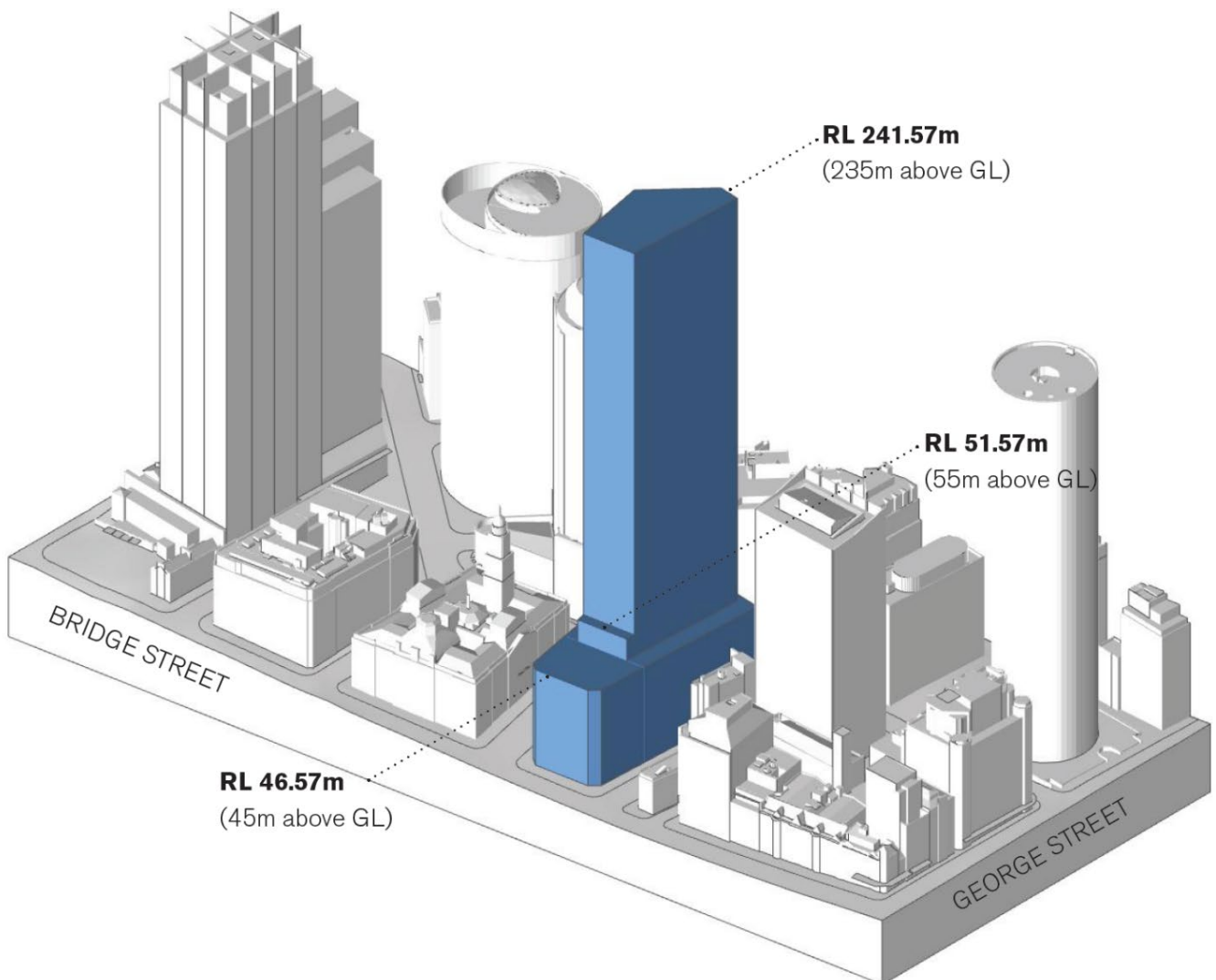


Figure 33 Compliant Sydney LEP 2012 and Sydney DCP Planning Envelope under the Existing Controls

Source: FJC

4.2.2 CSPS Base Case Planning Envelope

Consistent with the CSPS, the Site is located within a tower cluster area and meets the minimum site requirements for tower cluster development. A scheme on the Site is therefore potentially achievable up to PANS-OPS. Setbacks and tapering are adopted to comply with minimum requirements as set out above.

These base controls allow a tower form more appropriate to the shape of the Site (refer to **Figure 34**), however, like the scheme under the existing controls, provides a sub-optimal urban design outcome for the following reasons:

- The floor plate cannot achieve PCA Premium Grade area requirements;
- The floor plate lacks depth (east /west) as required to accommodate core and vertical transportation to service a tower of at this height;
- The envelope does not accommodate sufficient GFA to justify the structural and vertical transportation requirements as associated with a tower of at least 300m in height; and
- The envelope does not respond to the context of Bridge Street.

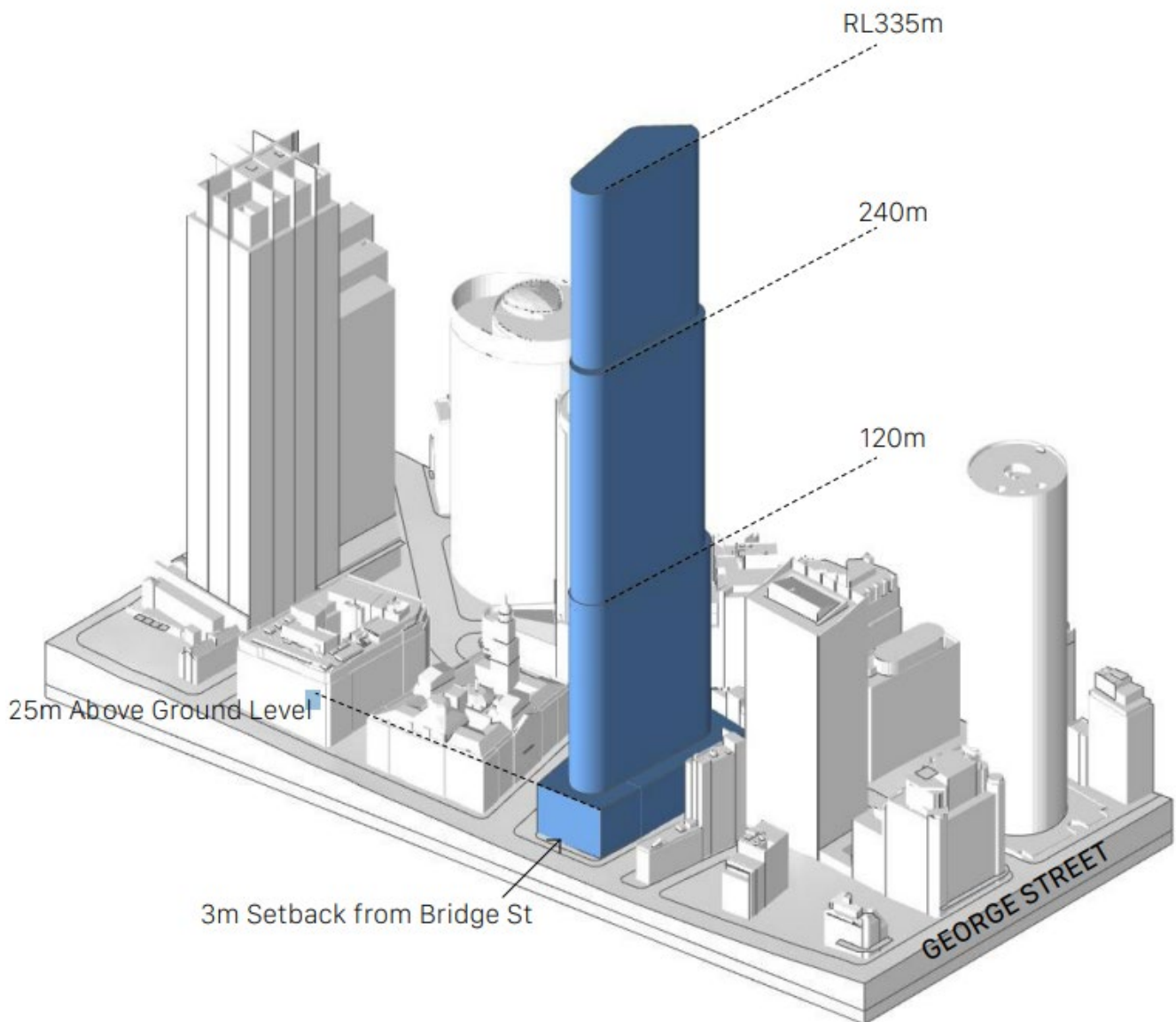


Figure 34 CSPS Base Case Planning Envelope

Source: FJC

4.2.3 Previous Planning Proposal Planning Envelopes

An initial planning envelope was explored and submitted as part of a previous Planning Proposal submission in June 2021 which adopted an alternative massing strategy under Schedule 12 of the Sydney DCP. It included a maximum height of RL 320 (315m above ground level) and a total GFA of 105,000m².

Following the June 2021 submission, the City and the DAP provided feedback for Dexus to consider. Dexus worked closely with the City and DAP to refine the planning envelope to further address the Bridge Street podium setback, Pitt Street activation, through-site link from Pitt Street to Gresham Street and building articulation. This resulted in a slight revision to the scheme which included a reduced podium setback of 3m to Bridge Street, changes to the tower setbacks including increased tower setbacks to Pitt Street and 62 Pitt Street (southern boundary) and reduction in height from RL 320 to RL 310.

In response, the City and DAP requested additional changes to this resubmitted planning envelope scheme in August 2023. Since then, this previous planning proposal has been withdrawn from Council and further revised. It represents the scheme as presented in this Planning Proposal and incorporates the August 2023 dated City and DAP's feedback (refer to **Section 4.3** and **Appendix A**).

4.2.4 Summary

An analysis of the Sydney LEP 2012 and Sydney DCP compliant planning envelope and CSPS base case planning envelope has determined that these options would not maximise the opportunity for greater floor space capacity on the Site, and would therefore not deliver on the vision and key directions of the CSPS. These scenarios were discounted as:

- The planning envelopes do not maximise the floor space capacity of the Site, resulting in a sub-optimal quantum of floor space being delivered, misaligned with the vision and intent of the CSPS.
- The planning envelopes accommodate standard and strict DCP setbacks, tapering and separation controls which do not consider the surrounding built form context of the Site in particular.

The buildings which are able to be delivered within either of these envelopes would not meet the needs and aspirations of the commercial office market and tenants, reducing the quality of the outcome and missing the opportunity to achieve one of the key objectives of the CSPS to ensure Sydney remains a globally competitive city.

With the above in mind, the Proposed Planning Envelope which is specific to the Site's characteristics and context, and the vision for Pitt & Bridge has been developed and is discussed in the following section.

4.3 Proposed Planning Envelope

The Proposed Planning Envelope represents an improved environmental outcome relative to the base case planning envelope in relation to daylight (sky view), wind and contextual urban response, as discussed in detail in **Section 4.2**. It delivers on the vision and objectives of the CSPA, providing additional employment floor space to meet the anticipated development needs of the foreseeable future, and has been developed taking into account the site-specific opportunities and considerations outlined in **Section 4.1**. It has been developed following feedback from Council and the DAP, and provides a strong contextual response to both the character of the surrounding area as well as the desired future outcome for the immediate vicinity.

This proposed Planning Envelope will enable the development of a building that maximises employment opportunities and capitalises on close proximity to Sydney Metro stations, as well heavy rail and light rail stations, and results in an improved urban design outcome. With the opening of the Sydney Light Rail and the construction of the Sydney Metro, which represent a step-change piece of transport infrastructure and a significant investment by the NSW Government, there is a responsibility and reasonable planning expectation for the development capacity of the Site to be realised in conjunction with maximised public benefits.

The Proposed Planning Envelope is depicted in **Figure 35** and constitutes a podium and tower form, consistent with the prevailing character of buildings in Central Sydney and as guided by the provisions of the Sydney DCP. The key elements of the Proposed Planning Envelope are described in detail in the following subsections and are presented in the Urban Design Report (refer to **Appendix A**).



Figure 35 Axonometric View of the Proposed Planning Envelope from the North-East

Source: FJC

4.3.1 Podium

At ground level, the Proposed Planning Envelope extends to the Site boundary on all frontages and includes an 8m setback from Bridge Street (refer to **Figure 36**). The setback to Bridge Street is proposed to enable and reinforce the creation of a public plaza that will create a dedicated public open space to provide for a generous and activated street edge that will facilitate vistas to adjacent heritage buildings. The through-site link that connects Pitt Street and Bent Street forms part of the Proposed Planning Envelope and is enforced by the site-specific DCP.

The height of the podium as presented in the Proposed Planning Envelope comprises two (2) levels, being RL 32.91m for the majority of its height (in alignment with the character of surrounding street wall heights) and RL 39.5m for the southern portion of the Site (to align with the height of the 62 Pitt Street heritage building) (refer to **Figure 36**).

4.3.2 Tower

The maximum height of the tower is RL 310. The minimum tower setbacks are applied to the mid-rise levels (Levels 14-30) and are as follows:

- A minimum of 12.45m from Bridge Street;
- A minimum of 5.5m to Pitt Street;
- A minimum of 0.6m to Gresham Street;
- A minimum of 4m to Spring Street;
- A minimum of 8.14m to the boundary of 62 Pitt Street to the south.

Along Pitt Street, the tower envelope is consistently setback 5.5m from the boundary. The form of the tower envelope along all other elevations is defined by four (4) distinct zones:

- At the junction of the podium and tower, the low rise section of the tower is set back at its furthest point from all boundaries in an articulated 'tower indent' zone, between RL 32.97m (top of the podium) and RL 66.75m (top of the base of the indent). This zone of articulation is set back further than the primary mid-rise and high rise sections of the tower envelope which cantilever over it.
- Above the tower indent zone from RL 66.755m, the envelope tapers outwardly, terminating at the lowest level of the midrise section of the envelope at RL 76.755m
- Above this tapered zone, the mid-rise section of the tower envelope (between RL 76.755m and 160.00m) is set back to within the minimum tower setback as it varies around the Site as described above; and
- The high rise section of the tower envelope between RL 160.00m and RL 310.00m is further tapered, with a minimum high rise set back of 13.8m from Bridge Street, 3m from Gresham Street, 6.11m from Spring Street and 9.325m from the southern boundary to 62 Pitt Street (with minimum setbacks increasing at the junction of boundaries as a result of the curved nature of the envelope).

The Proposed Planning Envelope sought as part of this Planning Proposal is described in further detail in the Urban Design Report (refer to **Appendix A**) and is illustrated in elevations and tower envelope plan provided in **Figure 37** and **Figure 38**.

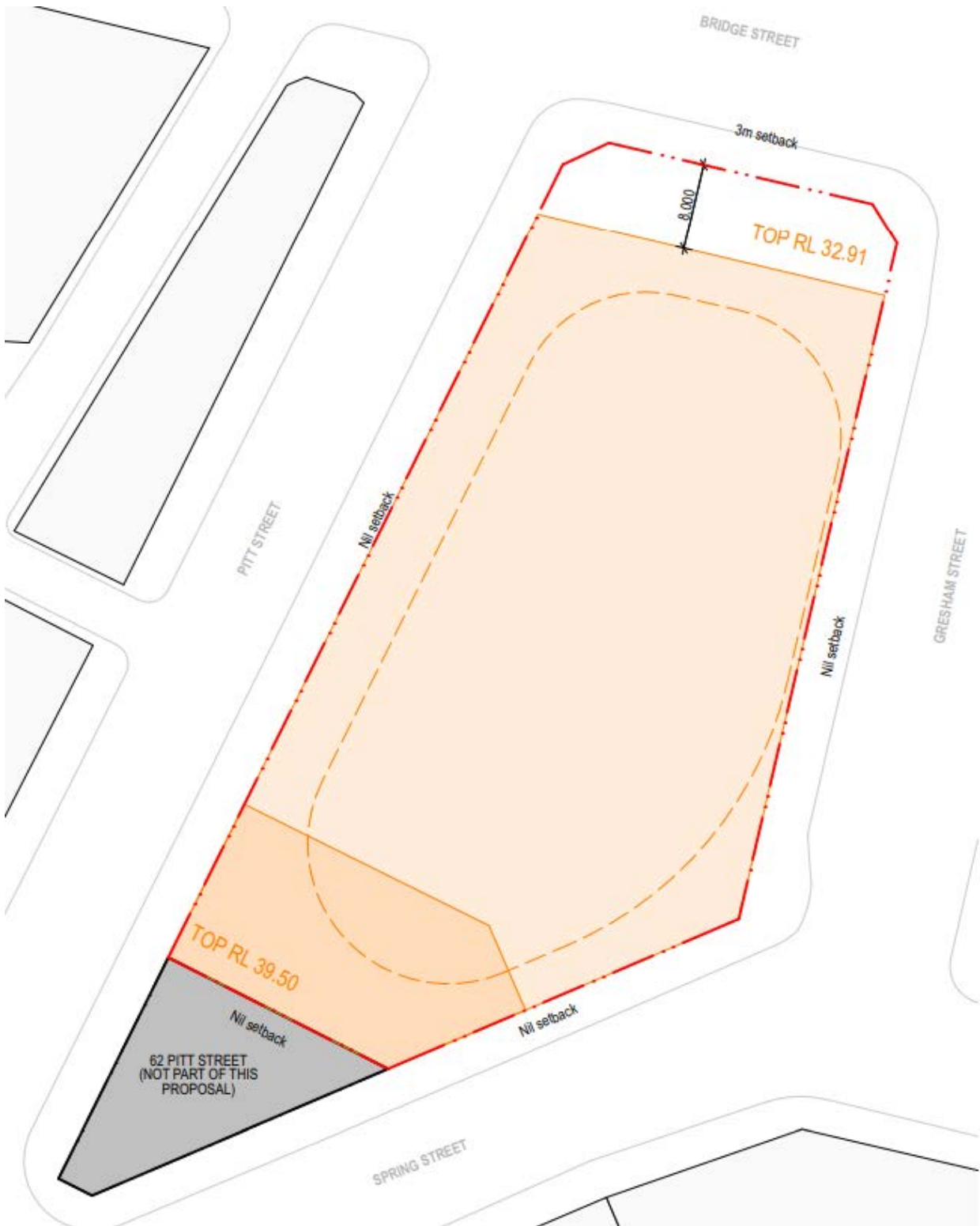


Figure 36 Podium Envelope – Plan View
 Source: FJC

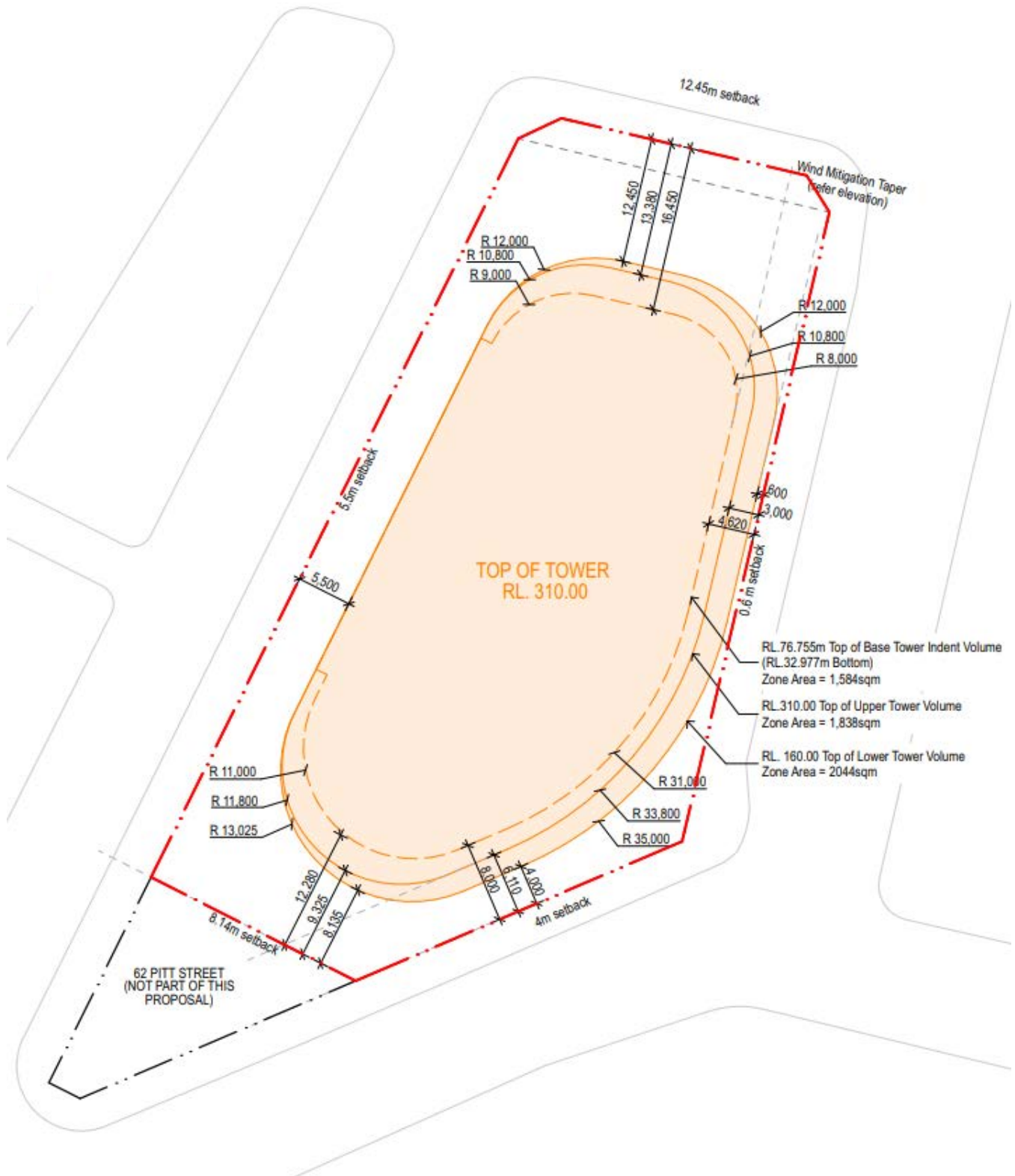
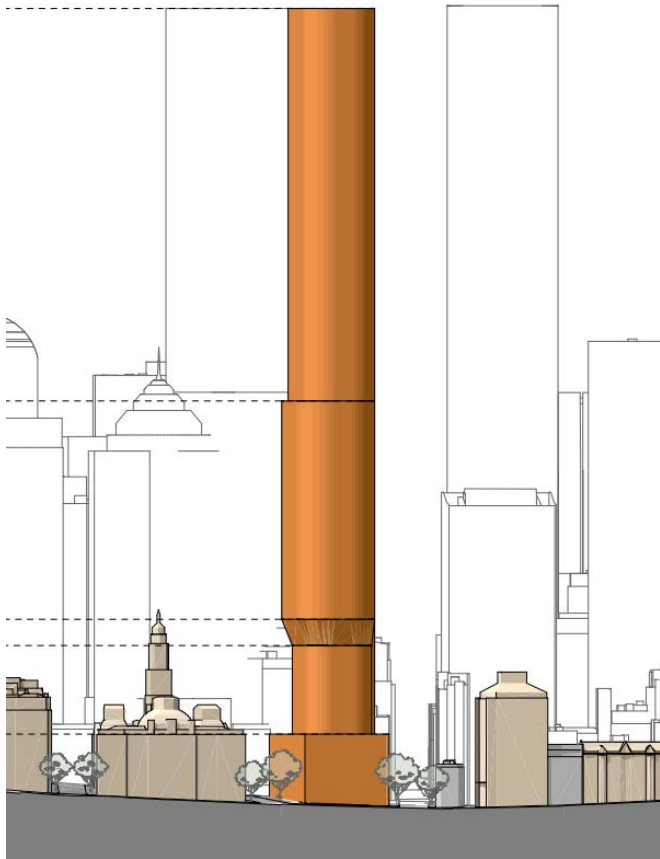
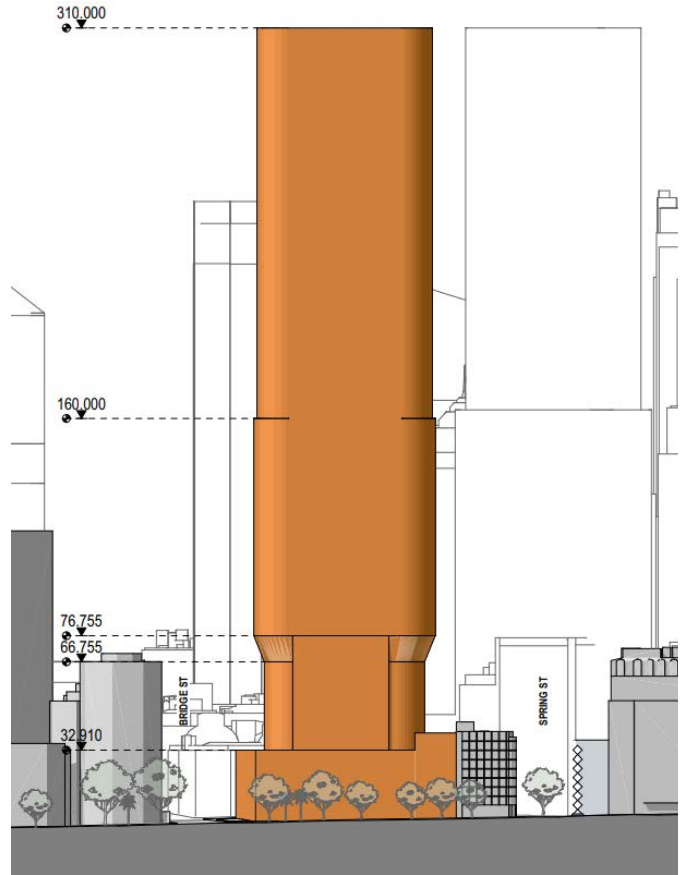


Figure 37 Tower Envelope – Plan View

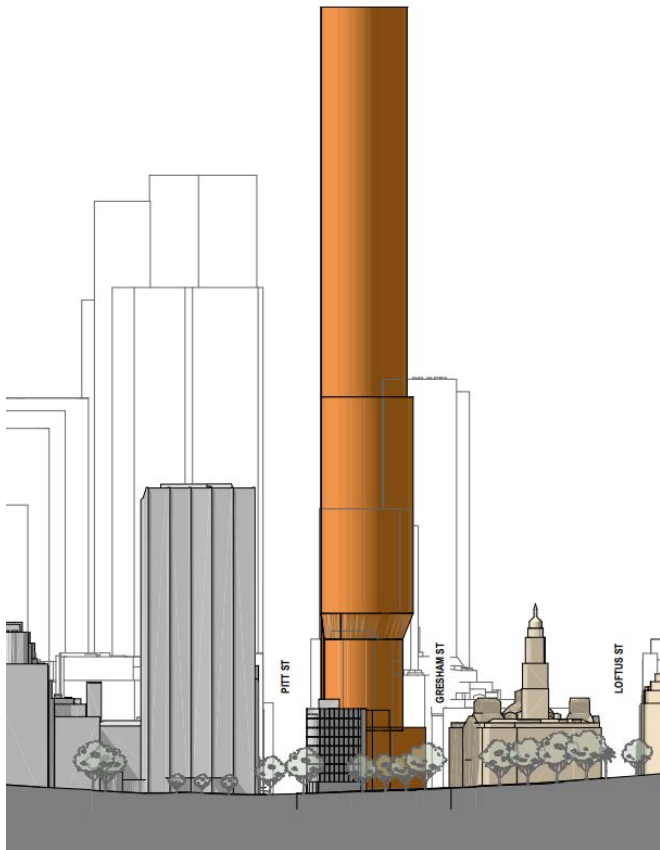
Source: FJC



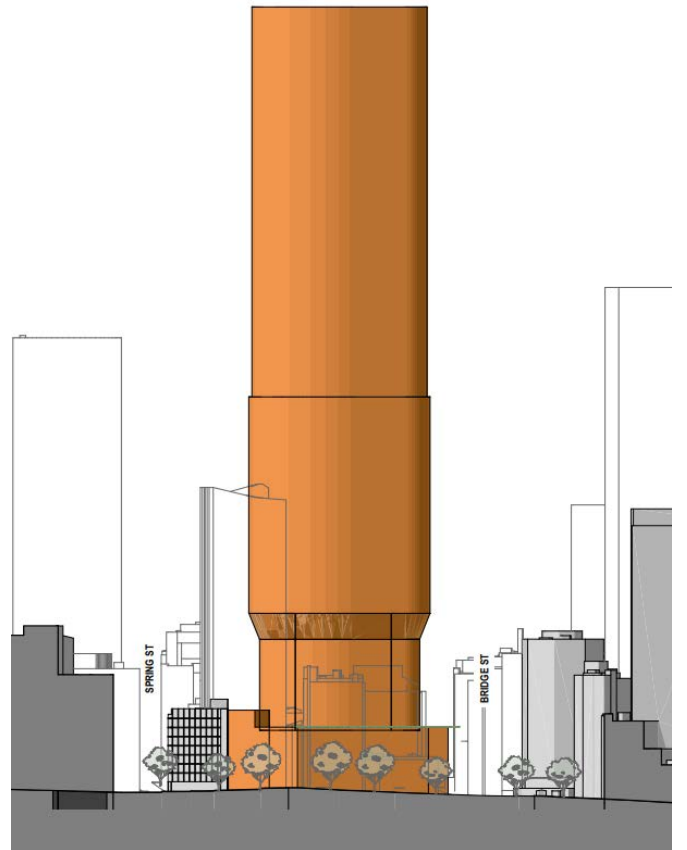
North Elevation



West Elevation



South Elevation



East Elevation

Figure 38 Proposed Planning Envelope – Elevations

Source: FJC

4.4 Indicative Reference Scheme

In order to demonstrate that the Proposed Planning Envelope can deliver a feasible commercial office tower, FJC has developed an Indicative Reference Scheme, demonstrating a 'proof of concept' for the Site to support the amendments to the Sydney LEP 2012 and Sydney DCP. The Indicative Reference Scheme is depicted in a birds eye view render from Sydney Harbour provided in **Figure 39**.

Further details regarding the development outcome capable of being supported through the amendments is provided in the Urban Design Report prepared by FJC (**Appendix A**). It should be noted that the Indicative Reference Scheme is indicative only and has been prepared to demonstrate that the Proposed Planning Envelope can deliver a viable scheme which complies with the proposed amended planning controls.

The Pitt & Bridge project will progress to an Invited Architectural Design Competition (refer to **Section 10.3**) to ensure the highest standard of architectural, urban and landscape design is achieved within the Proposed Planning Envelope. Broadly, the Indicative Reference Scheme illustrates that the amendments to the Sydney LEP 2012 and Sydney DCP are capable of supporting a development as set out in the following sections.



Figure 39 *Birds Eye View Render of the Indicative Reference Scheme from Sydney Harbour*

Source: Dexus

4.4.1 Basement

A basement proof of concept is provided as part of the Indicative Reference Scheme, incorporating four (4) levels of basement (refer to **Figure 40**) which accommodate:

- Twenty-nine (29) loading bays including twenty-three (23) on Basement 1 and 2 to service the base building and six (6) on Basement 1 that form part of the Neighbourhood Shared Loading Dock.
- 16 car parking spaces located on Basement 2 accessed via two (2) car parking lifts.
- End of trip facilities including eight-hundred and thirty-five (835) bicycling parking bays located on Basement 2 and 3.

In order to support the City’s objective of removing on-street loading as articulated in the *Central Sydney Infrastructure Plan 2020*, Dexus has investigated and committed to provide a Neighbourhood Shared Loading Dock as part of the PBO (**Appendix D**).

It is designed to offer a centralised loading facility for public use and will address the shortfall in nearby on-street loading due to the closure of Spring Street under the City North Public Domain Plan. Under the City North Public Domain Plan, Spring Street is proposed to be pedestrianised and will therefore remove vehicle access and thereby result in a net total decrease of six (6) on-street loading and servicing spaces within the immediate vicinity of the site. For further description of the Neighbourhood Shared Loading Dock, refer to **Section 5.0**.

Access to the basement is via Pitt Street in the south-western end of the Site. It includes suitable access for vehicles up to Medium Rigid Vehicles (MRVs). Loading bays that service the base building are located on Basement 1 and 2 with two (2) vehicles lifts and turntable on each level enabling access of loading vehicles through these spaces. The basement design has considered the Sydney Metro corridor and reserves located underneath the Site (refer to **Figure 41**).



Figure 40 Basements Plans – Indicative Reference Scheme

Source: FJC

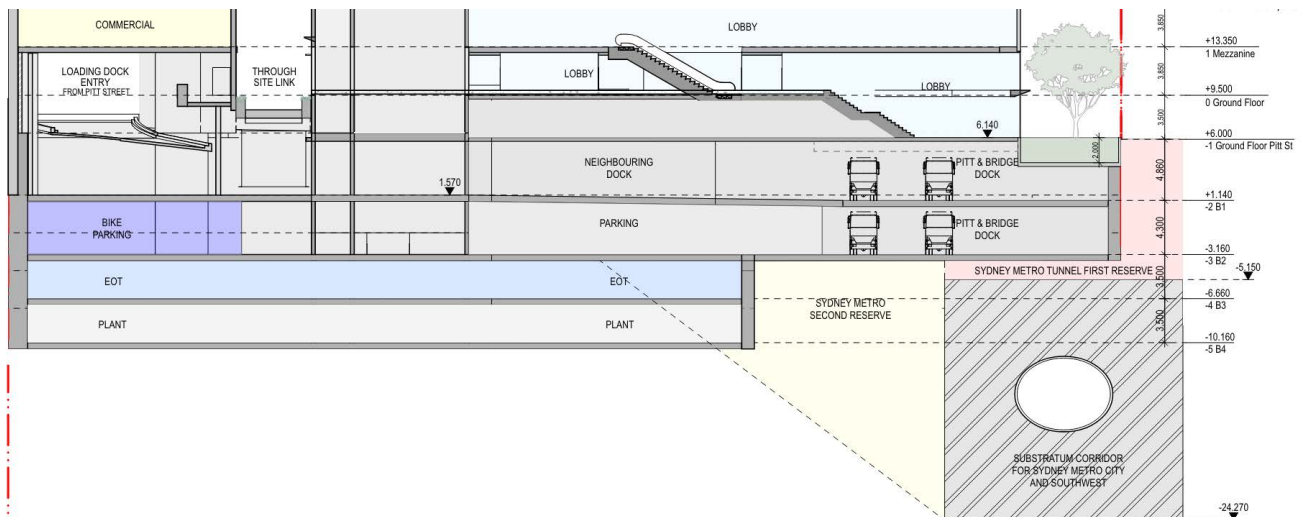


Figure 41 Diagrammatic North-South Section of the Basement – Indicative Reference Scheme

Source: FJC

4.4.2 Ground Plane

The ground plane of the Indicative Reference Scheme comprises a proof of concept for Bridge Street Public Plaza, through-site link connecting Pitt Street and Bent Street, and lobby that is integrated with the surrounding public domain.

Bridge Street Public Plaza

The Indicative Reference Scheme includes a concept design for the proposed Bridge Street Public Plaza (refer to **Figure 42**). The Public Plaza is enabled via the 8m setback of the Proposed Planning Envelope to Bridge Street with the delivery of public space within the 8m setback proposed as a works in kind agreement as part of the PBO (**Appendix D**).

The Indicative Reference Scheme public plaza engages pedestrians to the significance of the site as ceremonial corroboree grounds while offering street activation with alfresco terrace and seating edge. It includes contemplative space designed to allow commuters to reflect on the importance of the site to Country.

The public plaza spans across the Site's Bridge Street frontage and comprises an 8m width enabled by the Proposed Planning Envelope setback. This results in a total area of approximately 245m² (subject to final survey). The Indicative Reference Scheme for the public plaza includes a soil zone 2m in depth that has been incorporated into the basement design (refer to **Figure 41**) and will enable the planting of street trees.

In order to maximise public use and benefit of this space, no lobby access is proposed directly off the public plaza with lobby entrances provided off Pitt Street to the west and Gresham Street to the east.



Figure 42 *Perspective Render of the Indicative Reference Scheme along Bridge Street*

Source: Dexus

Through-Site Link

The Indicative Reference Scheme includes a concept design for the proposed east-west through-site link connecting Pitt Street and Bent Street (refer to **Figure 43**). The through-site link is proposed to be delivered as a works in kind agreement as part of the PBO (**Appendix D**).

The Indicative Reference Scheme through-site link is aligned with Abercrombie Lane to the west which comprises a pedestrian laneway from George Street (refer to **Figure 44** and **Figure 45**). There is an approximate 2.6m difference between the public domain elevations at Pitt Street and Gresham / Spring Street. The through-site link comprises a height greater than 8m, and addresses the difference in elevation via a gentle slope, stairs and lift strategically positioned as close to Bent Street as possible to maximise the view lines between Pitt Street and Bent Street. The through-site link has been designed to respond and incorporate the City's Public Domain North Plan.



Figure 43 *Perspective Render of the Indicative Reference Scheme along Spring Street and Gresham Street*

Source: Dexus

Lobby

The Indicative Reference Scheme comprises a lower and upper ground level which responds to the level differences across the site and surrounding public domain. Central to the ground plane in the main building lobby which addresses Pitt Street to the west and Bridge Street to the north at the lower ground level, and Gresham Street to the east at the upper ground level.

A lobby entrance is located at the Pitt Street frontage that connects to the central lobby and lift core at the upper ground level via stairs and a lift (refer to **Figure 44**). Retail tenancies are located along the Pitt Street frontage. A lobby entrance is located Gresham Street to the east with the upper ground level comprising the main central lobby area which connects to a mezzanine above which includes additional lift access, enabling use of double stacked lifts. The upper ground floor also comprises additional retail tenancies and pedestrian circulation area at Gresham Street (refer to **Figure 45**).

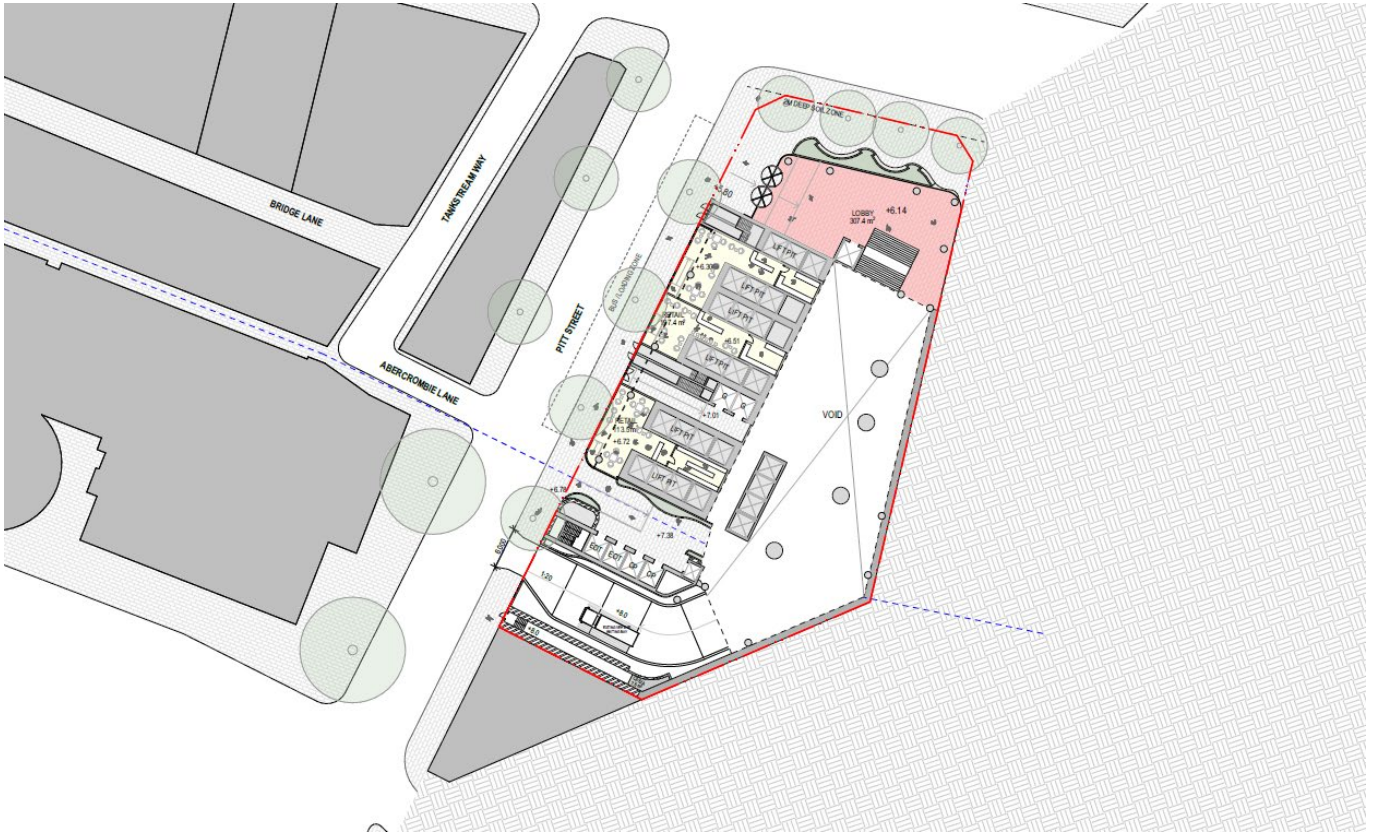


Figure 44 Lower Ground Level Floor Plan – Indicative Reference Scheme

Source: FJC

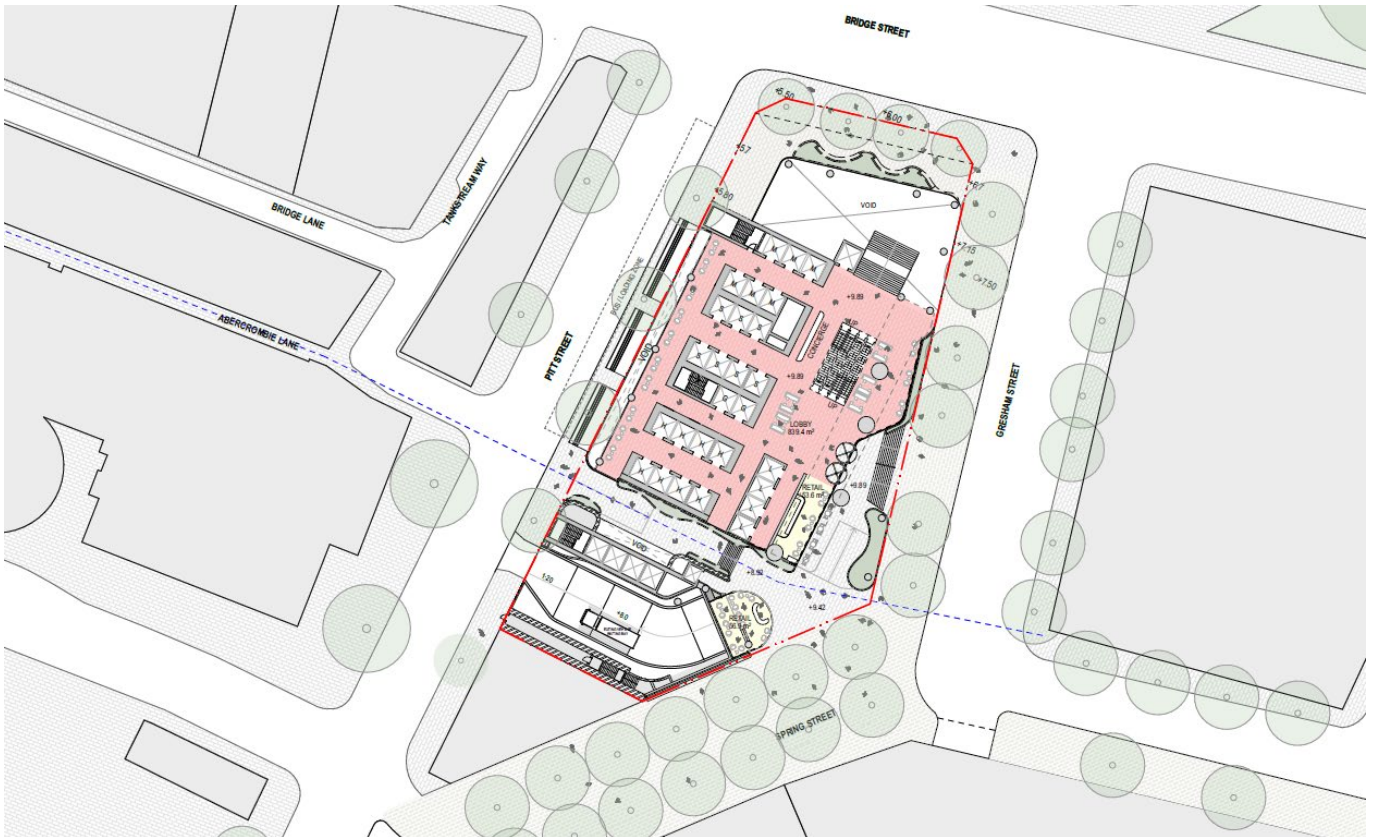


Figure 45 Upper Ground Level Floor Plan – Indicative Reference Scheme

Source: FJC

4.4.3 Tower

The tower portion of the Indicative Reference Scheme is a proof of concept of a PCA Premium Grade office premises within the Proposed Planning Envelope, demonstrating the required floor plate sizes required to achieve a premium office benchmark in a building of the height and scale proposed. An aerial view of the Indicative Reference Scheme within the context of the Sydney CBD skyline is provided in **Figure 46** below.



Figure 46 Aerial View of the Indicative Reference Scheme from the south-east

Source: Dexus

The tower component of the Indicative Reference Scheme extends up to Level 69 with commercial floor plates comprising a 3.85m floor to floor height. The floor plate expands and contracts throughout the tower, comprising floor plates between 1,031m² and 1,365m² (GFA) in area. The tower is divided into low-rise (Level 6-13), mid-rise (Level 14-32), high-rise (Level 33-50) and sky-rise (Level 51-69) components with the lift core positioned on the western elevation facing Pitt Street. The tower component is illustrated in the typical commercial floor plates and tower elevations provided in **Figure 47** and **Figure 48** respectively.

The tower component is a result of rigorous testing and analysis including structural, servicing and vertical transportation to provide proof that the Proposed Planning Envelope as proposed is able to be realised. Levels for service plant have been distributed throughout the tower with 9.85m floor to floor heights to provide mechanical, electrical and hydraulic service risers and rooms to all levels.

It was determined that a tower of the proposed height and slenderness will need to adopt non-conventional vertical transportation strategies to decrease the footprint of the core and retain commercial viability. The Indicative Reference Scheme adopts an alternative lifting strategy combining shuttle lifts and double-deck cars servicing odd/even floors, allowing for a significant reduction in the number of lift shafts. Other vertical transportation strategies could be possible, with Competitors of the Invited Architectural Design Competition able to implement other feasible strategies.



Figure 47 Typical Commercial Floor Plates – Indicative Reference Scheme

Source: FJC

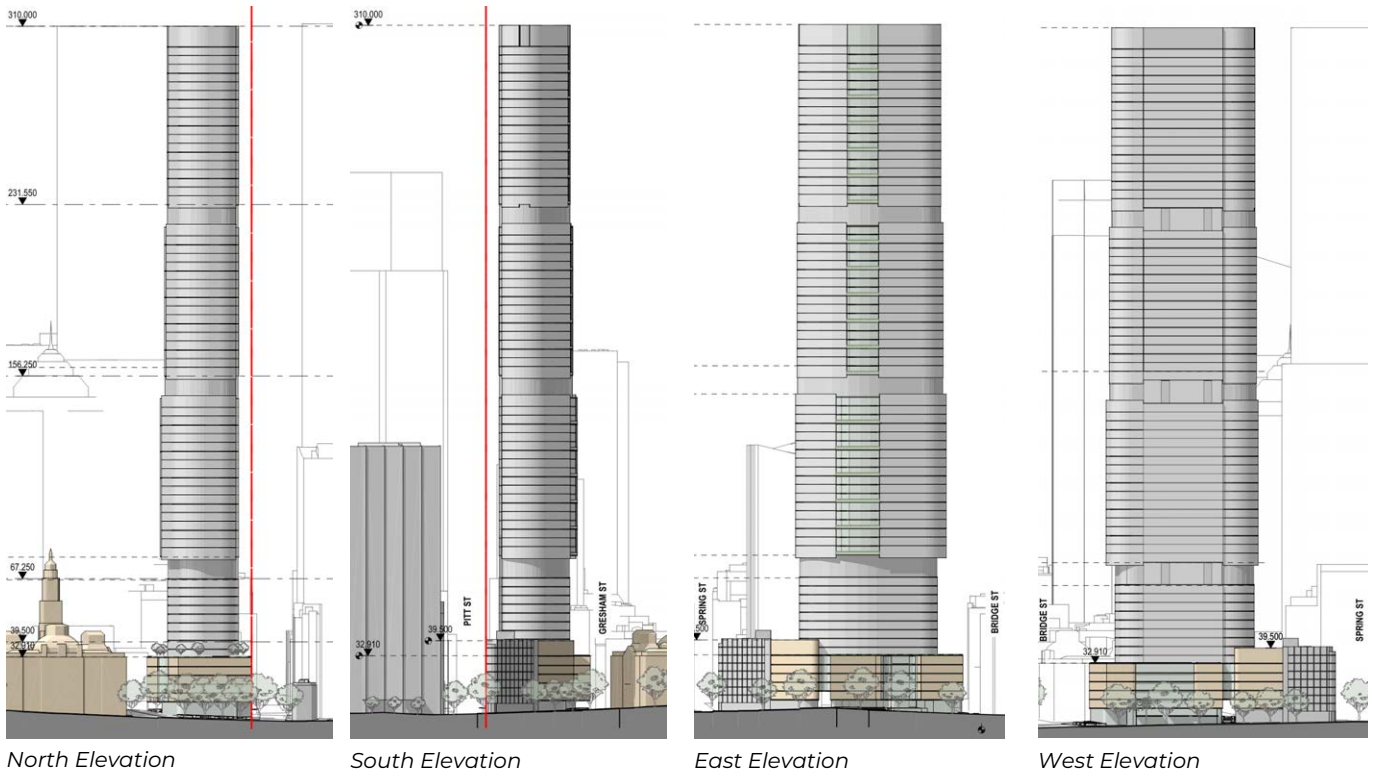


Figure 48 Tower Elevations – Indicative Reference Scheme

Source: FJC

To align with the vision and objectives of Pitt & Bridge, the Indicative Reference Scheme has been designed to accommodate garden spaces to express the tower's green credentials and offer potential for landscaped spaces for future tenants. As illustrated in **Figure 49**, wintergardens can be created with 3-storey voids and comprise substantial planting, performance inner-glazing, integrated accessways and irrigation.

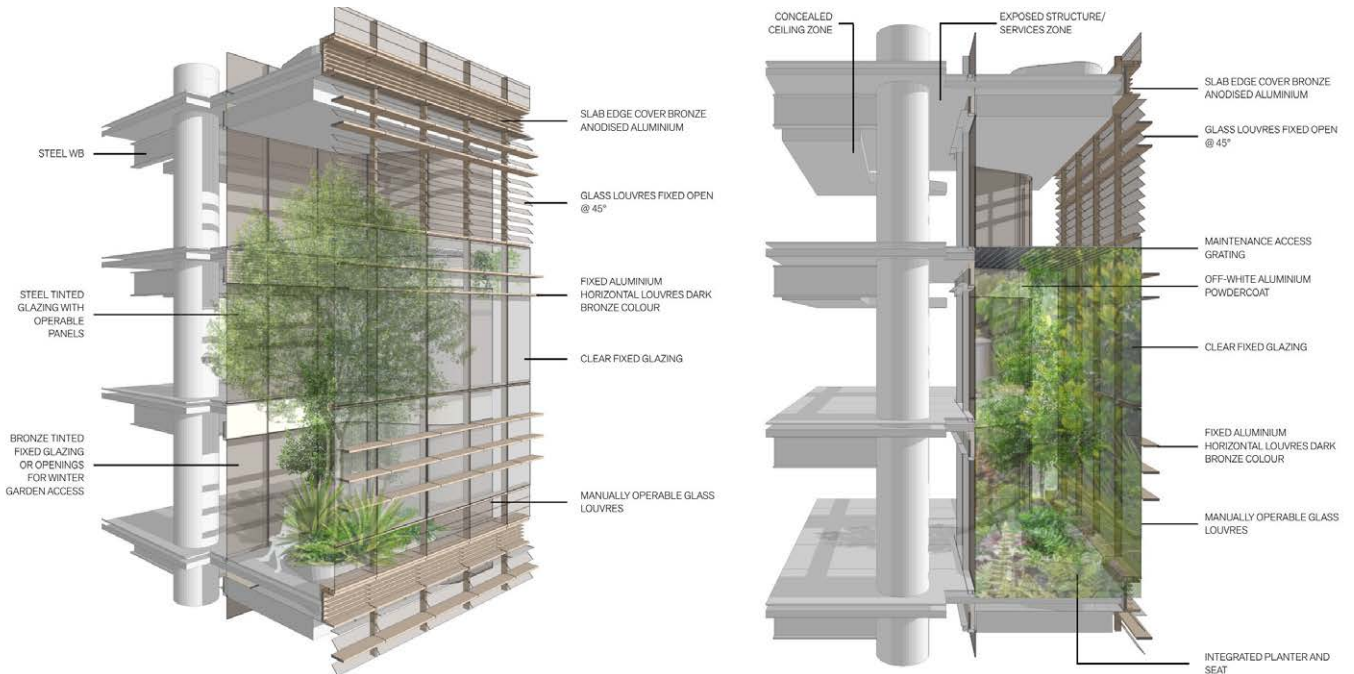


Figure 49 Indicative Wintergarden Design

Source: FJC

4.5 Public Domain Strategy

The Site offers a unique opportunity to improve the quality of the pedestrian experience in the northern part of the Sydney CBD. In particular, there is an exciting opportunity to provide heritage interpretation of Gadigal history and culture due to the Site's historical significance, and connect it to the tourism and day to day business fabric of the Sydney CBD.

Pitt & Bridge's public domain strategy involves the creation of two (2) key public spaces within the boundary of the Site, being a public plaza within the proposed 8m setback to Bridge Street and through-site link connecting Pitt Street with Bent Street. Each of these public domain offerings are incorporated as part of the PBO (**Appendix D**).

In order to realise the opportunity presented, a Public Domain Concept Plan has been prepared by Arcadia and included at **Appendix G**. The Public Domain Concept Plan is shown in **Figure 50** and is centred on five (5) design principles, which are as follows.

Design with Country



We pay respect to the traditional custodians of the land - the Gadigal of the (Eora) Dharug Nation.

In collaboration with cultural leaders and consultants, investigate designing with Country strategies to celebrate Indigenous culture and heritage. Investigate methods to support and showcase Country's ecological systems and strengthen community ties, understanding and stewardship with Country.

In collaboration with cultural consultants, develop design strategies that showcase and support First Nations cultural practice in contemporary settings.

Creating a Signature Destination



Employ global best practice approaches to urban design and placemaking in order to create an iconic, world leading super tower precinct.

Steeped in place and informed by local histories, customs and landmarks, the materiality, public art, vegetation and spatial design will work together to create an iconic landmark stitched into the fabric of Sydney.

Celebrate Shared Histories



The nexus of histories on site offers an opportunity for a layered and rich approach to history interpretation and storytelling.

Celebrate and draw upon the convergent histories of the tank stream and the site - its eons long heritage and uses as Warrane, its place in colonial history and its place in Australia's commercial and economic history as the site of the exchange building.

Enrich the City Fabric



Tap into existing fabric of the city and embody the ethos of planning instruments to enrich the human experience of the city.

Capitalise on opportunities to expand the public domain and create places for people to occupy.

Urban Comfort and ESD



Ameliorate climatic factors through providing a comfortable microclimate. Strengthen visual surveillance and comfort via open sight lines and CPTED strategies.

Make ESD moves visible throughout landscape design, demonstrating global best practices and commitment to sustainability.

Create an urban getaway of human scale, a great destination as well as a preferred pedestrian route.

Source: Arcadia

Bridge Street Public Plaza presents an opportunity to provide streetscape relief to both axes. The Public Domain Concept Plan (**Figure 50**) provides a public plaza that will engage pedestrians to the significance of the site as ceremonial corroboree grounds while offering street activation with alfresco terrace and seating edge. The contemplative space is designed to allow the public to reflect on the importance of the Site to Country while providing a relief from the impacts of the streetscape velocity, protection from the natural elements, and providing a natural setting the edge of the built form to increase the amenity from internally and externally and provide a borrowed view and connection from Macquarie Place.

The Public Domain Concept Plan (**Figure 50**) provides a through-site link that forms a key feature of the site as it mimics a gully character to connect with Country. This is characterised by the planting as well as sound of water from the rill and proposed water feature at each ends. The through-site link connects to a public plaza that fronts Gresham Street, providing another relief to the streetscape. It will engage pedestrian to the significance of the Site as ceremonial corroboree grounds while offering street activation with alfresco terrace and seating edge.

As demonstrated by the Indicative Reference Scheme, the creation of the public plaza to Bridge Street within the Site will deliver an integrated public open space which will improve the pedestrian experience (refer to **Figure 42**). This will be supported by the creation of an east-west through-site link (refer to **Figure 43**). The Public Domain Concept Plan has been prepared with consideration and will be supported by the long-term public domain vision for the surrounding streetscape which will involve the closure of Spring Street in alignment with the City's North Public Domain Plan (finalised in March 2023).



Figure 50 Public Domain Concept Plan

Source: Arcadia

4.6 Public Art Strategy

Pitt & Bridge will implement public art consistent with the Sustainable Sydney 2030-2050 vision. Public artwork will be developed closely with City's art committees and in accordance with City's policies with \$6,000,000 to be committed towards public for the development under a future VPA.

There are several unique opportunities within the Public Domain Concept Plan to overlay heritage and public art at the Site (refer to **Figure 51**). The identification of public art opportunities will form part of the Invited Architectural Design Competition and will be developed in greater detail prior to the lodgement of a detailed DA.

The historical 'Lady of Commerce' Statue is proposed to be retained as part of the redevelopment. It was sculpted by James White (1861-1918) and was originally located on the Bridge Street facade of the previous Royal Exchange Building. It is now located along Pitt Street at the steps to the entrance to the existing development at 56 Pitt Street. Potential locations for the statue have been considered as part of the Planning Proposal with the intersection of Gresham Street, Spring Street and Bent Street adjacent to the through-site link identified as a possible location. The exact location will be further considered as part of the Invited Architectural Design Competition and design development prior to the lodgement of a detailed DA.

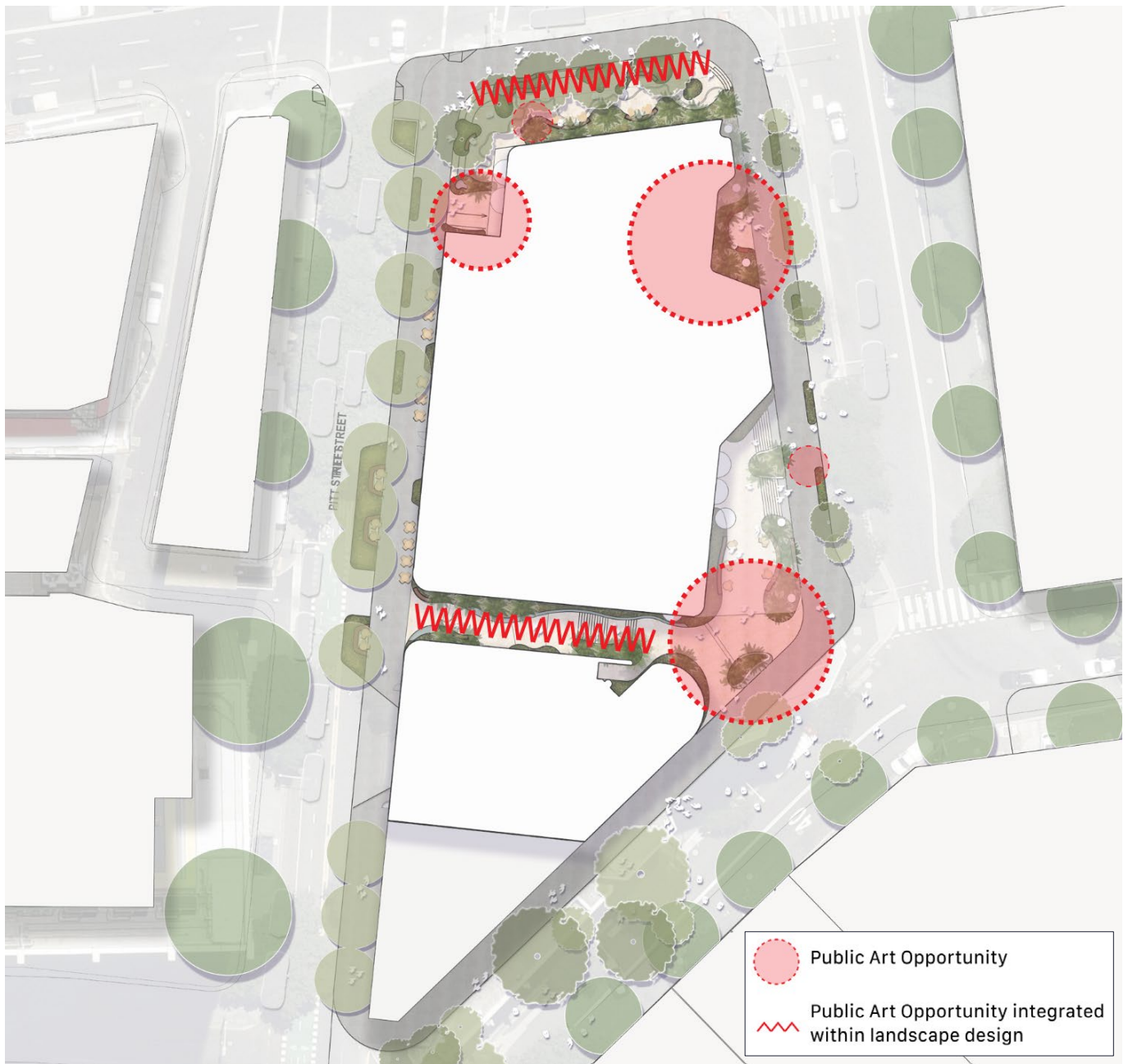


Figure 51 Public Art Strategy

Source: FJC, Arcadia

4.7 Connecting with Country

Pitt & Bridge will seek to connect with the eons held identity of Warrane, interpreting the sacred connections and uses of place throughout the design and planning process. A connecting with Country design strategy has been prepared as part of the Public Domain Concept Plan (**Appendix G**) with the purpose to identify and establish preliminary Indigenous design moves and narratives for development throughout the public domain, publicly accessible areas and facade of the development, as well as establishing a framework for integration throughout all stages of design and construction to ensure the integrity of the original intent is maintained.

The overarching framework for connecting with Country is as follows:

- **Protocol** – Guides and oversees the processes of engagement, implementation and operation.
- **Design** – Embeds Indigenous aspirations and narrative throughout the design, connects with Country and place.
- **Operational Management** – Seeks opportunities for community partnerships and prioritises Aboriginal advancement, particularly Gadigal.

The design framework for Indigenous collaboration is to be built around, informed and governed by protocol developed in collaboration with community leaders, in order to ensure authentic interpretation, as well as maintaining the integrity of the original design intentions throughout all stages of design. To be developed in collaboration with cultural consultants and leaders, our team believes that this process of governance will need to be overseen throughout all stages of the design process by a cultural advisory panel in partnership with the City.

In order to successfully achieve the objectives for connecting with Country, a collaboration process has been prepared which will ensure that connecting with Country will be appropriately considered at each stage of the development from pre-design excellence process to Construction and the Occupation Certificates (refer to **Appendix G**).

4.8 Sustainability

As aforementioned, Pitt & Bridge is envisaged to be an anchor to the green economy with the vision grounded in ensuring its contribution is inherently green and sustainable, aligning with current global sentiment towards sustainable investment around addressing climate change and net zero target dates.

Dexus's sustainability strategy is centred on the principles for responsible investment and holistic value drivers to support meaningful environmental, social, and economic outcomes, by utilising core business and assets, to create greater sustainability impact. To support the Planning Proposal, a Sustainability Strategy has been prepared by Stantec (**Appendix L**). It identifies the sustainability commitments made by Dexus and strategies which can be implemented to contribute to the achievement of subject commitments.

A series of sustainability commitments have been made as part of the (**Appendix D**) which will be administered through VPA and are as follows:

- 5.5 star NABERS Energy Base Building Rating (Commitment Agreement);
- 6-star NABERS Base Building Energy Base Building (Target);
- 4.5-star NABERS Whole Building Water Rating (Target);
- 4-star NABERS Waste (Target);
- 6-star Green Star Buildings v1 certified rating;
- WELL Core Premium (Target);
- 100% renewable energy in operation;
- 100% electric; and
- 100% carbon neutral in operation.

Dexus is committed to delivering a future development which incorporates the above commitments. It is noted that the project has adopted additional sustainability targets beyond the above commitments as detailed in the ESD Strategy (**Appendix L**).

5.0 Public Benefit Offer

A Public Benefit Offer (PBO) accompanies the Planning Proposal at **Appendix D** which has been prepared in accordance with the Guideline. The PBO has been prepared by Dexus with the intent to enter into a Voluntary Planning Agreement (VPA) with the City of Sydney for the purposes of Section 7.7(3) of the EP&A Act.

Dexus's total PBO constitutes a value of approximately \$7,700,000, which is comprised of works in kind for the following:

- \$2,500,000 of works in kind plus dedication of land to deliver new public open space via the proposed Bridge Street Public Plaza.
- \$3,500,000 of works in kind to deliver a new mid-block, publicly accessible through-site link.
- \$1,700,000 of works in kind and operational contributions to deliver and operate a shared loading dock, contained within the basement of the development.

Additional project commitments administered through VPA are as follows:

- Sustainability project certifications and commitments in the development to deliver a world leading sustainable office tower.
- Delivery of \$6,000,000 of public art in the development.

The PBO applies to the Site as described in **Section 2.2**, which is wholly owned by Dexus. It is noted that 58 Pitt Street consists of 33 strata lots within SP57509. Dexus CPA Pty Ltd owns all lots within SP57509. Prior to finalisation of the Sydney LEP 2012 amendment and registration of the VPA on title, landowners consent on behalf of SP5709 will be provided in accordance with the relevant legislative requirements (unless the Strata Plan is dissolved prior).

5.1 Works in Kind

Public Open Space

- **Bridge Street Public Plaza:** Design and construction of a public plaza within the site along Bridge Street, delivered prior to the Occupation Certificate for the building. The land, being a stratum lot (to an agreed height and depth), will be dedicated to the City of Sydney for its civic use as public open space. The plaza will be approximately 245m² in size (subject to final survey), located at the most northern end of the block with an uninterrupted frontage to Bridge Street. The specific details of the Public Plaza will form part of the future Design Competition Brief and will be subject to detailed design development and the principles outlined within the DCP, including having regard to the City's established palette of materials for public domain.
- **Pedestrian Through-Site Link:** Construction of a pedestrian through-site link to facilitate a new east-west connection, linking Bent Street and Pitt Street. This through-site link will be secured via an easement registered on the land title for unrestricted public access but will remain in private ownership. This structure will ensure its upkeep remains the responsibility of the owner without creating further burden on the City's resources. The specific details of the pedestrian through-site link will be subject to detailed design development and the principles outlined within the DCP, which will be supported by an easement plan outlining the parameters of this works in kind contribution.

Neighbourhood Shared Loading Dock

- The Neighbourhood Shared Loading Dock is envisioned as a communal loading dock designed to offer a centralised loading/servicing facility for public use. It will address the shortfall in nearby on-street loading due to the closure of Spring Street, as identified by the City North Public Domain Plan, and thereby remove six existing on-street loading zone spaces within the immediate vicinity of the site.
- The Neighbourhood Shared Loading Dock is considered to offer a benefit to the City in the long term by:
 - Facilitating the reduction of on-street parking, enabling the pedestrianisation of Spring Street, including opportunities for outdoor dining/seating.
 - Minimising on-street loading activities and reducing driveway crossovers, therefore promoting pedestrian and cyclist safety.
 - Maintaining the future viability of neighbouring ground level commercial and retail offerings that may be disadvantaged by the future arrangement of on-street loading infrastructure.

- Enabling adjacent laneways and rear courtyards to be adapted from service lanes to future outdoor public amenity.
- The Neighbourhood Shared Loading Dock will consist of six (6) loading bay spaces that are independent of, and in addition to the determined quantum of loading/servicing requirements at the time of detailed DA stage. The detailed design of the Neighbourhood Shared Loading Dock will be determined at the time of detailed DA and via a dedicated loading dock management plan and will reflect the following principles:
 - Loading arrangements will be generally aligned to Council's on-street conditions on Spring Street which are currently subjected to timed restrictions being 7am to 3.30pm weekdays and 7am to 10am Saturdays.
 - Charges for use will be approximately equivalent to the City's charges for on street loading in Spring Street and the direct operational costs for managing the spaces, (or if Spring Street is closed by the time of Pitt and Bridge construction period, an equivalent street in Central Sydney).
 - A system will be provided by the owner to accommodate bookings and access, including a process to manage after-hours access if required.
 - Spatial requirements including vertical clearance of the loading bays will meet requirements of Section 3.11.13 of the Sydney DCP.
 - Sufficient space will be provided to each bay for the purpose of providing temporary set down areas for the duration of stay.
 - Drivers must adhere to the requirements of a future loading dock management plan to be prepared and its intended use, including completing any required security details to manage access.

5.2 Additional Project Commitments administered through VPA

Sustainability Commitments

- In accordance with the Planning Proposal, Dexu is committed to delivering a future development which incorporates the following:
 - 5.5 star NABERS Energy Base Building Rating (Commitment Agreement).
 - 6-star NABERS Base Building Energy Base Building (Target).
 - 4.5-star NABERS Whole Building Water Rating (Target). - 4-star NABERS Waste (Target).
 - 6-star Green Star Buildings v1 certified rating.
 - WELL Core Premium (Target).
 - 100% renewable energy in operation.
 - 100% electric.
 - 100% carbon neutral in operation.
 - It is noted that the project has adopted additional sustainability targets beyond the above commitments as detailed in the ESD Strategy submitted with the Planning Proposal.

Public Art

- The project will support the continued application of the City's Public Art Strategy & Policy through the offer and commitment to a public art budget of \$6,000,000, delivered in the form of on-site public art installations.

6.0 Part 1 – Objectives and Intended Outcomes

This Planning Proposal has been prepared in accordance with Section 3.33 of the EP&A Act and the DPHI's 'A Guide to Preparing Planning Proposals', which requires the following matters to be addressed:

- **Part 1** – A statement of the objectives and intended outcomes of the proposed instrument.
- **Part 2** – An explanation of the provisions that are to be included in the proposed instrument.
- **Part 3** – The justification for those objectives, outcomes and the process for their implementation.
- **Part 4** – Maps, where relevant, to identify the intent of the Planning Proposal and the area to which it applies.
- **Part 5** – Details of the community consultation that is to be undertaken on the Planning Proposal.
- **Part 6** – A project timeline outlining the key steps and timeframes of implementing the changes.

The following section outlines the objectives and intended outcomes and provides an explanation of provisions in order to achieve those outcomes. The justification and evaluation of impacts is set out in **Section 10.0** of this report.

6.1 Objectives and Intended Outcomes

The intent of the Planning Proposal is to make a site-specific amendment to the Sydney LEP 2012 to permit additional height and floor space on the Site to accommodate employment-generating floor space. More specifically, the objectives and intended outcomes of the Planning Proposal are to:

- Deliver Dexus's vision for the Site and Proposal as a green and global premium grade office tower, constituting a vertical exchange of finance, knowledge sharing, innovation, education, sustainability and wellness and to provide the infrastructure to attract green businesses and talent which are aligned with global sentiment around addressing climate change and resilience;
- Implement the City's vision for the Sydney CBD to accommodate global office towers within an identified area (i.e. tower cluster area) considered suitable for uplift and additional employment generating floor space above the existing controls;
- Capitalise on an unconstrained and large amalgamated site to facilitate a great opportunity for additional employment floor space, thereby promoting the more efficient use of land within an identified tower cluster area already considered suitable for greater uplift;
- Deliver a significant increase in employment capabilities within the vicinity of multiple Sydney Metro stations and other key transport networks (i.e. existing light rail and heavy rail);
- Provide significant public benefits through the creation of diverse community spaces and uses within the building which will serve future workers and visitors, and the creation of a world class public domain on Bridge, Gresham and Spring Streets.
- Further strengthen and protect the commercial core of Global Sydney;
- Provide an improved urban design and pedestrian experience at ground level, with enhanced street activation, the protection of sunlight and appropriate wind conditions; and
- Establish a framework for a future building to achieve design excellence and for the delivery of best-practice sustainable design.

Through the proposed amendments, the Planning Proposal will enable a commercial office tower of an appropriate urban form to be developed on the Site at a maximum height of RL 310m (305m above ground) and 90,000m² of commercial premises GFA, including office premises and retail premises floor space (FSR of 27.4:1).

7.0 Part 2 – Explanation of Provisions

The overarching purpose of this Planning Proposal is to facilitate the redevelopment of the Site for a green and global premium grade office tower which achieves the highest standard of design, provides public benefits in the form of community infrastructure floor space and a rejuvenated public domain, delivers strategic employment floor space and meets world-class sustainability objectives, contributing to Sydney's role as a future leader in the global green economy.

In addition, as a purposefully designed super tower (300m+), it will signal to the world Sydney's position as Australia's global city and provide an anchor to the green economy. Dexus recognises this opportunity Pitt & Bridge provides for the Sydney CBD with its strategy grounded in ensuring the project's contribution is inherently green and sustainable.

The objectives and intended outcomes identified in Part 1 (**Section 6.0**) are intended to be achieved by permitting more height and floor space on the Site through a new site-specific clause within the Sydney LEP 2012 and amendments to the Sydney DCP, as set out below.

7.1 Sydney Local Environmental Plan 2012

The amendments proposed to the Sydney LEP 2012 will be in the form of a new site-specific clause under Part 6, Division 5 (site-specific provisions). The proposed new site-specific clause will be required to nominate:

- That the Site of the Proposal is as follows:
 - 56 Pitt Street, Sydney, being Lot 1, DP 222751;
 - 58 Pitt Street, being Lot 1 to 33, SP 57509;
 - 60 Pitt Street, being Lots 3, 4 and 5, DP 192236; and
 - 3 Spring Street, Sydney, being Lot 1, DP 558106.
- A maximum height of RL 310m (being approximately 305m above existing ground level).
- A maximum GFA of 90,000m² of Commercial Premises floor space.
- That a Proposal must not be for Residential Accommodation or Serviced Apartments.

The proposed new site-specific clause is set out below:

Clause X – Pitt and Bridge Street Precinct

- (1) *The objective of this clause is to encourage land uses other than residential accommodation or serviced apartments.*
- (2) *This clause applies to the following land:*
 - a) *56 Pitt Street, Sydney, being Lot 1, DP 222751, and*
 - b) *58 Pitt Street, being Lot 1 to 33, SP 57509, and*
 - c) *60 Pitt Street, being Lots 3, 4 and 5, DP 192236, and*
 - d) *3 Spring Street, Sydney, being Lot 1, DP 558106.*
- (3) *Despite clause 4.3, development consent may be granted to the erection of a building with a maximum height of RL 310.00 metres.*
- (4) *Despite any other provision of this Plan, a building on land to which this clause applies may have a maximum floor space ratio of 27.4:1, which includes:*
 - a) *mapped floor space ratio under clause 4.4, and*
 - b) *accommodation floor space under clause 6.4, and*
 - c) *an additional site specific floor space ratio amount of 12.4:1; and*
 - d) *an amount of additional floor space, to be determined by the consent authority, of up to 10% if the building demonstrates design excellence within the meaning of clause 6.21D(3)(b).*
- (5) *The floor space permitted in subclause (4) is in addition to any shared loading dock and end of journey floor space for which the building is eligible under clause 6.5A and clause 6.6.*
- (6) *Clause 6.21D(3)(a) does not apply to the development on the subject land to which this clause applies; and*
- (7) *Development consent must not be granted for development under subclause (4) unless the consent authority is satisfied that the building will not be used for the purposes of residential accommodation or serviced apartments.*

7.2 Amendments to the Sydney DCP

To provide certainty of the built form and design outcomes, a site-specific DCP has been prepared and is provided at **Appendix P**. The site-specific DCP will provide further detail and guide the setbacks, tower podium form and other design details in line with those outlined in this Planning Proposal. This section also satisfies clause 7.20 of the Sydney LEP 2012, which requires a site-specific DCP to be prepared for development for the purpose of a new building.

8.0 Part 3 – Justification

8.1 Section A – Need for a Planning Proposal

8.1.1 Q1. Is the Planning Proposal a result of an endorsed local strategic planning statement, strategic study or report?

Central Sydney Planning Strategy

This Planning Proposal also aims to give effect to the following priorities and actions of the endorsed CSPS:

- Growing a stronger, more competitive Central Sydney. This Planning Proposal will:
 - Support increased capacity for economic and employment growth intended in Central Sydney, and its job targets given it is intended to provide for a full commercial development (Action P1.1);
 - Enhance connectivity in Central Sydney by way of a new through-site link (Action P1.4); and
 - Support the vision and implementation of Council's CSPS given it supports greater height and floor space for employment generating uses in line with that anticipated for the Site under the CSPS.
- Creating better buildings and places to reduce emissions and waste and use water efficiently. The Proposal will support a highly sustainable development by targeting sustainability achievements such as 6 Star NABERS Energy Base Building (min. of 5.5 Star to be achieved) and 4.5 Star NABERS Whole Building Water.

City Plan 2036 – Local Strategic Planning Statement

The Proposal aims to give effect to several planning priorities and actions within the City's Local Strategic Planning Statement (LSPS). The City's LSPS (known as City Plan 2036) was endorsed by Council on 17 February 2020, and represents Council's 20-year vision and strategy for the LGA's future direction on infrastructure, liveability, productivity and sustainability.

The LSPS implements the planning priorities and actions identified in the Greater Sydney Regional Plan and Eastern City District Plan at the local level. It is also informed by the City's platform policy Sustainable Sydney 2030, CSPS and Employment Lands Strategy. Importantly, it will underpin any future changes to the City's Local Environmental Plan and Development Control Plan.

The LSPS sets an LGA jobs target of 200,000 by 2036. Central Sydney will accommodate 101,800 of these additional jobs through the implementation of the CSPS and the capacity above the existing planning controls identified within that Strategy expected to deliver 47,000 of these jobs.

The Proposal is in alignment with the LSPS and jobs target, delivering an estimated 6,150 direct jobs in operation as well as 3,660 direct jobs during construction, representing a significant increase above the potential capacity of the existing commercial buildings on the Site or what would be achievable within the existing planning controls.

Council has within its LSPS outlined its strategic and site-specific 'principles for growth' that it will use as a guide in considering Planning Proposals for additional development capacity. The Proposal is consistent with the strategic policy context which confirms consistency with the strategic principles for growth (refer to **Section 9.0**).

In terms of the site-specific principles for growth, the Planning Proposal is also consistent with the LSPS given:

- The Site is located in walking distance to several existing and future public transport services;
- The Proposal will achieve industry leading sustainability standards, including the targeting of high sustainability achievements such as 6 Star NABERS Energy Base Building (min. of 5.5 Star to be achieved) and 4.5 Star NABERS Whole Building Water. ;
- Any negative external impacts can be appropriately mitigated (refer to environmental assessment in **Section 10.0**);
- The Proposal contains employment-generating floor space, which is given strategic preference given the Site's location in the commercial core of the Sydney CBD; and
- The Proposal will provide public benefit through improved pedestrian accessibility, and design and environmental excellence.

8.1.2 Q2. Is the Planning Proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

The Proposal is considered the best way of achieving the objectives and intended outcomes because:

- It seeks to amend the Sydney LEP 2012 to respond to Council's position and framework on unlocking additional height and commercial floor space in Central Sydney for employment generating land uses, and unlocking this in specific tower cluster locations of the Sydney CBD.
- The capacity of the Site (as demonstrated through the environmental analysis in this Planning Proposal) to accommodate employment generating floor space is greater than what is achievable through the tower cluster pathway proposed by Council in its Central Sydney Planning Proposal to give effect to the CSPS.
- The Proposal will give both Council and the landowner certainty as to the development outcomes expected on the Site.
- The Site under the existing controls is limited to an FSR of 12.5:1 (excluding a design excellence bonus and other bonuses). Given the consolidated landholding and unconstrained nature of the Site, redeveloping under the current controls is not considered to achieve, or most appropriately utilise the Site for:
 - A global office tower within an identified tower cluster area as nominated in the CSPS;
 - Strengthening and protecting the commercial core of Global Sydney; and
 - Supporting the provision of A-grade commercial floor plates.

8.2 Section B – Relationship to strategic planning framework

8.2.1 Q3. Will the Planning Proposal give effect to the objectives and actions of the applicable regional, or district plan or strategy (including any exhibited draft plans or strategies)?

Greater Sydney Region Plan – A Metropolis of Three Cities

The *Greater Sydney Region Plan – A Metropolis of Three Cities* (Region Plan) is the overarching strategy for growing and shaping the Greater Sydney Area. It sets a 40-year vision (to 2056) and establishes a 20-year plan to manage growth and change for Greater Sydney in the context of social, economic and environmental matters. The plan was adopted in March 2018, and seeks to reposition Sydney as a metropolis of three cities – the western parkland city, central river city, and the eastern harbour city. In the same vein as the former *A Plan for Growing Sydney*, the Plan provides ten (10) high level policy directions supported by 40 objectives that inform the District Plans, Local Plans and Planning Proposals which follow in the planning hierarchy.

The Proposal is consistent with the following directions under the Plan, which govern growth and development in Sydney, as illustrated in **Table 4** below.

Table 4 Consistency of the Proposal with the Directions of the Greater Sydney Region Plan

Direction	Consistency of the proposal with the Direction
A City supported by Infrastructure	<ul style="list-style-type: none"> • The Proposal supports the delivery of higher capacity development in line with recent infrastructure investment being undertaken by local and State government (i.e. Sydney Metro and Light Rail).
A city for the People	<ul style="list-style-type: none"> • The Proposal will support development capable of achieving high sustainability standards, including the targeting of high sustainability achievements such as 6 Star NABERS Energy Base Building (min. of 5.5 Star to be achieved) and 4.5 Star NABERS Whole Building Water.. • The Proposal supports people to walk, cycle and use public transport through improved pedestrian connections, end of trip facilities and new bicycle parking.
Housing the City	<ul style="list-style-type: none"> • The Proposal seeks to facilitate future commercial development, not residential. • The Proposal seeks to continue the existing use of the Site as a destination for employment and retail. • The Proposal is in full alignment with Council's key policy direction to deliver increased employment opportunities within Central Sydney, reinforcing the City's role as Australia's economic engine and Australia's only global city.
A Well-Connected City	<ul style="list-style-type: none"> • The Proposal will seek to deliver additional commercial floor space and in doing so will connect new jobs to high-capacity transport. This will take advantage of substantial investment in public transport infrastructure, and support the achievement of a '30-minute city'.

Direction	Consistency of the proposal with the Direction
Jobs and Skills for the City	<ul style="list-style-type: none"> The Region Plan recognises that Sydney's greatest economic strength globally and nationally is the concentration of financial services sectors in the CBD, and that the implications of a strong financial sector is a high demand for premium-grade office space and high demand for associated knowledge-intensive industries such as legal, accounting, real estate and insurance. The Proposal is consistent with this objective in seeking to deliver new, premium-grade office space in the heart of Sydney's CBD. In conjunction with commercial office floor space, associated retail will also be delivered that support the diversity of functions in the Sydney CBD and encourage activity at the ground plane.
A City in its Landscape	<ul style="list-style-type: none"> The Proposal does not affect any protected biodiversity or remnant or significant vegetation and offers increased public domain space and planting.
An Efficient City	<ul style="list-style-type: none"> A key initiative of the Proposal is to deliver a more sustainable development than is presently provided, and as such, sustainability targets aligned with world's best practice for ESD have been set as part of a PBO (refer to Appendix D).
A Resilient City	<ul style="list-style-type: none"> The Proposal has sought to minimise exposure to natural hazards by ensuring that future development is not affected by flooding. The environmental initiatives implemented through the development will contribute to enhanced environmental outcomes and seek to mitigate impacts related to climate change.

The Eastern City District Plan

The *Eastern City District Plan* (District Plan) underpins the Region Plan and sets the 20-year vision for the District through 'Planning Priorities' that are linked to the Region Plan. Under the District Plan, the Site is strategically located within the Sydney CBD of the Eastern City and the Eastern Economic Corridor (refer to **Figure 52**). Key priorities of the District Plan which the Proposal gives effect to are elaborated in the following subsections.

[Planning Priority E1 – Planning for a city supported by infrastructure](#)

Objective 4 – Infrastructure use is optimised.

Aligning land use and infrastructure planning ensures that infrastructure is maximised, and that growth and infrastructure provision are aligned. The Proposal for 90,000m² of commercial floor space is aligned with additional public transport capacity being delivered by local and State government. This includes the recently delivered Sydney Light Rail as well as the future Sydney Metro City (due to open in mid-2024), Sydney Metro South-West (due to open in 2025) and Sydney Metro West (due to open in 2032) which will provide stops in immediate proximity to the Site and contributing to its accessibility and suitability as a key employment hub. The Proposal will also facilitate development which will also be subject to contributions to Council for the provision of infrastructure.

[Planning Priority E7 – Growing a stronger and more competitive Harbour CBD](#)

Objective 18 – Harbour CBD is stronger and more competitive

The Proposal will heighten the role and recognition of Sydney as a global business district, by contributing a purposefully designed super tower (300m+), new cutting edge workplace, innovation dynamics and a new ground level CBD experience to increase its business brand to the world (refer to **Appendix O**).

These very attributes will also support the Proposal's vision to become a new global green economy hub and anchor a large and increasingly specialised cluster of financial and technology companies who are engaged with the green economy, aligning with current global sentiment around addressing climate change.

The District Plan also notes that the Sydney (Harbour) CBD is Australia's financial and business capital, contains the largest proportion of headquarters for multinational and national companies, and contains Australia's most significant finance industry cluster. The concentration of this large and specialised financial cluster attracts global talent and investment, but is constrained by the limited capacity for the Sydney CBD to expand and deliver Prime Grade office space. Accordingly, the District Plan recommends that commercial development is supported within the CBD to assist in meeting the 45,000-80,000 future jobs that have been forecast for this region.

The Proposal will deliver additional premium office space within the heart of the Sydney CBD. This proposed increase in commercial floor space also recognises the potential to increase economic activity, driven by the catalytic effect of the enhanced rapid transit network being delivered. This is consistent with the Planning Priority that seeks to safeguard the competitiveness of Sydney in both a domestic and international context.

The Proposal will facilitate a new tower on a large, consolidated site in a strategic location. Firstly, this allows the development of large floor plates which is required by large towers. Secondly, it removes common barriers such as small sites and fragmented ownership structures which commonly inhibit the development of well-planned and designed towers in the CBD, and allows the CBD to reach its full employment generating potential.

[Planning Priority E10 – Delivering an integrated land use and transport planning and a 30-minute city](#)

Objective 14 – A Metropolis of Three Cities – integrated land use and transport creates walkable and 30-minute cities

The '30-minute city' model is a long-term aspiration for Sydney whereby jobs and services and strategic/metropolitan centres are accessible within 30 minutes by public transport. This Proposal is placed to benefit the '30-minute city' model, by providing commercial floor space within a highly accessible location and thereby improving access to jobs.

The Site is considered accessible because it is located:

- Approximately 300m south of Circular Quay which provides access to Sydney's Ferry network, Circular Quay train station and light rail stop;
- In direct proximity to the broader Sydney Light rail network (with the closest stop being positioned approximately 135m west of the Site along George Street) which provides light rail access south to Randwick and Kingsford and west to Dulwich Hill;
- Within 200m of the future Sydney Metro West Hunter Street Station (due to open in 2032) and within 500m of the future Martin Place Sydney Metro City and Southeast Metro Station (due to open in mid-2024);
- Within 300m of Wynyard train station; and
- Directly adjacent to several existing bus stops including along Pitt Street, Gresham Street and Bridge Street fronting the Site.

As such, the Proposal will facilitate employment growth that is supported by strong transport connections, in particular the delivery of new high capacity public transport in the form of Sydney Metro adding greater capacity to the Sydney CBD.

[Planning Priority E11 Growing investment, business opportunities and jobs in strategic centres](#)

Objective 22 – Investment and business activity in centres

The Site is located in the Harbour CBD which is identified as a Metropolitan Centre where employment growth is the principal economic goal for metropolitan and strategic centres. The Proposal supports this goal through the provision of commercial floor space for job growth. It also recognises and has been specifically designed to align with and accommodate the growth of the green finance sector and in particular, the rate of growth in green economy jobs within the Sydney LGA (which is twice of its overall employment).



Figure 52 Eastern City District Structure Plan

Source: Eastern City District Plan, Structure Plan

NSW State Infrastructure Strategy 2018

The *NSW State Infrastructure Strategy 2018-2038* (Infrastructure Strategy) brings together the infrastructure investment and land use planning of the *Future Transport Strategy 2056* (Future Transport) and the Region Plan, and is underpinned Source: by the *State Infrastructure Strategy 2018–2038: Building Momentum* that established a pipeline of investment for infrastructure that is underway or in advanced planning. The Strategy sets out the NSW Government’s vision for infrastructure over the next 20 years, focussing on aligning investment with sustainable growth. For Metropolitan NSW, the primary goal is to provide residents with access to jobs and services within 30 minutes, known as the ‘30-minute city’ model.

The Infrastructure Strategy sets out six (6) directions for infrastructure in NSW, of which the following are relevant:

- Better integrating land use and infrastructure – the Proposal will deliver additional jobs in line with the delivery of Sydney Metro, so that capital investment keeps pace with new jobs.
- Making our infrastructure more resilient – the Proposal will be designed with regard to flooding and other environmental considerations, to ensure that the development is not vulnerable to hazards.

Future Transport Strategy 2056

Future Transport is the 2017 update of the NSW Long Term Transport Master Plan, and superseded the Master Plan. It is a 40-year vision and seeks to ensure that transport planning and land use planning are fully integrated and is based upon the key themes of a productive economy, liveable communities and a sustainable society.

The Proposal will best serve the objectives of Future Transport through:

- Supporting the expansion of the rail system, by providing significant employment opportunities in direct proximity to existing heavy rail stations and future Sydney Metro stations;
- Assisting in unclogging the Sydney CBD transport system by connecting more people to existing heavy rail and future metro rail infrastructure and encouraging patronage of an existing network with spare capacity; and
- Encouraging public transport use by providing significant employment opportunities in close proximity to future Sydney Metro, light rail, heavy rail, bus and ferry services.

8.2.2 Q3a. Does the Proposal have strategic merit?

The Proposal is considered to have strategic merit as it is consistent with the applicable strategic planning framework set by the State Government and by Council. Specifically, the Planning Proposal will facilitate development which:

- The Proposal directly delivers on key policy directions and objectives under the Region Plan and District Plan. It will facilitate a significant commercial development which will provide significant jobs for the city, and contribute to a stronger, more competitive Sydney CBD. The Site is also located in a Metropolitan Centre which is intended to support and prioritise employment growth. The Proposal directly unlocks additional commercial floor space solely for employment generating land uses;
- Supports job growth in a centre already supported by strong public transport, and by direct proximity, will support the expansion of new infrastructure such as Sydney Metro and the Light Rail;
- Will unlock additional employment generating land uses in full accordance with both the LSPS and CSPS;
- Is of a scale to have a positive and catalytic economic impact for the Sydney CBD's growth and economic output and which will serve as an anchor for the green economy.

8.2.3 Q3b. Does the Proposal have site-specific merit?

The Proposal is considered to have site-specific merit because:

- The Site is located within a tower cluster area under the Sydney LEP 2012 (as identified by the CSPS) and is unencumbered by sun access controls unlike large portions of the Sydney CBD. This results in the Site's height only being limited by airspace restrictions (RL 335m). It therefore represents a significant opportunity to deliver additional employment floorspace and achieve the objectives of the CSPS.
- The proposed planning controls (and Proposed Planning Envelope) have been subject to significant testing and are considered suitable for the specific characteristics of the Site. The proposed FSR is also sought following detailed environmental testing in addition to testing of the Indicative Reference Scheme. The envelope has had regard to various environmental factors and is considered to provide an appropriate outcome in terms of wind and sky view factor in particular.
- The Proposal meets the minimum site tests set out in the CSPS and amalgamates a significant landholding within a prominent CBD block. This promotes the orderly and economic planning of a whole city block, allowing for the best possible urban design and public amenity outcome to be delivered, whilst delivering on Council's wider strategic objectives for commercial and employment generating floor space in the CBD.
- In addition to the above, the Proposed Planning Envelope has been subject to a broader environmental assessment (refer to **Section 10.0**). In particular, it has been determined that the existing infrastructure and services on the Site (with augmentation) will be capable of supporting the future redevelopment of the Site. Future development will also be subject to contributions to Council to assist in meeting the infrastructure it generates.
- It is intended to support commercial development within an area of Central Sydney which is predominately commercial in nature, and is intended to remain and concentrate this land use into the future.
- The Proposal has been respectfully designed with its heritage context in mind, ensuring a future building design is capable of respecting and complementing heritage items within the vicinity of the Site.

8.2.4 Q4. Will the planning Proposal give effect to a council's endorsed local strategic planning statement, or another endorsed local strategy or strategic plan?

The Proposal will give effect to Council's LSPS, sustainability strategy, community strategic plan, and CSPS. It is also consistent with the relevant statutory framework.

City Plan 2036 – City Plan 2036 – Local Strategic Planning Statement

The City's LSPS was prepared to provide strategic direction for the City's land use planning in the Sydney LGA. This document provides five (5) areas of strategic direction, of which three (3) are relevant to the Proposal. These are discussed further below:

- **Infrastructure** – This strategic direction seeks to ensure that physical and social infrastructure is provided where it is needed most across the Sydney LGA, which will in turn improve accessibility and resilience of our built environments. Specifically, the Proposal aligns with priority *I2 – Align development and growth with supporting infrastructure*. The Proposal seeks to deliver employment floor space uplift in the vicinity of the Sydney Metro, as well as the existing transport infrastructure network available in Central Sydney.
- **Productivity** – This strategic direction is seeking to increase productivity and protect employment lands and uses in the Sydney LGA. Specifically, *P1 – Growing a stronger, more competitive Central Sydney* is the strategic direction most relevant to the Proposal. In-line with this direction, this Proposal will deliver the potential for flexible commercial floor plates which will increase the amount of floor space available in Central Sydney, promoting diverse economic uses.
- **Sustainability** – This strategic direction intends to ensure that sustainability and efficiency are considered as part of all strategic directions going forward. *S2 – Creating better buildings and places to reduce emissions and waste and use water efficiently* directly relates to the Proposal, as the Proposed Planning Envelope is designed to be able to meet and go beyond the minimum ESD requirements.

Sustainable Sydney 2030-2050, Continuing the Vision

Sustainable Sydney 2030-2050, Continuing the Vision (Sustainability Strategy) is the City's vision for the sustainable development of the City to 2030 and 2050. It includes ten (10) specific targets to achieve a sustainable Sydney, as well as 10 strategic directions to guide the future of the City. The achievement of a number of the targets and strategic directions are supported by this planning Proposal.

Sustainable Development And Design

This Planning Proposal will support a more ecologically sustainable development on the Site. It will support development with a target of achieving a minimum of 5.5 Star NABERS Energy rating (target of 6 Star), 4.5 Star NABERS Water rating and 6 Star Green Star Buildings v1 certified rating. The Proposal is also consistent with the principle of transit-oriented development in that new employment is provided in a highly accessible location thus reducing reliance on private vehicles.

The Proposal will support the following targets and strategies within the Sustainability Strategy:

- **Target 1 – By 2035 we will achieve net zero emissions in the City of Sydney local area.**
- **Target 4 – By 2030 there will be a 15% reduction in waste generated by each person based on 2015 levels. And by 2030 there will be 90% recycling and recovery of residential waste, commercial and industrial waste, and construction and demolition waste, which will be maintained at that level to 2050.**
- **Strategic Direction 2 – A Leading Environmental Planner:** *Our city is part of a decarbonised world. Our communities live in a city that is regenerative and makes a positive contribution to the planet, to society and to individual lives.*
- **Strategic Direction 4 – Design excellence and sustainable development:** *Our city will continue to grow sustainably and with good design. Our communities are inclusive, socially connected and healthy. They are in walkable, well-serviced neighbourhoods that are supported by public transport. We take the impact of climate change into account in the policies that influence development in our city.*

Job Growth

The Proposal will increase the employment capacity of the Site, directly aiding the jobs provision identified in the Sustainability Strategy. It will support a future high-quality urban design outcome that will provide new employment opportunities. The investment into the Site will help contribute to make Sydney attractive to global investors, including through ensuring a global office super tower is delivered on the Site. Further, by executing

the vision for Pitt & Bridge to anchor the green economy, it will further encourage and attract investment in this rapidly growing segment of the economy.

This will support the following targets and strategies within the Plan:

- **Target 5 – By 2036 there will be approximately 700,000 jobs in the City of Sydney local area including 200,000 new jobs compared to 2017.** An increased proportion of all jobs will be secure jobs..
- **Strategic Direction 9 – A transformed and innovative economy:** Our city maintains its position locally, nationally and globally as a destination for business, investment and talent. Innovation is central to the economy and transformation has occurred across all industries. Wealth and benefits are shared equitably.

Walking and Cycling

The Proposal will support a commercial development with significant bicycle storage and end of trip facilities to support the use of cycling within the city. The project will deliver over 800 bicycle parking spaces and end of trip facilities which will support and encourage active modes of transport. This will support the following targets and strategies within the Plan:

- **Target 8 – By 2050 people will use public transport, walk or cycle to travel to and from work.** This includes 9 out of 10 people working in the city centre and 2 out of 3 people working in the rest of the local area.
- **Strategic Direction 5 – A city for walking, cycling and public transport:** Our city has more public transport and zero-carbon vehicles and more people choose to walk and ride bikes. The city is greener and calmer with more space for people on the streets.

Activation

The mix of commercial uses proposed will continue to significantly improve the level of interaction within the northern part of the CBD. This will support the following targets and strategies within the Plan:

- **Target 9 – By 2030 every resident will be around a 10-minute walk to what they need for daily life.**
- **Strategic Direction 3 – Public places for all:** Our city has more places for people who live, work, invest and visit here. The history of our city and connections to Aboriginal and Torres Strait Islander peoples is evident in our public places. The city centre is inviting, clean and safe by day and night. At its heart are creativity and public art. Our local main streets are thriving hubs with their own distinctive characters.

Central Sydney Planning Strategy (CSPS)

The CSPS is the guiding strategic document for Central Sydney over the coming 20 years. Along with this Strategy accompanied a Planning Proposal which subsequently amended the Sydney LEP 2012 2 and the DCP to convert the intent of the CSPS into formulated statutory controls and development guidelines.

Council identified a jobs gap of some 40,000-85,000 under the previous development controls, which equated to some 800,000sqm to 1.7million sqm of lost floor space potential. The CSPS responds accordingly with then (10) key moves and an overall emphasis to position and strengthen Sydney as Australia's leading global city. The Proposal responds directly to the CSPS and supports a number of these key moves:

Key Move 1 – Prioritise employment growth and increase capacity

This Planning Proposal will facilitate the delivery of 90,000m² of commercial floor space. It does not propose floor space intended for residential or serviced apartment use. The Proposal therefore supports the delivery of new commercial floor space for employment use, to support the anticipated jobs growth in Central Sydney.

Key Move 4 – Provide for employment growth in new tower clusters

The Site is located in one (1) of five (5) tower cluster areas identified by the CSPS (refer to **Figure 3**). Tower cluster sites are less constrained by sun access planes and are considered capable of achieving greater height and density than the planning controls would ordinarily permit. The aim is to create growth opportunities for employment floor space, promote the efficient use of the land and encourage innovative design. The Proposal is consistent with this because:

- It will support a commercial tower at RL 310 (being a height of approximately 305m above ground level) with 90,000m² of commercial floor space which enables increased growth opportunities for employment floor space. Given it provides floor space above that available which would be ordinarily available to the Site, it is considered an efficient use of the Site.
- The intent is to undertake an Invited Architectural Design Competition on the Site (refer to **Appendix C**) to create a highly innovative and sustainable building.

Key Move 5 – Ensure infrastructure keeps pace with growth

The investment being made by the NSW Government with both the Sydney Light Rail and the Sydney Metro project will cut travel times, reduce congestion and deliver substantial and long lasting economic and social benefits. These major infrastructure projects respond to historic growth pressures across Sydney and seek to strengthen Sydney as a true Global city. The Proposal supports this investment by concentrating jobs close to these investments and through the delivery of community infrastructure to support a growing employment population and provide visitor attractions.

Further, the future DA will incorporate the relevant development contributions payable that will enable the delivery of infrastructure in accordance with government vision and objectives.

Key Move 6 – Move towards a more sustainable city

The Proposal will facilitate a sustainable commercial super tower, achieved by the targeting of high sustainability achievements. Dexus is committed to delivering a future development which incorporates the following:

- 5.5 star NABERS Energy Base Building Rating (Commitment Agreement).
- 6-star NABERS Base Building Energy Base Building (Target).
- 4.5-star NABERS Whole Building Water Rating (Target).
- 4-star NABERS Waste (Target).
- 6-star Green Star Buildings v 1 certified rating.
- WELL Core Premium (Target).
- 100% renewable energy in operation.
- 100% electric.
- 100% carbon neutral in operation.

To support the Planning Proposal, a Sustainability Strategy has been prepared by Stantec (**Appendix L**). In addition to identifying the sustainability commitments made by Dexus, it identifies strategies which can be implemented to contribute to the achievement of subject commitments.

Key Move 9 – Reaffirm commitment to design excellence

Dexus has a strong commitment to achieving design excellence. This will be achieved through an Invited Architectural Design Competition as detailed within the Design Excellence Strategy included at **Appendix C**.

8.2.5 Q5. Is the Planning Proposal consistent with applicable State Environmental Planning Policies?

The compliance of the Proposal with the relevant State and regional policies is discussed in **Table 5** below.

Table 5 Consistency with applicable State Environmental Planning Policies

Legislation	Consistency	Applicable to Planning Proposal?
State Environmental Planning Policy—(Resilience and Hazards) 2021	Chapter 4 of <i>State Environmental Planning Policy (Resilience and Hazards) 2021</i> (Resilience and Hazards SEPP) relates to the remediation of land with Section 4.6 requiring the consent authority to consider any contamination on the Site and if it can be made suitable for the future development as part of a future detailed DA.	No
State Environmental Planning Policy (Transport and Infrastructure) 2021	Section 2.99 of the <i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i> (Transport and Infrastructure SEPP) would apply to a future Detailed DA for the Proposal as it would include excavation above a Sydney Metro Tunnel (refer to Appendix A). As part of a future DA for the Proposal, the consent authority must notify Sydney Metro within 7 days after the application is made and consider any response provided by Sydney Metro. Section 2.122 and Schedule 3 of the Transport and Infrastructure SEPP will apply to a detailed DA for the Proposal as it will exceed 10,000m ² of commercial floor space. As part of a future DA for the Proposal, the consent authority must notify Transport for NSW (TfNSW) within 7 days after the application is made and consider any response provided by TfNSW.	No

Legislation	Consistency	Applicable to Planning Proposal?
State Environmental Planning Policy (Sustainable Buildings) 2022	<p>Chapter 3 of the <i>State Environmental Planning Policy (Sustainable Buildings) 2022</i> (Sustainable Buildings SEPP) relates to non-residential development with Section 3.2 outlining matters that the consent authority must consider and requiring the quantification of the embodied emission of the Proposal at the detailed DA stage.</p> <p>The Proposal is capable of achieving compliance with the matters identified in Section 3.2(1) of the Sustainable Buildings SEPP through the commitment to high sustainability targets as part of the PBO (refer to Appendix D).</p>	No

8.2.6 Q6. Is the Planning Proposal consistent with the applicable Section 9.1 Directions?

The Proposal is consistent with applicable Ministerial Directions, identified as s.9.1 directions. An assessment of the Proposal against applicable section 9.1 Directions is set out in **Table 6** below.

Table 6 Consistency of the planning Proposal with the relevant Section 9.1 Directions

Ministerial Direction	Consistency			Comment
	Yes	No	N/A	
1. Planning Systems				
1.1 Implementation of Regional plans	✓			As demonstrated in Section 8.2.1 , the Proposal is consistent with the Greater Sydney Regional Plan.
1.2 Development of Aboriginal Land Council Land			✓	Not applicable.
1.3 Approval and Referral Requirements	✓			The Proposal is not designated development, and it would not require the concurrence of the DPHI.
1.4 Site Specific Provisions			✓	The Planning Proposal will not result in any unnecessarily restrictive site-specific planning controls.
1.4A Exclusion of Development Standards from Variation				Not applicable.
1. Planning Systems Place-based				
1.5 Parramatta Road Corridor Urban Transformation Strategy			✓	Not applicable.
1.6 Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan			✓	Not applicable.
1.7 Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan			✓	Not applicable.
1.8 Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan			✓	Not applicable.
1.9 Implementation of Glenfield to Macarthur Urban Renewal Corridor			✓	Not applicable.
1.10 Implementation of Western Sydney Aerotropolis Interim Land Use and Infrastructure Implementation Plan			✓	Not applicable.
1.11 Implementation of Bayside West Precincts 2036 Plan			✓	Not applicable.

Ministerial Direction	Consistency			Comment
	Yes	No	N/A	
1.12 Implementation of Planning Principles for the Cooks Cove Precinct			✓	Not applicable.
1.13 Implementation of St Leonards and Crows Nest 2036 Plan			✓	Not applicable.
1.14 Implementation of Greater Macarthur 2040			✓	Not applicable.
1.15 Implementation of the Pyrmont Peninsula Place Strategy			✓	Not applicable.
1.16 Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan			✓	Not applicable.
1.17 Implementation of the Bays West Place Strategy			✓	Not applicable.
1.18 Implementation of the Macquarie Park Innovation Strategy			✓	Not applicable.
1.19 Implementation of the Westmead Place Strategy			✓	Not applicable.
1.20 Implementation of the Camellia-Rosehill Place Strategy			✓	Not applicable.
1.21 Implementation of the South West Growth Area Structure Plan			✓	Not applicable.
1.22 Implementation of the Cherrybrook Station Place Strategy			✓	Not applicable.
3. Biodiversity and Conservation				
3.1 Conservation Zones			✓	Not applicable.
3.2 Heritage Conservation			✓	<p>The objective of section 9.1 direction 2.3 is to conserve items, areas, objects and places of environmental heritage significance and indigenous heritage significance. Whilst there are no listed heritage items on the Site itself, there are a number of heritage items located in close proximity.</p> <p>The Proposal, as revised following consultation with the City and the DAP, provides for further built form outcomes that respond to the surrounding heritage buildings. This includes the proposed 8m setback of the Proposed Planning Envelope to Bridge Street and reducing the podium height along Bridge Street. The Heritage Impact Statement (Appendix H) justifies these measures and details that there will be a negligible impact to heritage surrounding the Site.</p>
3.3 Sydney Drinking Water Catchments			✓	Not applicable.
3.4 Application of E2 and E3 Zones and Environmental Overlays in Far North Coast LEPs			✓	Not applicable.
3.5 Recreation Vehicle Areas			✓	Not applicable.
3.6 Strategic Conservation Planning			✓	Not applicable.

Ministerial Direction	Consistency			Comment
	Yes	No	N/A	
3.7 Public Bushland			✓	Not applicable.
3.8 Willandra Lakes Region			✓	Not applicable.
3.9 Sydney Harbour Foreshores and Waterways Area			✓	Not applicable. The Site is not located in or does not directly adjoin land within the Sydney Harbour Foreshores and Waterway Area.
3.10 Water Catchment Protection			✓	Not applicable.
4. Resilience and Hazards				
4.1 Flooding	✓			A Flood Risk Management Report has been prepared by Stantec (Appendix K) that concludes that the impacts as a result of the Proposal are minimal and localised along the street network. There are no increases in flood hazard as a result of the development. The Proposal complies with the flood planning levels as set out in City of Sydney Council's Interim Floodplain Management Policy.
4.2 Coastal Management			✓	Not applicable.
4.3 Planning for Bushfire Protection			✓	Not applicable.
4.4 Remediation of contaminated land			✓	Not applicable. An assessment of the contamination of the Site will be subject to a future detailed site investigation and potential remediation action plan as part of a future detailed DA.
4.5 Acid Sulfate Soils	✓			In accordance with Sydney LEP 2012, the Site is classified as part Class 2 and part Class 5 Acid Sulfate Soils. At the time of any future DA, the need for an Acid Sulfate Soils Management Plan will be addressed.
4.6 Mine Subsidence and Unstable Land			✓	Not applicable.
5. Transport and Infrastructure				
5.1 Integrating Land Use and Transport	✓			The Proposal will take advantage of the Site's strategic context within the Sydney CBD providing new employment in a highly accessible transport location. Specifically, it will utilise the development of Sydney Metro City and South-West, and Sydney Metro West.
5.2 Integrating Land Use and Transport	✓			
5.3 Development Near Regulated Airports and Defence Airfields	✓			<p>The Proposal supports the development of a tower up to RL 310 (approximately 305m above ground level). As this would encroach into the Obstacle Limitation Surface (OLS) (RL 156), Direction 5.3 applies. This direction requires that Council must obtain permission from the relevant Department of the Commonwealth, or their delegate, prior to undertaking community consultation.</p> <p>Whilst not technically consistent with this direction, the Proposal is considered to be supportable/justified given that there are a significant number of towers surrounding the Site that already or will protrude into the OLS (refer to Figure 18). It is noted that the</p>

Ministerial Direction	Consistency			Comment
	Yes	No	N/A	
				Proposal does not exceed the Procedures for Air Navigation Surfaces-Aircraft Operations (PANS-OPS) level of RL 335.2.
5.4 Shooting Ranges			✓	Not applicable.
6. Housing				
6.1 Residential Zones			✓	Whilst residential uses are permissible in the zone, no residential uses are proposed as the proposed commercial use of the Site more appropriate and consistent with the CSPS.
6.2 Caravan Parks and Manufactured Home Estates			✓	Not applicable.
7. Industry and Employment				
7.1 Employment Zones	✓			In accordance with the objectives of the direction, the Proposal will facilitate: <ul style="list-style-type: none"> • Employment growth on an established site, appropriate to the Sydney CBD context; • The retention of the Site for employment purposes by intending to redevelopment it for commercial purposes; and • Provide a land use (commercial) which directly supports the primary function and ground of the Sydney CBD in accordance with the CSPS.
7.2 Reduction in non-hosted short term rental accommodation period			✓	Not applicable.
7.3 Commercial and Retail Development along the Pacific Highway, North Coast			✓	Not applicable.
8. Resources and Energy				
8.1 Mining, Petroleum Production and Extractive Industries			✓	Not applicable.
9. Primary Production				
9.1 Rural Zones			✓	Not applicable.
9.2 Rural Lands			✓	Not applicable.
9.3 Oyster Aquaculture			✓	Not applicable.
9.4 Farmland of State and Regional Significance on the NSW Far North Coast			✓	Not applicable.

8.3 Section C – Environmental, Social and Economic Impact

8.3.1 Q7. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or the habitats will be adversely affected as a result of the Proposal?

No. The Proposal is unlikely to result in any impact on critical habitat or threatened species, populations or ecological communities or their habitats, given the Site's highly urban context with Sydney. The Site is devoid of any vegetation.

8.3.2 Q8. Are there any other likely environmental effects as a result of the Planning Proposal and how are they proposed to be managed?

A detailed assessment of the environmental effects as a result of the Planning Proposal is identified in **Section 10.0**. Relevant management measures are identified where appropriate and, on this basis, no unacceptable impacts are likely to result from the Proposal or future development on the Site.

8.3.3 Q9. Has the Planning Proposal adequately addressed any social and economic effects?

Yes. The social and economic impacts arising from the Proposal is identified in **Section 10.0**. The social and economic impacts will be positive with the Economic Contribution Analysis in **Appendix O** prepared by EY, the Pitt and Bridge's gross contributions (direct and indirect) to the economy can be summarised as follows:

- \$1.35 billion in value added to the Central Sydney economy over the construction period;
- \$4.3 billion each year in value add to the Central Sydney economy during operation from incremental economic activity enabled at the Site;
- \$630 million in labour income over the construction period;
- \$1.7 billion in wages per year generated; and
- \$431 million (at least) of net additional public value created over the life of the project.

8.4 Section D – State and Commonwealth interests

8.4.1 Q10. Is there adequate public infrastructure for the Planning Proposal?

The Proposal will see the delivery of a commercial development on the Site. Given the Site's location, it is expected that the Site's infrastructure is capable of accommodating, or can be augmented to accommodate, such development. The proposed development will give effect to the *Future Transport Strategy 2056* and provide significant employment opportunities which can be serviced through the existing network of existing and future transport infrastructure which is and will be in immediate proximity to the Site. This includes notably the recently completed Sydney Light Rail network and the future Sydney Metro City and Southeast, and Sydney Metro West. Furthermore, the *Central Sydney Development Contributions Plan 2020* also identifies that significant infrastructure has already been delivered in Central Sydney, with the Proposal being part of the planning growth this plan was prepared for.

The Proposal also includes delivery of public benefits that will offset the additional demands of the development on local infrastructure and will be subject to contributions to support the provision of infrastructure arising from the development.

The Proposal will provide new publicly accessible open space together with an activated lane and through-site link. It will also provide extra patronage for the existing public transport network, will take advantage of the new light rail infrastructure recently delivered nearby the Site and also leverage off the future Sydney Metro.

8.4.2 Q11. What are the views of state and Commonwealth public authorities consulted in accordance with the Gateway determination?

Given the nature of the Proposal it is not expected that referral to any State or Commonwealth agency would be required (except potentially to the federal Department of Infrastructure and Regional Development – refer to **Section 10.15** for details).

Input from Transport for NSW (for traffic generating purposes – Transport and Infrastructure SEPP Clause 2.122) will be required as part of the determination of any future Development Application for the Site.

Likewise, referral to Transport for NSW (Sydney Metro Authority) may also be required as part of the processing and assessment of a future detailed DA on the Site given that the Sydney Metro runs under the northern portion of the Site.

Where necessary, further consultation with relevant authorities will be undertaken as required in accordance with the Gateway determination. State and Commonwealth authorities will have the opportunity to provide comments on the Planning Proposal as part of its formal exhibition.

9.0 Guideline for Site Specific Planning Proposals in Central Sydney

The Guideline was prepared to guide the preparation of site-specific Planning Proposals to determine additional height and floor space accessible consistent with the nine (9) aims of the CSPS. In December 2020, Council adopted the Guideline as the primary guide for the preparation of Planning Proposals in Central Sydney.

The Guideline outlines the methodology for determining a possible maximum planning envelope as well as the minimum submission requirements for a Planning Proposal including requirements for:

- Understanding the unique opportunities of the proposition;
- Using land efficiently;
- The walking space guide; and
- Site testing (including wind and daylight).

This section provides an assessment of the Proposal against the Guideline in the following subsections.

9.1 Minimum Site Tests

An assessment of the Proposal against the minimum site tests of the Guideline is provided in **Table 7** below.

Table 7 Assessment Against The Guideline Minimum Site Tests

Minimum Site Test	Assessment	Complies
<i>Land Use</i>	No residential or serviced apartment uses are proposed.	✓
<i>Erection of a Tall Building</i>	The Site area is 3,288m ² .	✓
<i>Height of Buildings</i>	The Proposed Planning Envelope has been developed in accordance with the procedures in the Guideline.	✓
<i>Protection of Public Views</i>	The Site is unencumbered by public view protection planes and as such does not impact on views to protected places.	✓
<i>Floor Space Ratio</i>	The proposed FSR has been rigorously tested and developed in accordance with the procedures in the Guideline.	✓
<i>Ecologically Sustainable Development (ESD)</i>	As discussed in Section 10.7 , the Proposal achieves the target sustainability requirements of the Guideline.	✓
<i>Heritage Floor Space</i>	The Proposal will be subject to heritage floor space requirements as per Clause 6.10 and 6.11 of the Sydney LEP 2012.	✓
<i>Heritage Conservation</i>	The Site does not contain a heritage item.	✓
<i>Design Excellence</i>	An Invited Architectural Design Competition is to be undertaken in accordance with the Design Excellence Strategy (Appendix C).	✓
<i>Car Parking</i>	The Proposal envisages parking compliance with the Sydney LEP 2012 as demonstrated by the Indicative Reference Scheme.	✓
<i>Affordable Housing</i>	A condition may be imposed by Council at the detailed DA stage in accordance with Clause 7.13 of the LEP requiring a contribution to affordable housing.	✓
<i>Section 61 Contributions or Central Sydney Contributions Plan 2020</i>	Contributions under the <i>Central Sydney Contributions Plan 2020</i> will apply following the determination of a future detailed DA for the project.	✓

9.2 Height

The CSPS provides opportunities for tall buildings to be built to greater heights on appropriate sites where no additional overshadowing will occur to identify public spaces during protected times and where the safe and efficient operation of Sydney Airport is maintained.

The Guideline requires proponents to undertake site testing through an envelope analysis to address overshadowing, public view impact, Sydney Airport Prescribed Airspace (refer to **Figure 53**), wind and daylight impact.

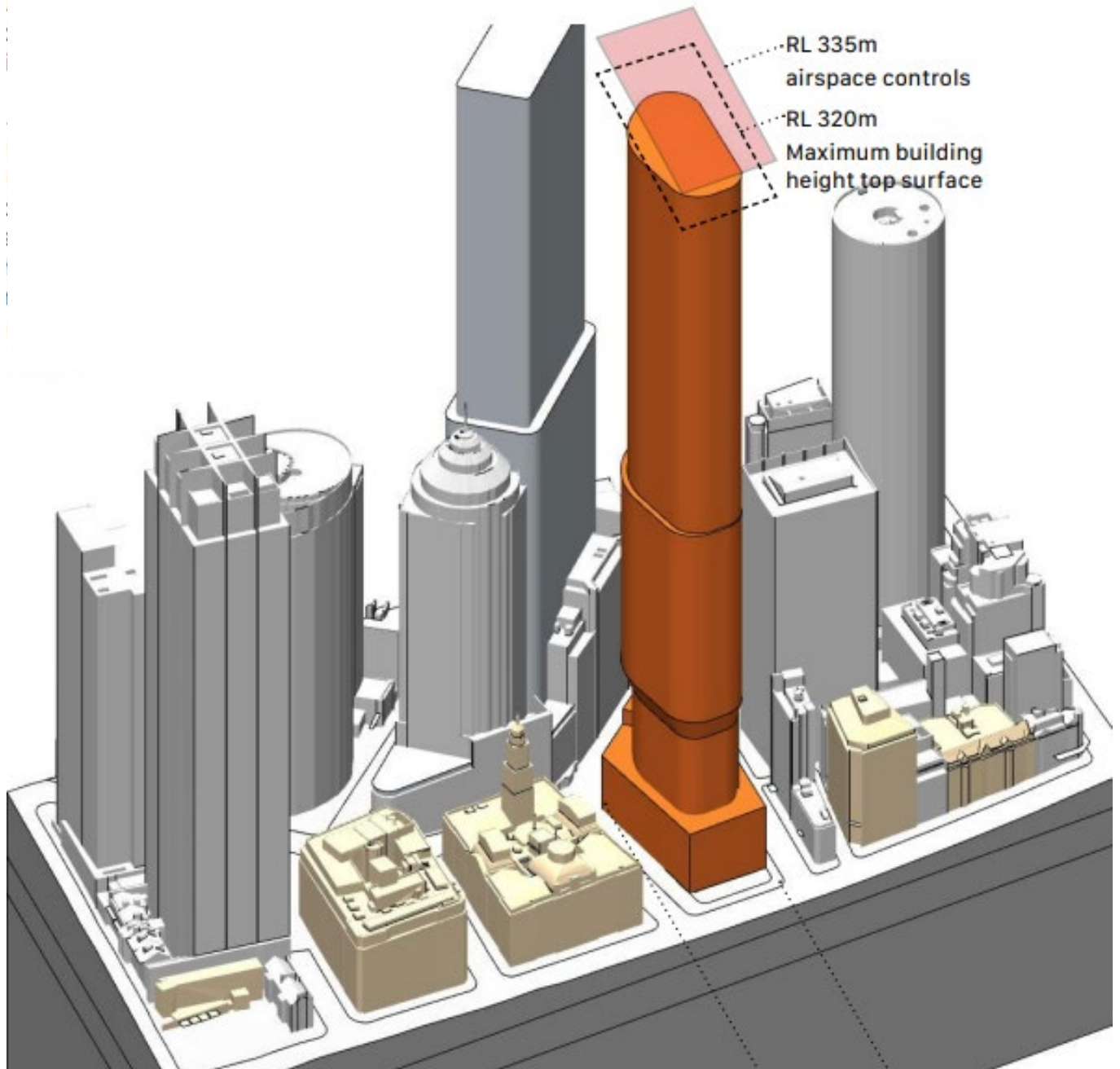


Figure 53 Tower Height Limits

Source: FJC

The Guideline requires a number of submission requirements in order to ensure the Proposal addresses overshadowing, public view impact, Sydney Airport Prescribed Airspace, wind and daylight impacts. The Proposal provides all required analyses and studies as required by the Guideline as set out in **Table 8** below.

Table 8 Guideline Submission Requirements

Matters for Consideration	Assessment
Overshadowing of Protected Public Spaces	The Site is located within a tower cluster area under the Sydney LEP 2012 and is unencumbered by shadow controls to protect sunlight to public places.
Public View Protection Planes	The Site is unencumbered by public view protection planes and as such does not impact on views to protected places.
Sydney Airport Prescribed Airspace	<p>Clause 7.16 of Sydney LEP 2012 requires that the consent authority must not grant development consent if the relevant Commonwealth body advises that the development will penetrate the Limitation or Operations Surface and should not be constructed. In effect, the consent authority will require the Federal Department of Infrastructure and Regional Development to authorise the penetration of the Obstacle Limitation Surface (OLS) prior to determination of the future detailed DA. The applicable OLS applying across the Sydney CBD is 156m AHD.</p> <p>The proposed HOB control will result in a tower that will penetrate the OLS and therefore will require approval as a controlled activity under the <i>Airports Act 1996</i>. Given that the Sydney LEP 2012 already enables a potential tower of some 235m on the Site and in light of recently approved tall towers to the north (refer to Figure 18), it is considered that the aviation approval required in the future will be forthcoming.</p>
Wind Tunnel Testing	A Wind Environment Study has been prepared by MEL Consultants and included at Appendix I . It has been prepared by a suitably qualified wind specialist and details the findings of wind tunnel testing conducted in accordance with Schedule 12 of Sydney DCP. The study demonstrates compliance with the wind equivalency test criteria at all locations surrounding the Site.
Wind and Daylight Equivalence Test	<p>The Guideline requires that where variations are proposed to Sydney DCP controls such as minimum street setbacks, minimum side and rear setbacks, street wall heights, building form separations and tapering controls, an assessment of the Proposal against Procedure B of Schedule 12 of the Sydney DCP is required. Procedure B of Schedule 12 provides a procedure to be followed to establish a 'base case' envelope, which is used as the basis to measure the wind and daylight performance of the proposed envelope. The Proposed Planning Envelope (with variations) must achieve equivalency (or improvement) with respect to daylight and wind performance compared to the 'base case' envelope.</p> <p>The Proposal seeks variations to the Sydney DCP built form controls. Accordingly, a 'base case' envelope has been established in accordance with Procedure B of Schedule 12 of the DCP, and assessments of the Proposed Planning Envelope against the wind and daylight equivalence tests of Schedule 11 are provided in Section 10.0.</p>

9.3 Floor Space Ratio

The Guideline enables sites to increase their maximum FSR as determined in compliance with a number of matters for consideration as set out in the Guideline. These matters constitute a process which is to be followed to determine an FSR control. An assessment of the Proposal against the matters for consideration in establishing an FSR control as set out in the guideline is provided in **Table 9** below.

Table 9 Assessment against matters for consideration in establishing an FSR control

Matters for Consideration	Assessment
Podium and Tower Forms	The Proposal constitutes a tower and podium form with the street frontage height of the Proposal determined having regard to the Sydney DCP. The Proposed Planning Envelope has been tested against the relevant requirements of Schedule 12 of the Sydney DCP and results in an improved (equivalent) outcome, as discussed in Section 10.0 .
Roof/Construction Zones	The proposed HOB of the Proposed Planning Envelope (RL 310) is situated below the PANS-OPS height (RL 335.2). The requirement for the project to be constructed without penetrating PAN-OPS has been thoroughly and resulted in a planning envelope that does not exceed the PAN-OPS. For further detail, refer to the Urban Design Report (Appendix A).

Floor to Floor Heights

The Indicative Reference Scheme assumes a 3.85m floor to floor for typical commercial floors throughout the tower and podium. A consistent floor to floor height must be used due to the lifting strategy for a building of this size and scale, which includes double-stacked lift cars which therefore require a standard floor to floor height.

The Indicative Reference Scheme maintains an open and active ground plane through a series of double height spaces from Ground Level to Level 3, to create a grand lobby space, achieving a greater overall allowance of floor to floor height than the Guideline.

It is noted that the project is to be subject to an Invited Architectural Design Competition with the Proposed Planning Envelope enabling alternative solutions to that of the Indicative Reference Scheme.

Vehicle Access, Servicing and Services at Ground Level

The Indicative Reference Scheme proposes a consolidated and single vehicular access point from Pitt Street providing access to the loading dock and basement. The proposed Site Specific DCP (**Appendix P**) includes a requirement for basement vehicular access to be via Pitt Street only.

Plant

Four (4) full floor plant levels are provided within the tower of the Indicative Reference Scheme (Levels 14, 33, 51 and 69), each with a height range of between 9.25m and 9.85m which is greater than the 6m requirement as stipulated by the Guideline. The Indicative Reference Scheme therefore demonstrates that the Proposed Planning Envelope can achieve a compliant solution.

Architectural Articulation

The Indicative Reference Scheme constitutes 90% of the Proposed Planning Envelope, with 10% of the envelope free of floor space to accommodate architectural articulation.

This articulation percentage will provide ample opportunity for competitors through the design competition to achieve design excellence. The Proposed Planning Envelope is such that other (defined) opportunities for articulation are present, including the new Bridge Street Public Plaza and the proposed indent at the junction of the podium and tower.

Core

The Indicative Reference Scheme constitutes an efficient floor plate with the following core exclusions, achievable through a detailed lifting strategy developed closely with lifting experts and FJC:

- Highly efficient floor plate is achieved by the double decker lifts scheme;
- 26.1% core area in mid-rise commercial floor;
- 23.47% core area in high-rise commercial floor; and
- 17.46% core area in sky-rise commercial floor.

For further information, refer to the Urban Design Report (**Appendix A**)

Balconies

The Indicative Reference Scheme includes a wintergarden/green wall vertical expression maximising the eastern exposure and opportunity for vertical greening of the tower in a suitable location conducive to plant growth. These areas are excluded from GFA.

10.0 Environmental Assessment

This section provides an environmental assessment of the Proposed Planning Envelope, and Indicative Reference Scheme which forms a 'proof of concept' within the controls.

10.1 Built Form and Urban Design

The Proposed Planning Envelope is well suited to the prominent location of the Site and appropriately responds to the Site's size and dimensions, the surrounding built form context, and the Site's heritage context. It achieves a balance between providing for internal functionality and external aesthetics that will significantly improve the existing streetscape and deliver on the aspirations of the CSPS. The Urban Design Report prepared by FJC (**Appendix A**) details the design approach towards the redevelopment of the Site and describes the key built form parameters which are assessed in the following subsections.

10.1.1 Ground Plane

Whilst the Proposed Planning Envelope is generally built to the Gresham Street and Pitt Street boundaries as envisaged by the Sydney DCP, it provides an 8m street level setback to Bridge Street taking the surrounding context and aspiration to create an amenity rich and activated public domain. This move will widen the public domain, providing the opportunity for the ground floor plane in this location to be publicly accessible, and to allow the entry to serve as a civic gateway from the north (refer to **Figure 42**). In addition, it will:

- Create new view line opportunities to the heritage items to the east and west along Bridge Street;
- Provide a point of differentiation from the alignment of the sandstone buildings to the east which are built to the street alignment, highlighting their importance as a significant collection of buildings; and
- Provides opportunities for additional daylight at ground level and promotes a sense of openness, and a human scale, to the street.

Further, the environmental impacts of the setback have been assessed and demonstrate that the space is suitable for public use.



Figure 54 Perspective Render of the Indicative Reference Scheme along Bridge Street

Source: Dexus

10.1.2 Podium

The height of the podium envelope has been set with regard to the Site's surrounding built form context, which is characterized by a variety of street frontage heights. The northern section of the Site (56 Pitt Street) falls within the Bridge Street Special Character Area which requires a maximum podium height to Bridge Street and for parts of Pitt Street and Gresham Street (for a distance of 25m) of 25m, and a maximum 45m street frontage height for the remainder of the Site within the Special Character Area.

The street frontage height of the Proposed Planning Envelope varies from the Special Character Area podium height control, being RL 32.91m with the exception of the southern portion of the Site adjoining the heritage building at 62 Pitt Street which proposes a podium height of RL 39.50m. This is justified as the street frontage height has considered the four (4) blocks to the east of the Site along Bridge Street which contain significant sandstone buildings of varying heights.

As illustrated in **Figure 55**, it is proposed that the northern section of the podium aligns with the top of the original Lands Department building parapet to the east. While, as illustrated in **Figure 56**, the southern portion of the podium envelope has a height which aligns with the former Liverpool & London & Globe building at 62 Pitt Street. This approach ensures a contextual response to the surrounding built form context, ensuring the podium relates in scale to the buildings surrounding it (refer to **Figure 57**).

It is also noted that the Bridge Street podium provides a setback greater than the 3m requirement as stated in the Sydney DCP. An 8m setback is proposed which will allow the creation of a new quality public space to Bridge Street whilst also increasing views to the surrounding heritage buildings (refer to **Figure 57**).

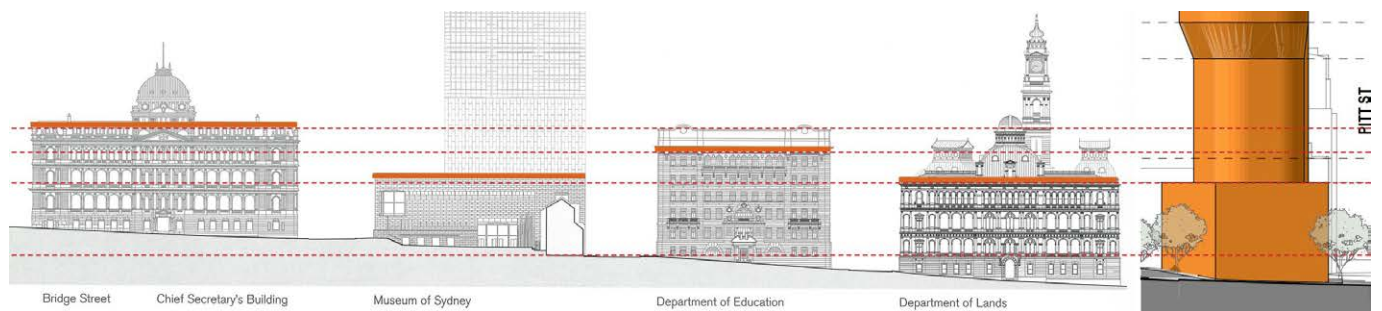


Figure 55 Comparison of Building Height context along Bridge Street to the Proposed Planning Envelope

Source: FJC

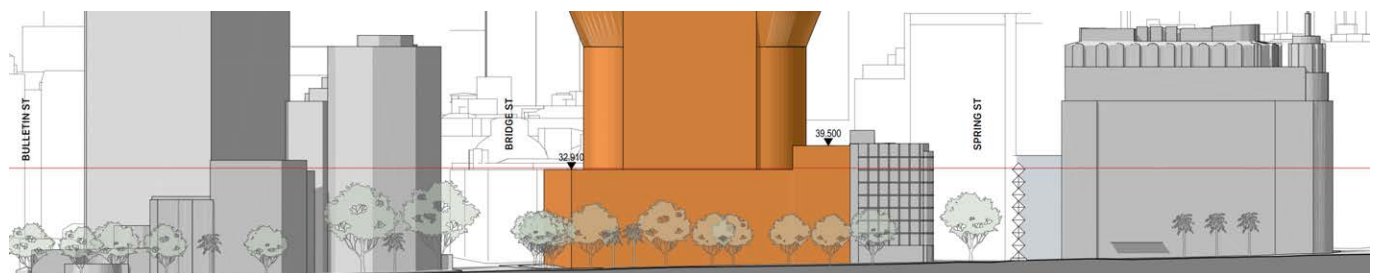


Figure 56 Comparison of Building Height context along Pitt Street to the Proposed Planning Envelope

Source: FJC

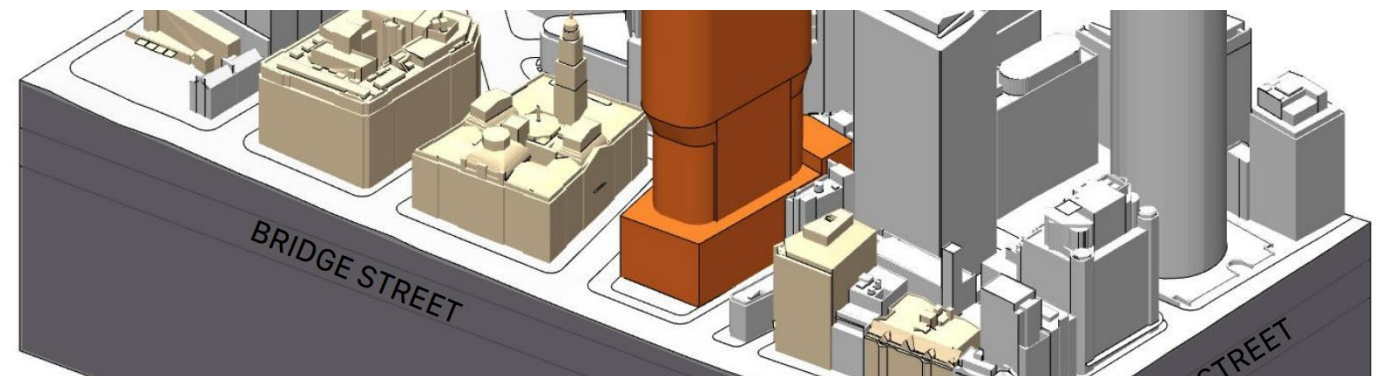


Figure 57 Axonometric View of the Proposed Podium Envelope in the Surrounding Context

Source: FJC

10.1.3 Tower Setbacks

The proposed tower envelope setbacks have been developed through a detailed analysis of the Sydney DCP controls for setbacks, separation and tapering, as well as the Site's specific characteristics and the surrounding context. The proposed setbacks have also been driven by the vision for Pitt & Bridge to deliver a premium, contemporary workplace with viable floor plates to maximise the opportunity of delivering strategic employment floor space in a highly accessible location, and contributing to the aim of the CSPS for Sydney to be a globally competitive city, as evidenced by the Indicative Reference Scheme (**Figure 58**).

The tower setbacks of surrounding existing and approved buildings vary substantially, as do the general forms of towers. As such, while the Proposal must have regard to the numeric Sydney DCP setback provisions, there are a variety of existing contextual cues that require a merit-based approach to defining the tower envelope. Having regard to the constrained nature of the envelope generated by the Sydney DCP controls, and also having regard to the Site conditions and urban context of the Site, variations are sought with the proposed envelope to provide a more site-specific outcome which achieves the project vision and objectives of the CSPS.

Variations are permitted as the Proposed Planning Envelope (refer to **Figure 59**) has been tested against the Procedure B of Schedule 12 of the Sydney DCP and achieves improvement in sky view and wind conditions relative to the base case envelope with respect to equivalency testing, as discussed further in **Section 9.0**. While the equivalency test results support the proposed tower setback variations, the Applicant acknowledges that the assessment must also demonstrate urban design merit in relation to the circumstances of the Site. As such, further analysis on the site-specific response of this Proposal is in the following subsections.

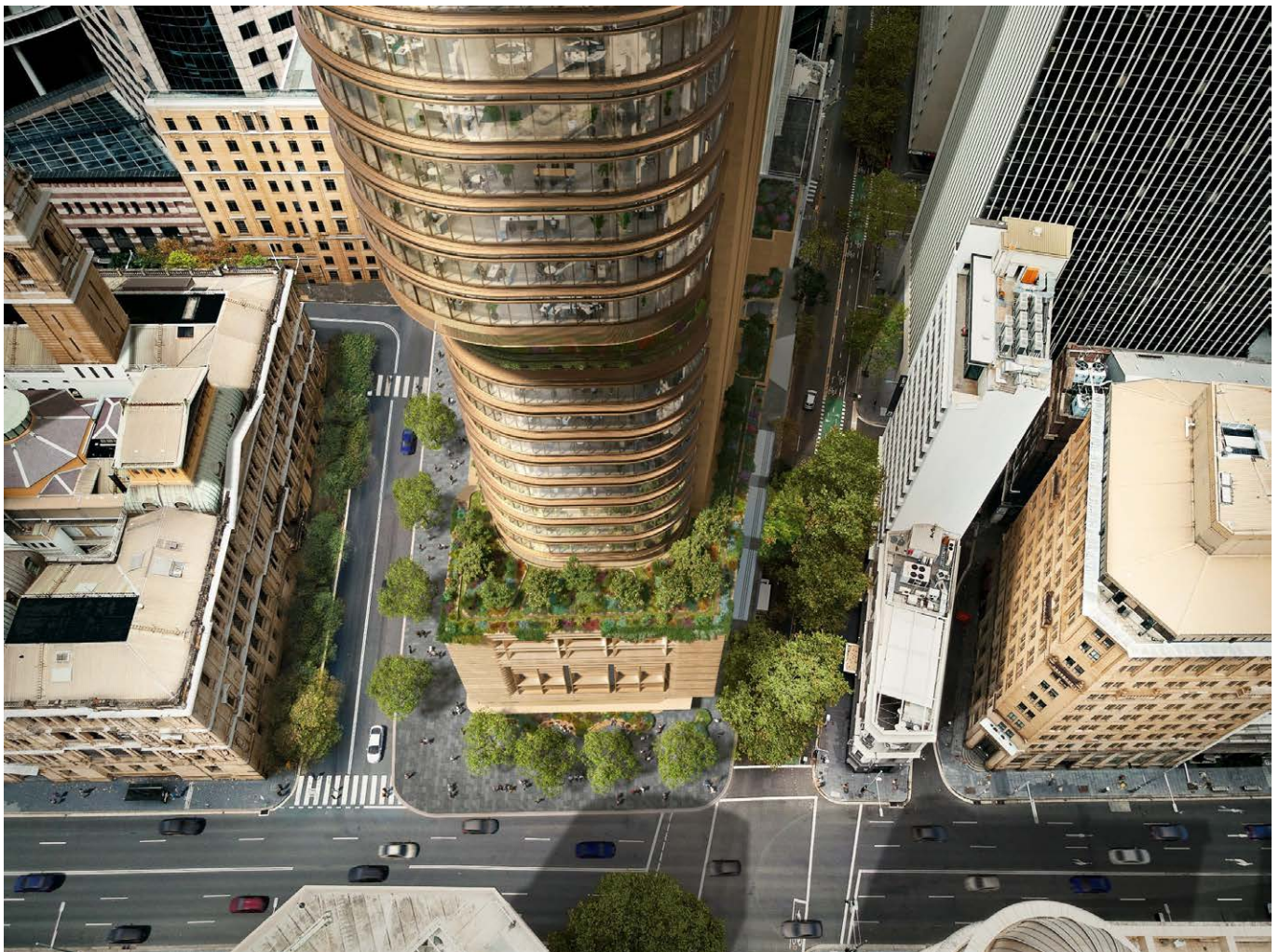


Figure 58 Aerial Perspective of the Indicative Reference Scheme looking down on Bridge Street

Source: Dexis

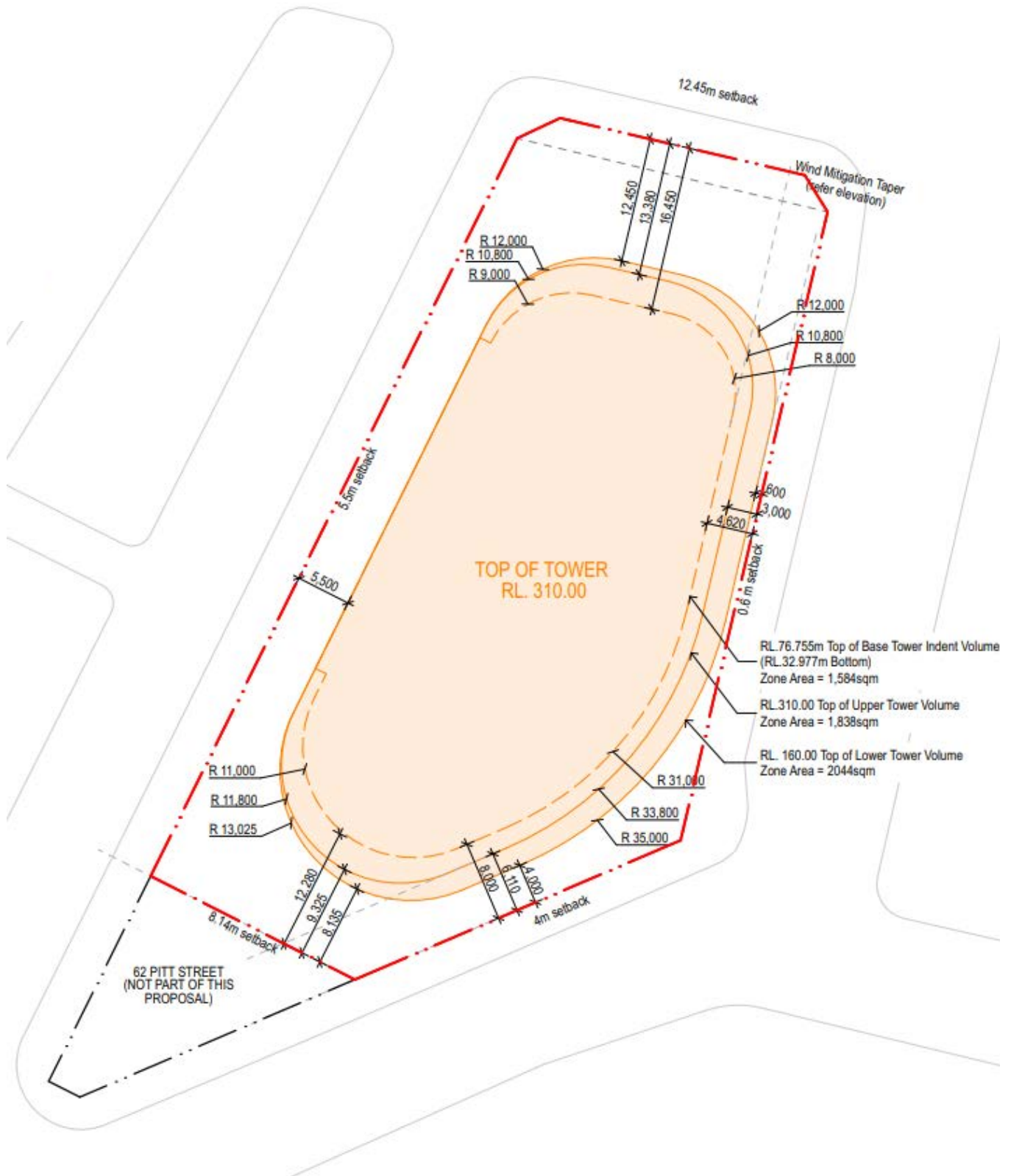


Figure 59 Proposed Tower Envelope – Plan View

Source: FJC

Articulation Zone (Tower and Podium Junction)

At the base of the tower and junction of the podium is an increased setback / indent zone. This 'articulation zone' is setback from the Gresham Street and Spring Street boundaries, and tapers westward into alignment with the tower envelope as shown in **Figure 60**. It creates a significant point of relief within the tower envelope with the primary purpose of enabling greater pedestrian view lines from the ground plane and is the result of feedback from the City's DAP. It also creates a greater perception of sky view, softening the impact of tower, and creates opportunities for terraces which further soften the Proposal, creating opportunities for breakout spaces and greenery. The generous height proportions also ensure a further reinforcement of the heritage datums along the Bridge Street streetscape.

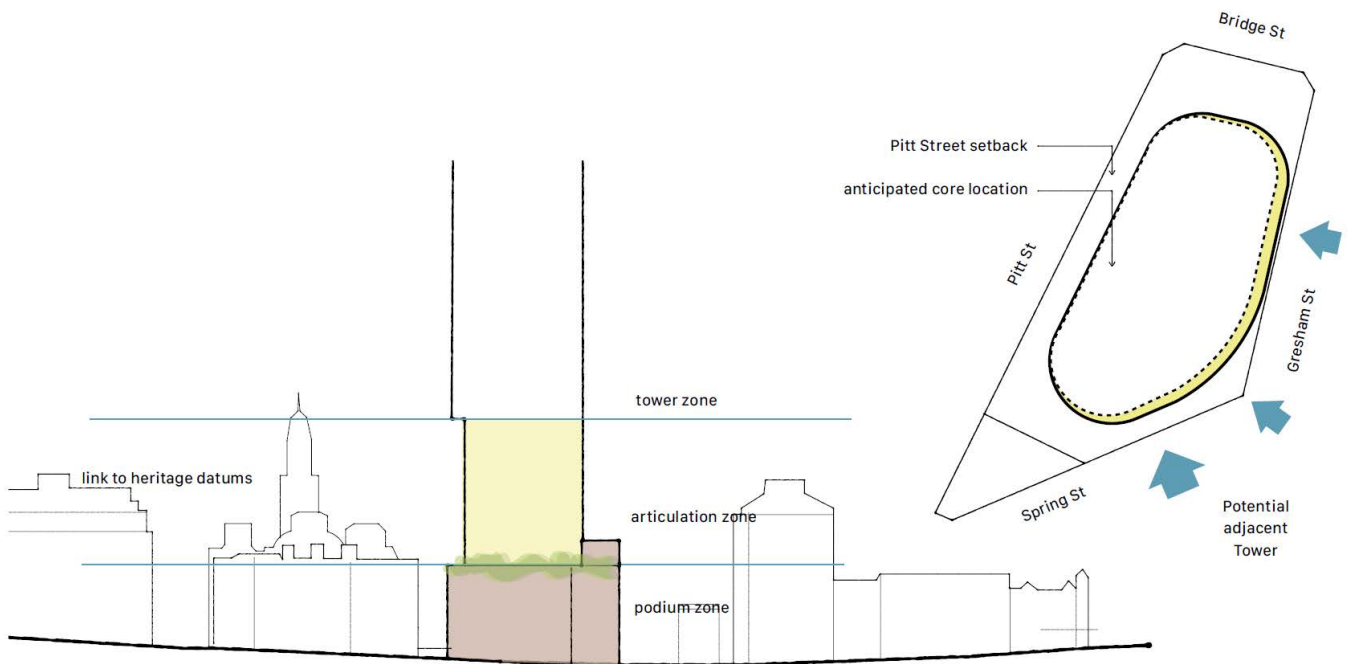


Figure 60 Streetscape and Plan View Of Tower Base Indent

Source: FJC

Tower Zone Setbacks

Section 5.1.1.1 of the Sydney DCP requires a tower setback of 8m to Bridge Street. The Proposal provides a greater minimum setback than required (12.45m), creating a sense of openness to Bridge Street, respecting its generally lower scale and creating a welcoming address for the tower from Bridge Street. Reduced setbacks are proposed along Pitt Street, Gresham Street and Spring Street. In addition to providing a comfortable street environment, these proposed street setbacks are considered to have merit for the following reasons:

- The reduction in setbacks is offset by the rounded form of the tower envelope which tapers away from the surrounding streets, and which fits in the context of a number of towers in the vicinity with rounded forms, including Australia Square, 1 Bligh, 1 O'Connell and Grosvenor Place (refer to **Figure 61**);
- The reduction in setbacks is offset by the indent zone at the base of the tower which is strongly distinguishable from pedestrian level views (refer to **Figure 62**);
- The proposed southern tower setback allows 62 Pitt Street to be appreciated and not dominated by the tower in the streetscape;
- The separation distance to surrounding sites from the proposed tower is substantial, ensuring amenity of existing and future development surrounding the Site is maintained;
- The resulting form ensures appropriate levels of amenity are maintained to all surrounding streets, with the podium and tower arrangement and proposed tower tapering ensuring the Proposal does not result in an overbearing presence to streets;
- The setbacks from Pitt Street and Bridge Street continue to support important views northwards along Pitt Street and eastwards along Bridge Street.

The proposed tower setbacks result in an acceptable tower separation to neighbouring sites, as the Proposal consolidates a single block except for 62 Pitt Street (which adjoins the southern boundary). Modelling has determined that 62 Pitt Street alone cannot sustain a full tower development. On this basis and because future

tower development cannot be achieved directly adjacent to the Site, there is limited impact associated with tower separation and amenity to existing and future development on neighbouring sites.

The wide streets bordering the Site will contribute to adequate tower separation from potential future development surrounding the Site. This will also support public views along Pitt Street towards the harbour and eastwards along Bridge Street towards the Conservatorium of Music.

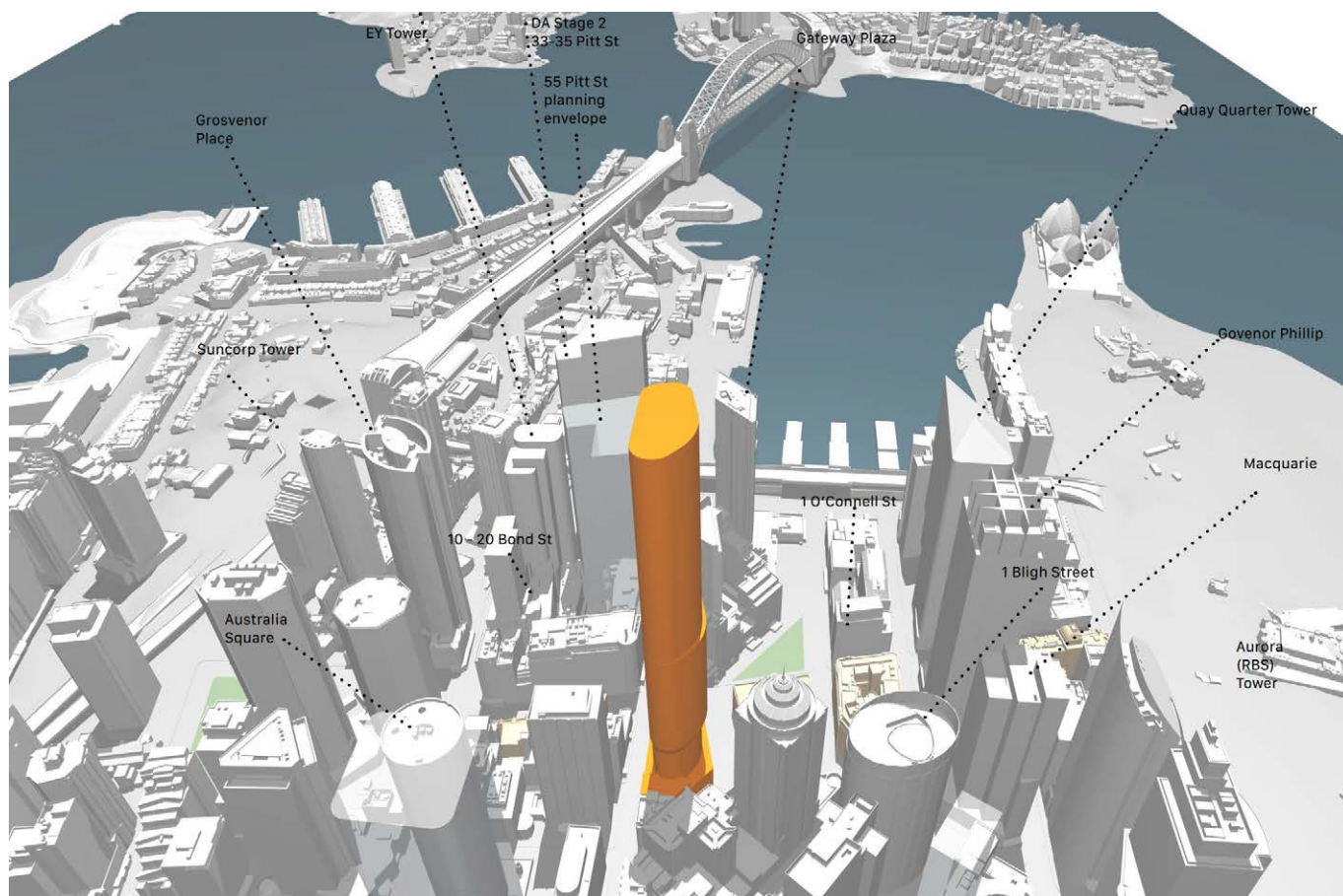


Figure 61 Proposed Planning Envelope Tower Separation

Source: FJC



Figure 62 Streetscape and Plan View Of Tower Base Indent

Source: FJC

10.1.4 Articulation Allowance

As illustrated in **Figure 63** and the Urban Design Report (**Appendix A**), the Proposed Planning Envelope and associated Indicative Reference Design allows for 10% of architectural articulation. This allowance ensures that articulation opportunities are provided for the future Invited Architectural Design Competition and factors into account the external depth and sun shading (not occupied by floor space) into the future design of the face.

A 10% allocation for an articulation zone applied to the tower envelope up to a height of 305m ensures that a range of architectural forms can emerge within the Proposed Planning Envelope and assumed tolerances, allowing sufficient flexibility for future competitors to deliver varied architectural outcomes in the Invited Architectural Design Competition.

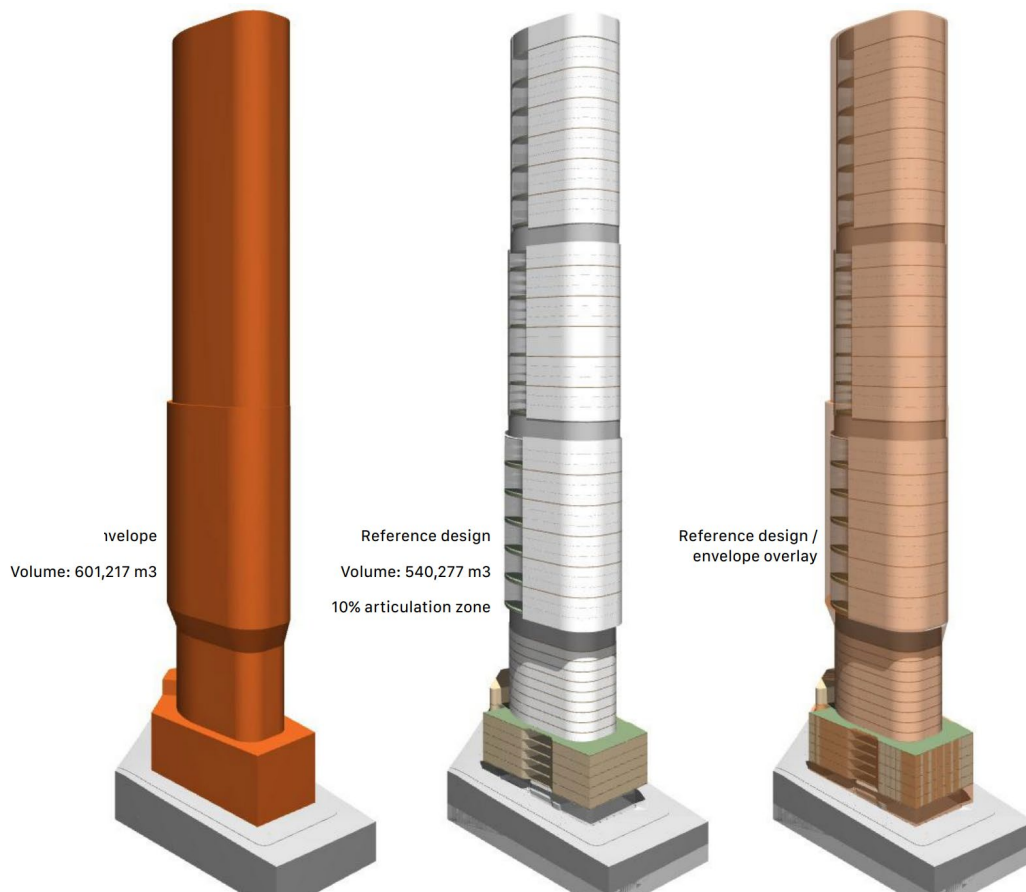


Figure 63 Proposed Planning Envelope Articulation Allowance

Source: FJC

10.1.5 Tower Form in the context of the Sydney CBD Skyline

Views depicting the Proposed Planning Envelope and Indicative Reference have been prepared and provided in **Figure 64**, **Figure 65** and **Figure 66**. They demonstrate that the Proposed Planning Envelope is tall, but slender and fits within its Sydney CBD context. The tower is located within a broader tower context and is not isolated or overly prominent within its context.

In addition, the following matters support the appropriateness of the envelope height proposed:

- The height proposed has been tested to ensure it provides an appropriate environmental outcome. Compared to a complying envelope, it will still provide a positive urban design outcome and will not cause adverse impacts to the public domain in terms of wind, overshadowing and sky view, as set out in this report and appended technical studies.
- The Site is located in an area of Central Sydney specifically identified to accommodate additional height and is representative of the tower cluster context intended for the Site and the immediate locality under the CSPS. The proposed height is consistent with the intent of the CSPS which is to enable heights up to aviation restrictions or sun access planes, and to support the efficient use of land and maximise building capacity. It will set a positive precedent for tower cluster development given it has an area which is appropriate and

proportionate to its height (i.e. an entire city block), and can provide a positive urban design outcome between the tower and public domain.

- The immediate locality of the Site is undergoing change with tall towers (refer to **Figure 18**). The heights of these projects will play an important role in developing the distinctive character for this part of Central Sydney as a tower cluster area which the proposal adheres to, and to which future tower development is expected. Although the height proposed is taller than other surrounding towers, it is still a tower within a designated tower cluster area which contextually fits within the Sydney CBD skyline.
- The proposed height provides an acceptable visual impact from the public domain and from important public viewpoints within and surrounding the city (refer to the various views in **Appendix A**).
- The envelope achieves adequate separation distances because it occupies the entire block and is surrounded by wide streets. This supports a height with adequate tower separation to surrounding towers. 62 Pitt Street (directly adjoining the southern boundary of the Site) is constrained in being able to develop a future tower development.
- The envelope height reflects its core CBD location and is strategically suitable for this location given its immediate proximity to existing and future mass transit.
- The envelope is tapered to provide relief to its form. This helps to reduce its perceived scale and mass which in turn helps to reduce its perceived height and compatibility with other developments in the skyline.
- The proposed height does not contravene any sun access plane which protects solar access to public places and does not cause additional overshadowing to key public open spaces.

An assessment on visual impact of the Proposed Planning Envelope to key viewpoints including ones that depict the Sydney CBD Skyline is discussed in **Section 10.6**.



Figure 64 *Depiction of the Proposed Planning Envelope within the Sydney CBD Skyline*

Source: FJC



Figure 65 *Depiction of the Indicative Reference Scheme within the Sydney CBD Skyline*

Source: FJC



Figure 66 Birds Eye View Render of the Indicative Reference Scheme from Sydney Harbour

Source: Dexus

10.1.6 Market Appropriate Floor Plates

A key priority of the CSPS is to focus on employment growth and strengthening an internationally competitive CBD. Commercial premises and floor plates that meet market needs and expectations are an essential part of building a competitive global city. While the planning envelope must have clear urban design merit and regard for the Sydney DCP built form controls, this must be balanced with meeting modern workplace requirements of premium commercial office tenants.

Because of this, guiding the Planning Proposal envelope was an aspirational target to achieve a ‘Premium’ Grade floor plate in accordance with the PCA’s *A Guide to Office Building Quality*. Floor plate sizes allow a medium to large company to co-locate on a single floor or limit the spread of their staff across multiple floors. This then results in greater informal interactions, encourages connections, builds company culture and ultimately increases productivity. This is a key driver for existing office customers encouraging staff back to the office following COVID-19, and generating an active and vibrant Sydney CBD. Additionally, this is a significant driver of companies looking to select Sydney as their preferred office location, within Australia or within the Asia-Pacific region. Delivering an office tower that is attractive to both local and global businesses (a “Global Office Tower”) is a critical commercial requirement and objective of the Planning Proposal.

By virtue of the Site’s size, its surrounding constraints and the Sydney DCP envelope controls, the floor plate sizes have required detailed consideration through envelope modelling. The Indicative Reference Scheme demonstrates that a typical office floor plate within the Proposed Planning Envelope can achieve between 890-1,187m² NLA. In developing the indicative floor plates within the Indicative Reference Scheme, the Applicant has recognised that workplace design and strategy is constantly evolving, as such floor plates must be future proofed to attract and maintain key tenants.

Key future proofing strategies that have driven the proposed floor plates include:

- Large contiguous spaces/ circulation efficiency;

- Ability to subdivide;
- Ability to connect vertically; and
- Access to outdoor spaces.

To ensure the successful implementation of the CSPS employment and floor space targets, developments that deliver on tenants' operational requirements must be met, as acknowledged by the presence of new Schedule 12 which enables variations subject to equivalency testing. As detailed in the Urban Design Report (**Appendix A**), FJC's workplace floor plate study supports that premium office tenants are seeking superior amenity, productivity and effectiveness achieved by operating on larger, contiguous and efficient office floor plates.

The ability for businesses to bring multiple teams together in visually and physically connected areas enables better communication, collaboration and productivity and accordingly is a major consideration in building selection. In this way, the product delivered by this planning envelope can remain relevant to occupiers for longer, extending its lifespan and reducing the environmental impact of a continual cycle of redevelopment.

10.2 Suitability of Increased Capacity and Density

In order to demonstrate suitability for increased capacity and density on the Site, the following key factors have been considered and assessed during the planning and design processes to date.

10.2.1 Unconstrained Site Characteristics

The physical characteristics of the Site and its location also require consideration. The Site represents six (6) large and individual lots under single ownership which effectively constitute a city block and subsequent development precinct in the heart of the Sydney CBD's most dense tower cluster area. A site area which effectively constitutes a city block with a super tower (300m+) envelope extended virtually to aviation restrictions by its very nature will support a significant tower. Accordingly, adherence to a predetermined density based on generic assumptions alone should not inhibit the development potential of a site which is latent, highly optimal and unconstrained, and can clearly deliver on the City's vision for a global Sydney under the CSPS. A more optimal site or a site with the same favourable attributes as the Site may take significant time to materialise within the Sydney CBD due to Sydney's heritage context and protection of sunlight and views to key locations.

10.2.2 Testing and Analysis against Environmental Constraints

The Proposed Planning Envelope and Indicative Reference Scheme have been carefully and thoughtfully designed, tested and analysed having regard to the various environmental constraints (overshadowing, sky view, aviation constraints, wind) and the requirements of the Guideline. It was then further refined and sculpted having regard to sound urban design principles and contextual analysis in consultation with the City, and in response to feedback from the DAP.

The result of testing and analysis is a planning envelope which can accommodate 90,000m² of commercial GFA, and which is the product of urban and architectural design testing and environmental analysis. This testing and analysis established the appropriate maximum Proposed Planning Envelope in terms of its impacts and the Site's environmental constraints (especially in relation to wind and sky view). From there, the Proposed Planning Envelope was further refined to be capable of accommodating a tower form appropriate to the market and context, and designed in a manner responsive to the Site's environmental constraints and its locality, and which provides the required tower articulation flexibility in the Proposed Planning Envelope (10%)(elaborated in **Section 10.1.4**).

The approach set out above is consistent with the methodology and approach under the CSPS and is a fundamental shift away from the setting of a generic fixed FSR number in isolation of site and locality-specific environmental context and impacts. This approach recognises the unconstrained nature of the Site, being a portion of a city block within the core of a tower cluster area. This approach is also adopted in the City's Capacity Study, and is a more contextual approach and allows a more appropriate FSR (irrespective of its numerical value) to be established on a site-specific basis, and which is the product of urban design feasibility and environmental testing. In this instance, the proposed 90,000m² of commercial GFA (equating to an FSR of 27.4:1) provides an appropriate environmental outcome and supports a strong contextual response to the surrounding area.

10.2.3 Ability to Incorporate Suitable Design Provisions

Importantly, in the preparation of this site-specific Planning Proposal, rigorous and evidence-based design work has been undertaken and is submitted to the City which can be relied upon more accurately than the generic

efficiency and envelope assumptions which have been used at a high level in the capacity studies which accompanied the CSPS. Extensive testing of the Indicative Reference Scheme has established an evidence based FSR which combines a detailed analysis of internal space requirements, vertical lifting and the provision of appropriate plant within an envelope of maximum permissible height. These detailed matters which have been designed and which inform the envelope include:

- Providing appropriate and efficient structural wall thicknesses within the structural core to deliver a building of the permitted height. Achieving floor plates of a commercially viable size (PCA Premium Grade) and determined capacity;
- Providing amenities to service floor plate capacity;
- Providing mechanical, electrical, hydraulic etc service risers and rooms to all levels with 6m high plant levels distributed effectively in the building;
- Providing appropriate and efficient vertical transportation solutions to service a building of the permitted height and capacity; and
- Maximising northerly and easterly views and reducing high solar loads from the west.

These studies determined that the indicative scheme could support the proposed 90,000m² of Commercial GFA (equating to an FSR of 27.4:1) within the Proposed Planning Envelope to deliver an efficient and viable super tower as described within this Planning Proposal.

10.2.4 Consistency with Statutory and Strategic Context

The proposed density is consistent with the objective of the Sydney LEP 2012 which specifically nominates the objective of *“providing sufficient floor space to meet the anticipated needs for the foreseeable future”*. This Planning Proposal directly responds to this by providing for employment floor space in a core part of the Sydney CBD on a site which effectively constitutes a city block based upon a detailed analysis of not only the capacity of the envelope but also the environmental capacity of the Site to accommodate the Proposed Planning Envelope and Indicative Reference Scheme.

The Planning Proposal is also directly consistent with the stated objective of providing *“an intensity of development that is commensurate with the capacity of existing and planned infrastructure”*. The proposed density is in line with the floor space envisaged to be brought to market over the next 30 years by the CSPS and will be supported by existing rail, bus and light rail and ferry infrastructure in the city and new transport infrastructure including Sydney Metro City and South-West and Sydney Metro West.

10.3 Design Excellence

A Design Excellence Strategy has been prepared and included at **Appendix C**. It details the process and approach Dexus proposes to adopt in achieving Design Excellence in accordance with the objectives and requirements of Clause 6.21D of Sydney LEP 2012.

Overall, the Design Excellence Strategy seeks to:

- Establish a methodology for the Applicant to implement a competitive design process for the redevelopment of the Site, in accordance with the Policy;
- Ensure the Proposal supports a ‘designing with Country’ approach that seeks to engage, collaborate with and benefit First Nations people, incorporating Indigenous narratives, artwork and design, and provides spaces for First Nations people to practice culture, and provide community benefit;
- Ensure that the competitive design process works within the framework of this approved Design Excellence Strategy;
- Establish the process for the selection of a competition jury;
- Ensure the project vision, including provision of community infrastructure and other VPA commitments, is imbedded in the competitive design process;
- Ensure sustainability initiatives and ecologically sustainable development targets are defined and developed through the Competition, detailed design development and construction phases through to completion of the project; and
- Ensure that design excellence integrity is continued in the subsequent detailed Development Application through construction phase to completion of the project.

The Applicant has elected to conduct a single Invited Architectural Design Competition for Pitt & Bridge. The process is to be undertaken prior to the lodgement of a detailed DA for the Site. It will be conducted having regard to the City's Competitive Design Policy and Model Competitive Design Process Brief.

The proposed site-specific DCP establishes a maximum Planning Envelope for the competitive process and the future built form on the Site. The subsequent detailed DA must be contained within this Planning Envelope.

10.4 Overshadowing and Solar Access

10.4.1 Overshadowing of Certain Public Spaces

The Site is not on land affected by sun access planes as established under Clause 6.17 of the Sydney LEP 2012. However, it is in proximity to certain public open spaces which require protection from no additional overshadowing at any time between 14 April and 31 August in any year established under Clause 6.18 of the Sydney LEP 2012. These include:

- Martin Place (between Pitt Street and George Street) which is to be protected between 12:00pm and 2:00pm;
- Pitt Street Mall which is to be protected between 10:00am and 2:00pm; and
- Australia Square which is to be protected between 12:00pm and 2:00pm.

FJC has undertaken an assessment of the shadow cast by the Proposed Planning Envelope on the abovementioned public spaces as part of the Urban Design Report (**Appendix A**) with the overshadowing of the Proposed Planning Envelope on 21 June illustrated in **Figure 67**. FJC has determined that the Proposed Planning Envelope will not generate additional overshadowing to Australia Square, Martin Place (between Pitt and George Street) and Pitt Street Mall during the specified times (including 21 June) and will overall have minimal to no additional impact on the solar access of these spaces.



Figure 67 Overshadowing Diagrams of Proposed Planning Envelope – 21 June 10am to 2pm

Source: FJC

10.4.2 Residential Solar Impact

FJC has also assessed how the Proposed Planning Envelope impacts solar access to surrounding residential receivers between 9:00am and 3:00pm on 21 June. The analysis considers affected residential development located south and south-west of the Site (refer to **Figure 68**). The eye of the sun analysis which was undertaken determined that the orientation of the tower and location of the specific residential properties meant they would not be adversely impacted by the proposed envelope on the Site.



Figure 68 *Identified Residential Receivers surrounding the Site*

Source: FJC

10.5 Daylight Analysis (Sky View Factor)

FJC have undertaken an analysis of the daylight levels of the Proposed Planning Envelope to the adjacent public places as part of the Urban Design Report (**Appendix A**). The analysis identifies the potential impact of the proposed envelope on daylight levels over a 1m grid along surrounding public places to distances of 310m from the Site.

The analysis uses Sky View Factor (SVF) which measures the proportion of sky visible when viewed from the ground up. SVF is measured from 0 to 1 with 1 being that the sky is visible to the horizon in all directions. The analysis compares the SVF generated by the Proposed Planning Envelope and compares it to the SVF generated by the Schedule 12 Base Case CSPA envelope. The Base Case CSPA envelope is one that complies with the CSPA built form controls (i.e. building height, tapering and setbacks).

In summary, the analysis demonstrates, when averaged, there is an overall +0.004153% improvement in SVF with the Proposed Planning Envelope compared to the Base Case CSPA control envelope as illustrated in **Figure 69** and detailed in the Urban Design Report (**Appendix A**).

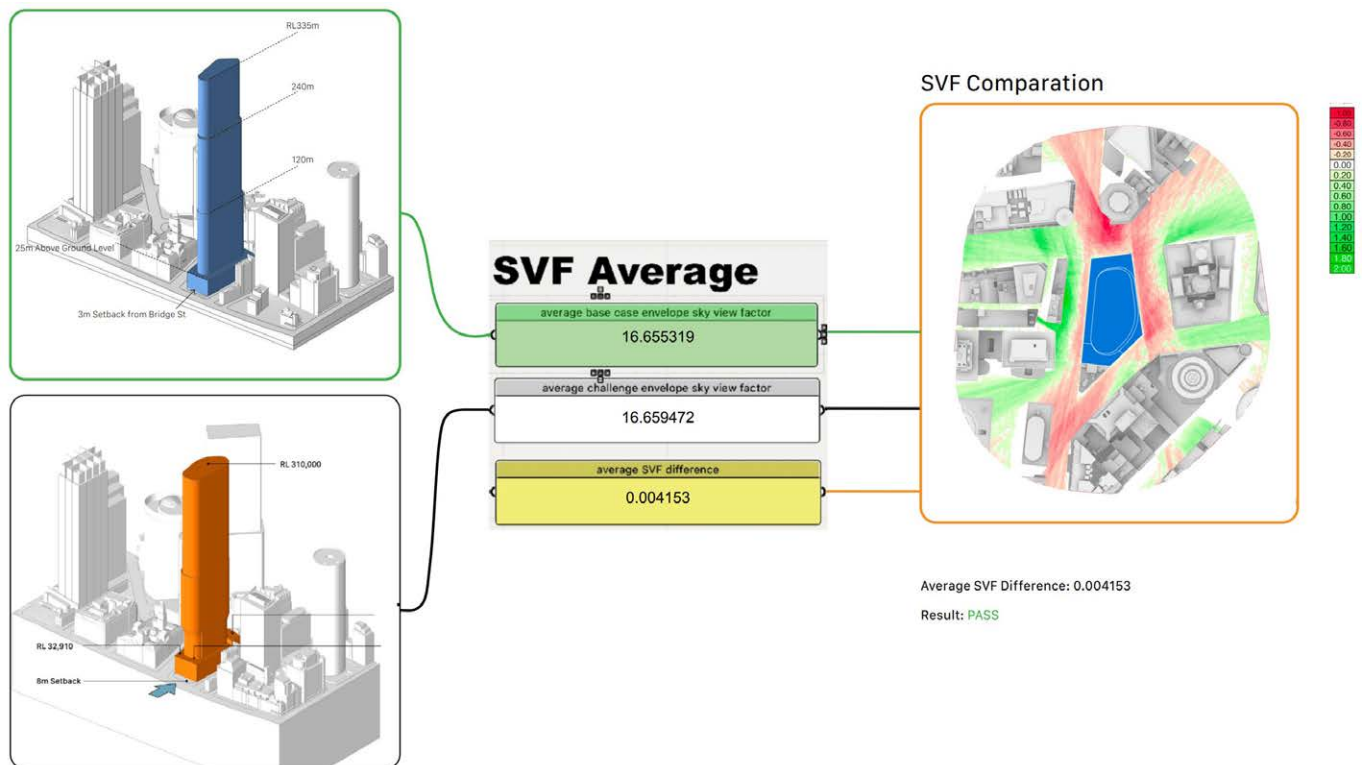


Figure 69 Sky View Factor Analysis Summary

Source: FJC

10.6 Visual Impact

A Visual Impact Assessment (VIA) has been prepared by Ethos Urban and included at **Appendix F**. It identifies, describes and assesses the appropriateness of the potential visual impact associated with the Proposed Planning Envelope from eight (8) identified important viewpoints. These viewpoints and a comparative summary of the existing view and the proposed view are provided in **Table 10**.







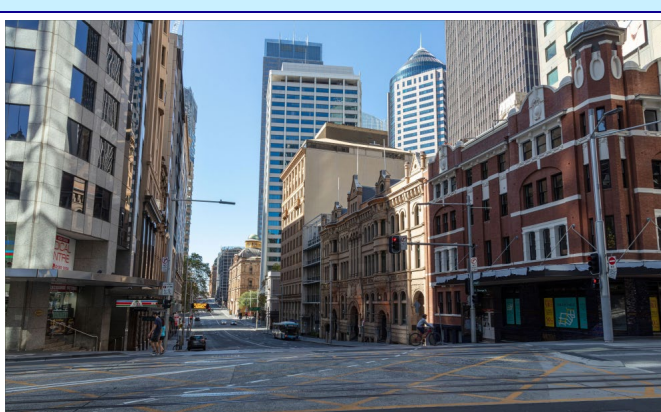
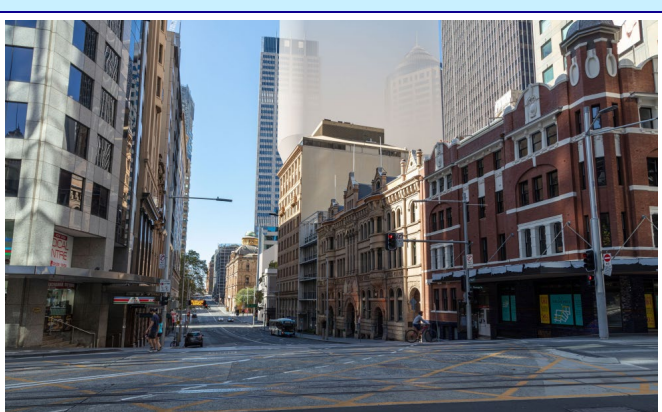
The VIA has been prepared in accordance with the 'Guidelines for Landscape and Visual Impact Assessment' (GLVIA3) which provides more broadly applicable guidance that is able to be applied to urban contexts. The VIA methodology also takes into account the requirements of the NSW planning system under the EP&A Act, NSW Land and Environment Court planning principles and NSW Land and Environment Court policy.

In summary, the VIA finds that the significance of visual impact ranges between moderate to high and concludes the following:

- The viewshed for the proposal will primarily comprise locations in Central Sydney close to the site and locations outside Central Sydney to the north and east;
- The proposal will be visible from a number of sensitive viewpoints. This in particular includes the Sydney Harbour Bridge southern pylon, which is a designated viewpoint;
- The magnitude of visual impact is medium to high. It will be perceived as a distinct new feature from all selected viewpoints, and from some viewpoints will be seen as the new tallest element;
- Based on consideration of sensitivity and magnitude, the overall significance of visual impact is assessed to be between moderate to high;
- Existing and proposed City of Sydney planning provisions, in particular the CSPS, have a clear intent of enabling development of substantial scale on the site and surrounds. In terms of more detailed content, the CSPS proposes to introduce provisions that seeks to protect existing key views from public places;
- There are a number of key visual matters for consideration. These include urban form, identified key views, occlusion of views of Sydney Tower from locations to the north, tower form and the Bridge Street streetscape and the Lands Department Building clock tower;
- In terms of urban form, the proposal will form part of the overall Central Sydney visual unit, and in essence a tower in a tower setting;
- The proposal is compatible with the existing and emerging overall character of Central Sydney and the desired future character of Central Sydney under the CSPS;
- Due to its visual richness, in particular its variety and complexity, Central Sydney will function to mitigate its prominence. On this basis, it will not appear as overly prominent in this context;
- The proposal will not impact on identified key views from public places;
- Considering distance and the intent of the CSPS, retention of existing views to Sydney Tower from locations to the north is unreasonable;
- The dimensions of the tower comply with that of the CSPS. Its form means that it will be perceived as a slender feature when viewed from the north and south. While appearing of greater width from the east and west, it will not appear out of keeping with the existing prevailing form of other existing and approved towers;
- Largely due to the placement and scale of its podium, the proposal is more visually responsive to the prevailing character of the Bridge Street streetscape than existing development on the site; and
- While the proposal will not enable the silhouette of the Lands Department Building clock tower to be visible against the sky, the existing extent of this effect is highly limited and given the direction of other provisions, achievement of such an outcome is not considered reasonable.

The VIA concludes that the Proposed Planning Envelope can enable a built form that can satisfactorily manage visual impact with careful consideration of line, colour and texture in the composition of the eastern elevation to ensure the Lands Department Building clock tower can be readily appreciated.

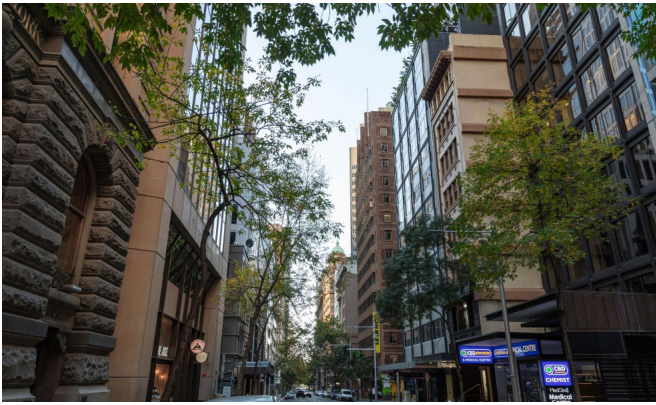
Table 10 Summary of Visual Impact Assessment Existing and Proposed Views

Existing View	Proposed View
Viewpoint 1 – Sydney Harbour Bridge	
	
Viewpoint 2 – Sydney Opera House	
	
Viewpoint 3 – Macquarie Place Park	
	
Viewpoint 4 – Bridge Street from George Street	
	

Existing View

Proposed View

Viewpoint 5 – Pitt Street from Martin Place



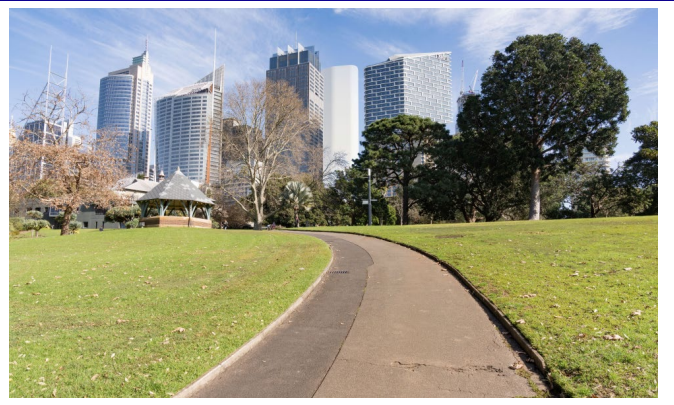
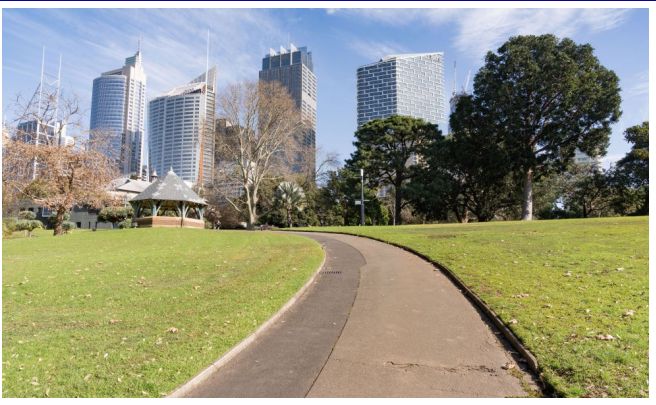
Viewpoint 6 – Bridge Street from Macquarie Street



Viewpoint 7 – Farrer Place at Bent Street;



Viewpoint 8 – Royal Botanic Gardens



Source: Ethos Urban, Virtual Ideas

10.7 Sustainability

A Sustainability Report has been prepared by Stantec and included at **Appendix L**. It outlines the sustainability strategy for Pitt & Bridge, which includes high aspirations for sustainability which aligns with Dexus's sustainability priorities of customer prosperity, climate action and enhancing communities.

Dexus are seeking to achieve significant sustainability commitments and targets for Pitt & Bridge which are identified as part of the PBO (**Appendix D**) and will be administered through a VPA. Dexus's sustainability strategy is centred on the principles for responsible investment and holistic value drivers to support meaningful environmental, social, and economic outcomes, by utilising core business and assets, to create greater sustainability impact. Dexus's strong commitment towards sustainability is represented in:

- The achievement of net zero across its operations in 2022 (well in advance of the 2030 target);
- 100% of electricity sources from renewable sources in FY23;
- 4.9 NABERS Energy Star-average rating across group office portfolio; and
- 4.5 NABERS Water Star-average rating across group office portfolio.

Further, Dexus is widely recognised as a global leader in Environmental, Social & Governance (ESG) and has set the following ESG commitments and targets:

- Continued to deliver commitments in the Dexus Reflect Reconciliation Action Plan;
- 40:40:20: Committed to achieving our target of Gender diversity target across senior and executive management roles;
- Ongoing commitment to achieve an average 4-star NABERS energy by GY25 across the group office portfolio;
- Maintain 100% of electricity from renewable sources across the group's managed portfolio in the longer-term as a RE100 signatory; and
- Looking beyond net zero to amplify impact across Dexus value chain with Dexus's 1.5 degree decarbonisation journey and 2030 Science Based Target trajectories.

Dexus is continuing to implement these goals in its transformational development projects of Waterfront Brisbane and Atlassian Sydney.

The sustainability strategy for Pitt & Bridge has considered the relevant sustainability requirements including:

- The requirements for certain large commercial development under Clause 7.33 of the Sydney LEP 2012;
- The provisions of Section 3.6 of the Sydney DCP which provide detailed guidance on sustainability; and
- The sustainability requirements of the Guideline.

In order to achieve the sustainability commitments and requirements, a series of initiatives and strategies to promote climate action were explored for Pitt & Bridge and are summarised as follows:

- **Upfront Carbon:**
 - 40% reduction in upfront carbon without purchasing carbon offsets;
 - Undertake a detailed peer-reviewed life cycle assessment for the project as early as possible to utilise as a benchmarking tool for design development;
 - Low embodied energy materials with preference for sourcing from local suppliers;
 - Subject to structural engineering requirements, the project will specify recycled content (fly ash or furnace slag) in structural concrete to reduce Portland cement;
 - The selection of a limited materials palette, along with a focus on raw finishes, aims to reduce total material usage in the project;
 - Opportunities to use reclaimed or recycled materials, such as recycled feature brick walls and the reuse of existing brickwork, will be pursued through detailed design; and
 - Reinforcing steel bar and mesh shall be produced using energy-reducing processes, in accordance with the protocol for Demonstrating Equivalency in Energy Reduction.
- **Renewable Energy:**
 - On-site renewable energy generation will be maximised in conjunction with energy needs assessment, site conditions, and feasibility;
 - Innovative renewable energy generation technologies will be investigated, and opportunities will be identified to adopt in building or on site;

- The project will be investigating and technologies such as building integrated photovoltaics / photovoltaic & thermal (BIPVT) through the use of Onyx glazing, tesla roof tiles, BIPVT panels; and
- Provision of rooftop Solar PV array will be installed on the building to offset grid electricity usage and further reduce emissions associated with the building's operation. Consideration of BIPV in the façade.
- **Electrification – Operations:**
 - Fully electric precinct, utilising no gas on-site (retail cooking exceptions) to allow “Net Zero Ready” status in line with City’s and Dexus’s joint vision.
- **Electrification – Construction:**
 - The project will require the Head Contractor to Green Power Purchase the construction site.
- **Resilience:**
 - Climate change and operational resilience plans will be developed in line with Green Star Buildings v1 at concept design, and ensure review and update at major milestones;
 - Comprehensive review of the acute shocks and chronic stresses likely to influence future building operations will be undertaken; and
 - The building’s design and future operational plan will address any high or extreme system level of risks.

These are supported by sustainability initiatives and strategies in relation to customer prosperity, nature, circularity, governance, as well as initiatives and strategies for enhancing communities including:

- **Community Resilience:**
 - The project will align with the Dexus Community Engagement Plan to develop community resilience response of building / precinct.
 - A needs analysis will be undertaken of the community to identify shocks and stresses that impact the building's ability to service the community and develop responses to manage these.
- **Placemaking & Activation:**
 - A placemaking strategy will be developed that delivers vibrant, activated, communal or public spaces in line with Dexus's Placemaking Strategy.
 - The building / precinct's design contributes to the liveability of the wider urban context and enhances the public realm. Opportunities to provide community social benefit are identified and implemented.
- **Culture & Heritage:**
 - The building / precinct's design reflects and celebrates local demographics and identities, the history of the place, and any hidden or minority entities through meaningful engagement with community groups early in the design process.
- **Reconciliation:**
 - Designing with Country outcomes will be incorporated into project.
 - At least one project team member will participate in the Dexus RAP Working Group.
 - A Project RAP will be developed based on the goals of the Dexus National RAP and achieve 90% of the targets set.

In the context of the existing commercial office development on the Site, the Planning Proposal will unlock the Site to deliver significantly improved environmental performance and sustainability outcomes.

10.8 Heritage

A Heritage Impact Statement (HIS) has been prepared by Urbis and included at **Appendix H**. It considers the impact of the Proposed Planning Envelope on nearby heritage items. The HIS was prepared in accordance with the Heritage NSW guidelines 'Assessing Heritage Significance', and 'Statements of Heritage Impact'. The philosophy and process adopted is guided by the *Australia ICOMOS Burra Charter 1999* (revised 2013).

The HIS notes that the Site interfaces with the National Heritage-listed *Governors' Domain and Civic Precinct*. Because the Site does not form part of this precinct, uplift on the Site would not materially impact the significance of this precinct or its visual setting. The setting of this precinct would be enhanced through the closure of Gresham Street, providing a separated interface between the precinct and the remainder of the Sydney CBD.

The HIS also notes that the Site is situated in the vicinity of several heritage items which are State heritage listed as well as listed under Schedule 5 of the Sydney LEP 2012, as identified in **Section 2.5**. Additionally, the Site adjoins the south heritage item I2288, the *Liverpool & London & Globe Building*.

The HIS notes that the Proposal would not engender any impacts on the heritage items located in the Site's vicinity and the removal of existing buildings on the Site would improve the block's relationship with these surrounding heritage items. This is due to a new built form outcome which provides an architecturally more interesting counterpoint to older buildings. The Proposal uses appropriate setbacks and for the northern portion of the podium, uses the top of the original Education Department building parapet as a height datum to create a balanced rhythm of street wall heights along Bridge Street.

Based on an overview of the Site's history, planning context, physical setting, and heritage significance (as well as on the history and context of the heritage items located in the Site's vicinity), the HIS has found that:

- There are no changes proposed to the planning controls which govern the heritage item located on the southern extent of the block of the Site.
- The Site contains buildings of no architectural merit and of no known historical or social importance – their future removal is therefore acceptable.
- The proposed uplift in height and FSR which would be the result of the Planning Proposal would not impact the established setting of the listed heritage items within Sydney's CBD, but would rather reinforce this setting.
- The changes sought by the Planning Proposal – resulting in the future removal of the existing buildings to the north of the Liverpool & London & Globe Building – present an opportunity to introduce a new built form to the Site of high-quality contemporary design which could provide an enhanced interface with item 2288, the heritage items located within the vicinity, and indeed with the wider public domain.
- Similarly, the potential removal of the existing buildings could result in a new built form which provides a better architectural response to the unique shape and proportions of the city block bound by Pitt, Spring and Bridge Streets.
- There would be no overshadowing impacts on the highly significant open space of Macquarie Place as a result of the proposed changes sought, nor on any of the State heritage listed items to the east (namely the 'Sandstones' group).
- The proposed changes would be sympathetic to the existing character and structure of the Bridge Street/Macquarie Place/Bulletin Place Special Character Area in which the Site is partially located.
- There would be no detrimental impacts on the heritage significance of the adjacent Governors' Domain and Civic Precinct, including on its significant buildings and setting.

10.9 Wind

A Wind Environment Assessment has been prepared by MEL Consultants and is included in **Appendix I**. It provides an assessment of equivalency of the Proposed Planning Envelope against a CSPS base case, as required by the Guideline and in accordance with Procedure B of Schedule 12 of the Sydney DCP.

The wind conditions have been tested and assessed using the applicable pedestrian wind safety and comfort criteria as outlined in the Sydney DCP. A wind equivalency test of the Proposed Planning Envelope against the base case envelope, as well as a wind study of the proposed Bridge Street Public Plaza were undertaken and are summarised in the following subsections.

10.9.1 Wind Equivalency Test

A wind equivalency test was undertaken to determine if the Proposed Planning Envelope results in an improved pedestrian wind environment outcomes surrounding the Site in comparison to the base case envelope, as well as the existing conditions on the Site.

The wind equivalence study considered a series of test locations surrounding the Site as illustrated in **Figure 70** below. It included an assessment of three (3) different configurations, being:

- **Existing** – The Existing Situation;
- **Base Case** – The CSPS Base Case Envelope (described in **Section 4.2.2**); and
- **Proposed** – The Proposed Planning Envelope (described in **Section 4.3**).

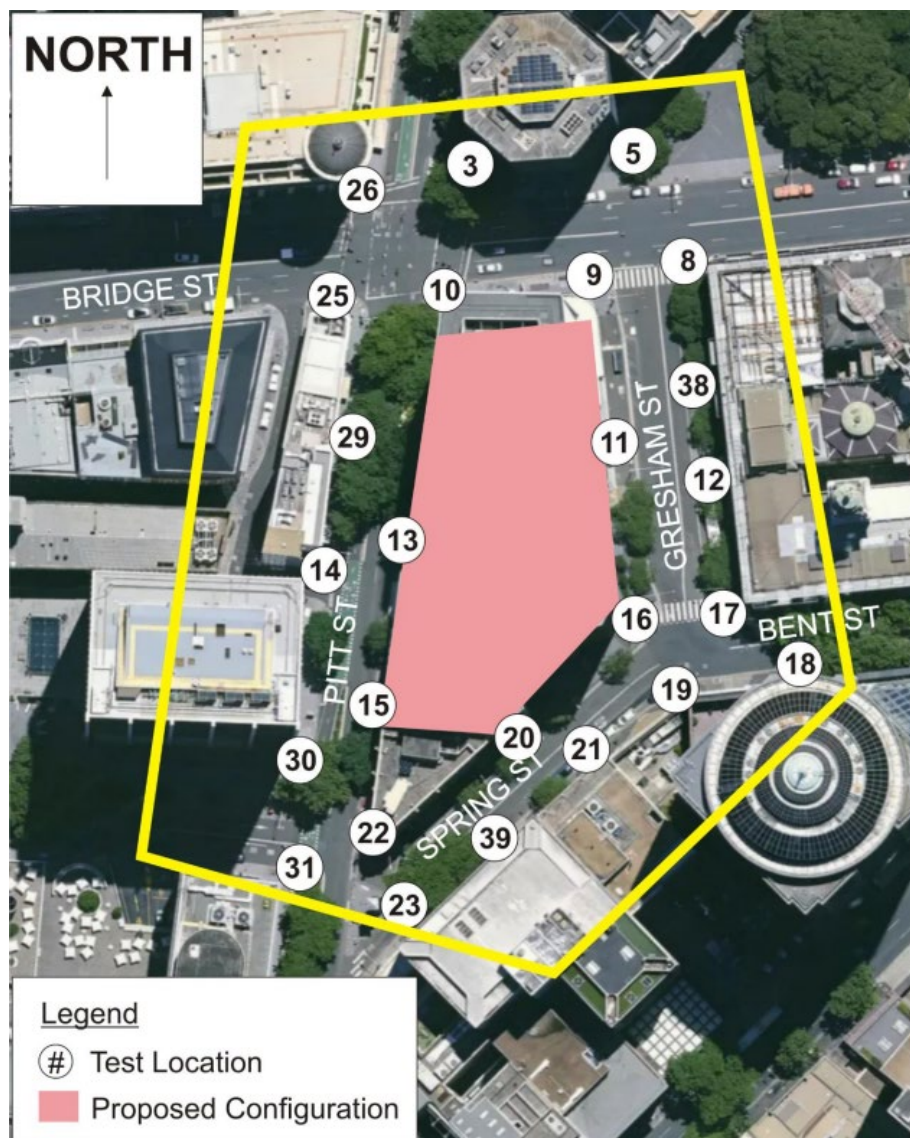


Figure 70 Wind Equivalency Study Test Locations

Source: MEL Consultants

Wind Safety

In regard to wind safety, the wind conditions for all configurations tested and at all test Locations were shown to pass the safety criterion.

Wind Comfort

In regard to wind comfort, the study finds that the Proposed Planning Envelope achieves a greater equivalency or better outcome than the Base Case Envelope at all locations, as outlined in **Table 11** below.

Table 11 Summary of Wind Equivalency Study Results

Location	Average Results		
	Existing	Base Case	Proposed
Bridge Street	4.4	4.5	4.6
Gresham Street	3.8	4.5	4.1
Spring Street	4.1	4.2	3.9
Pitt Street	4.1	4.3	4.2
Bent Street	3.4	3.8	3.6
Average	4.1	4.4	4.2

Source: MEL Consultants

Conclusion

In summary, the wind equivalency study concludes the following:

- The wind conditions at all measured test locations have been shown to satisfy the standing comfort criterion and pass the safety standard, with areas along the mid faces of the building along Gresham Street and Pitt Street satisfying the sitting comfort criterion; and
- The Proposed Planning Envelope performs better than the Base Case Envelope with respect to the equivalency test under Schedule 12 of the Sydney DCP.

10.9.2 Bridge Street Public Plaza

A wind study of Bridge Street Public Plaza was undertaken to determine if the Proposed Planning Envelope would result in an acceptable pedestrian wind environment impact. It considered a series of test locations within the proposed 8m setback to Bridge Street as illustrated in **Figure 71** below.

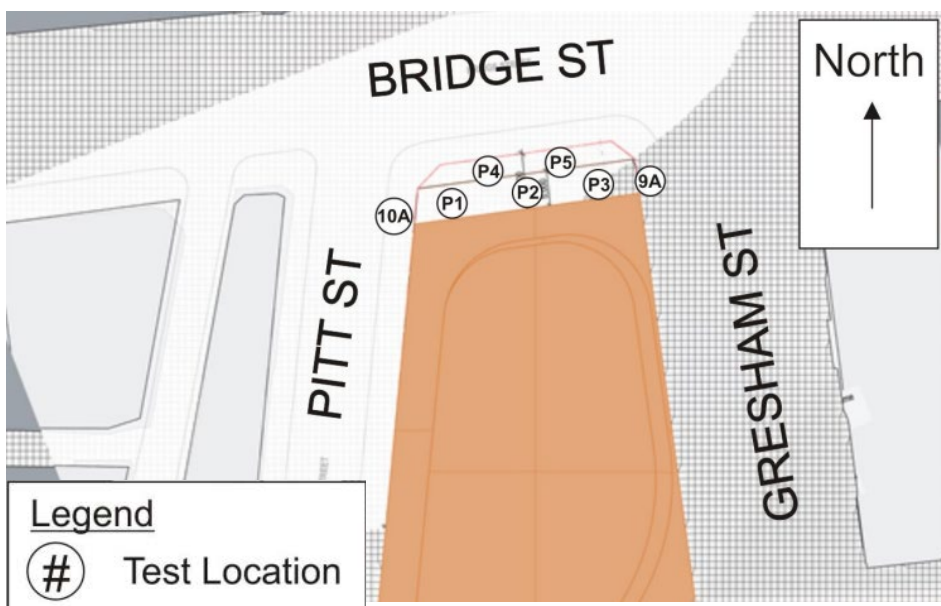


Figure 71 Bridge Street Public Plaza Test Locations

Source: MEL Consultants

Wind Safety

The wind tested conditions for the Proposed Planning Envelope demonstrated satisfaction of safety criterion in all locations with the proposed 8m setback.

Wind Comfort

The wind tested conditions for the Proposed Planning Envelope demonstrated satisfaction of standing comfort criterion. The key central tested points within the plaza were also found to satisfy the sitting comfort criterion, with the exception of two corner locations at Pitt Street and Gresham Street which were found to have minor exceedances of 0.1m/s and 1.8m/s with the sitting comfort criteria. However, as these exceedances are minor, it is still considered that these locations can facilitate comfortable short term sitting environments such as café seating. Overall, the average mean wind speed achieved for the Proposed Planning Envelope within the future Bridge Street Public Plaza represents a minor exceedance of the sitting criterion at 4.3ms⁻¹ compared to the criterion of 4.0ms⁻¹.

Conclusion

Given the minor exceedance, it is expected that the sitting comfort criterion can be achieved through the design excellence process and design development phase prior to the lodgement of a future detailed DA. Given the conceptual phase of the project, detailed architectural and landscape mitigations cannot be suitably tested without the certainty of key detailed design features such as façade materiality and articulation design. MEL Consultants note that a combination of additional wind mitigation strategies including podium facade design and landscape architectural elements within the plaza area can be implemented to further increase wind comfort conditions. The wind performance brief of the Invited Architectural Design Competition entries will form a key part of the future design brief.

10.10 Traffic, Transport and Loading

A Traffic and Transport Assessment (TTA) has been prepared by the Transport Planning Partnership (TPPP) and included at **Appendix E**. It provides an assessment of the existing traffic conditions of the Site and surroundings, as well as parking, traffic generation and loading. A further detailed traffic, access, parking and loading assessment will occur as part of any future detailed DA.

10.10.1 Pedestrian Activity and Comfort

A pedestrian study and modelling was undertaken by Ason Group and forms part of the TTA (**Appendix E**) to analyse the predicted passenger and levels of service for pavements surrounding the Site. Two (2) scenarios were assessed against the base scenario (i.e. existing conditions). Scenario one included the pedestrian trips associated with the development and scenario two included the pedestrian trips associated with the development plus anticipated 15% growth in background pedestrian numbers.

It was concluded from the study that the development scenario will provide an acceptable outcome and the future trips it will generate will have minimal impact on the footpaths' capacity.

10.10.2 Parking

Car Parking

The car parking requirements under Sydney LEP 2012 are summarised in **Table 12**, which outlined that a total maximum of 66 car spaces is permissible. As outlined in **Section 4.4.1**, the Indicative Reference Scheme includes 16 car parking spaces and is therefore compliant with the Sydney LEP 2012.

Table 12 Maximum Car Parking Requirements under the Sydney LEP 2012

Land Use	GFA	Minimum Car Parking Rate	Maximum Car Parking Rate
Office, Business or Retail Premises	Commercial	$M = (G \times A) \div (50 \times T)$	66 Car Spaces
	Retail		

Source: TPPP

The Indicative Reference Scheme comprises two (2) vehicle lifts enabling access from Basement 1 to the car park on Basement 2. Typical lift service times have been found to be in the order of 77 seconds. Based on queueing

theory and the following assumptions of two (2) vehicle lifts, average lift round trip of 77 seconds and 80% of car park vehicles enter in one hour (80% x 16 = 13 vehicles per hour).

The 98th percentile queue waiting for the car lift is estimated to be 0.97 vehicles (excluding the vehicle being serviced) and an average queue of less than 0.02 vehicles. Therefore, TTPP found that a queuing area for 1 vehicle on arrival would be sufficient and could be accommodated within the basement car park.

Bicycle Parking

The bicycle parking requirements under Sydney DCP require a minimum of 825 car spaces, as summarised in **Table 13** below.

Table 13 Minimum Bicycle Parking Requirements under the Sydney DCP

Land Use	Category	GFA	Parking Rate	Minimum Requirement
Commercial	Staff	89,583m ²	1 space per 150m ² GFA	597
	Visitors		1 space per 400m ² GFA	224
Retail	Staff	417m ²	1 space per 250m ² GFA	2
	Visitors		2 spaces plus 1 space per 100m ² over 1,000m ² GFA	2
Total				825

Source: TTPP

The Indicative Reference Scheme includes eight-hundred and thirty-five (835) bicycle parking spaces across Basement 2 and 3 and therefore complies with the Sydney DCP.

10.10.3 Traffic Generation

The Indicative Reference Scheme comprises sixteen (16) car spaces on Basement 3, which is less than the existing eighty-two (82) car spaces on the Site. It is therefore expected that the development will generate less vehicle traffic than the existing buildings. The estimated traffic generation is some sixteen (16) vehicles per hour. The Planning Proposal seeks to require the future basement access via Pitt Street with the removal of driveways along Gresham Street is likely to decrease traffic volumes in Gresham Street.

10.10.4 Loading Strategy

The TTA includes an assessment of the loading requirements for both the Pitt & Bridge Loading Dock and Neighbourhood Shared Loading Dock. In order to determine the number of loading bays required, the assessment considers the requirements of the Sydney DCP, TfNSW's Urban Freight Forecasting Model (TfNSW UFFM) methodology and an alternative analysis of previous surveys of other sites within the Sydney CBD.

As outlined in **Table 14**, the Sydney DCP stipulates that a total of 23 loading bays are to be provided based on the Indicative Reference Scheme's distribution of the proposed 90,000m² of commercial GFA.

Table 14 Sydney DCP Loading Requirements

Land Use	GFA	Sydney DCP Requirement	Requirement
Commercial (Office)	89,583m ²	<ul style="list-style-type: none"> 1 space per 3,300m² GFA, or part thereof, for the first 50,000 m²; plus; 1 space per 6,600m², or part thereof, for additional floor area over 50,000m² and under 100,000m². 	21
Retail	417m ²	<ul style="list-style-type: none"> 1 space per 350m² GFA, or part thereof, up to 2,000m²; and 1 space per 800m² GFA, above 2000m² 	2
Total			23

Source: TTPP

In comparison, utilising TfNSW's UFFM methodology would require a total of eighteen (18) loading bays to meet demand. While the analysis of alternative similar sites within the Sydney CBD finds that a minimum of fourteen (14) loading bays would be required to meet demand.

The Indicative Reference Scheme provides a total of twenty-nine (29) loading bays. The proposed breakdown between the Pitt & Bridge Loading Dock and Neighbourhood Shared Loading Dock is provided in **Table 15** and illustrated in **Figure 72** following.

Table 15 Indicative Reference Scheme Loading Dock Provision

Type	Pitt & Bridge Loading Dock	Neighbourhood Shared Loading Dock
MRV	2	-
SRV	2	2
Courier Van/Car (B99)	19	4
Total	23	6

Source: TTPP



Basement 1

Basement 2

Figure 72 Neighbourhood Shared Loading Provision – Indicative Reference Scheme

Source: FJC

The Indicative Reference Scheme comprises twenty-nine (29) loading bays which provides sufficient capacity to meet the demand for both the Pitt & Bridge Loading Dock and Neighbourhood Shared Loading Dock. It includes the provision of twenty-three (23) loading bays for the Pitt & Bridge loading, complying with the Sydney DCP, and six (6) loading bays for the Neighbourhood Shared Loading Dock providing a public benefit.

To understand the demand for the neighbourhood loading dock, TTPP have undertaken an analysis of the surrounding catchment of the site (within an 150m radius) to the quality of the existing off-street loading facilities. It determined that sites along Bridge Street (most of which are heritage listed) and 62 Pitt Street have limited loading areas (refer to **Figure 73**). It is noted that the other surrounding sites are due to be redeveloped in the near future and it is assumed that the redevelopments would include provision of off-street loading areas.

The analysis indicates that the proposed supply of service vehicles is suitable for the demands of the building and provides a public benefit of neighbourhood loading docks. Taking the above into consideration and the results of the empirical data and Transport for NSW Urban Freight Forecasting model, a total of twenty-nine (29) loading and servicing spaces are proposed, including twenty-three (23) dedicated for Pitt & Bridge, and allocation of the remaining six (6) spaces available to the public as a neighbourhood loading dock. The twenty-three (23) total loading spaces meet the City of Sydney's DCP requirements.

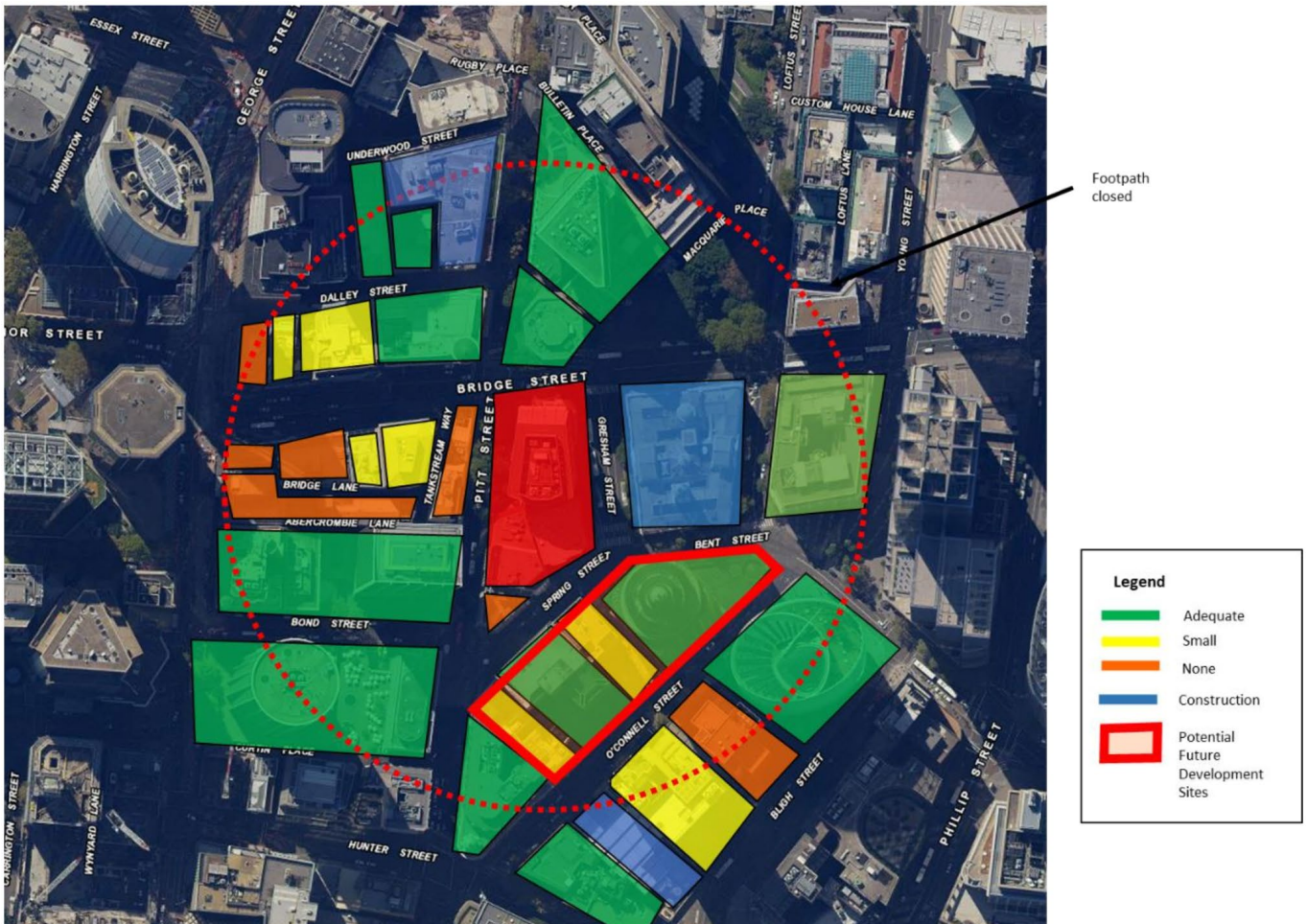


Figure 73 Loading Level of Service Assessment of Surrounding Sites (150m)

Source: TTPP

10.11 Flooding

A Flood Risk Management Report has been prepared by Stantec and included at **Appendix K**. It assesses the existing flood risks and major overland flow paths around the Site. It provides the flood planning requirements and flood levels for the development at the basement, ground, and entry levels in order to mitigate against inundation which have been considered as part of the design of the Indicative Reference Scheme.

Stantec concludes that the Indicative Reference Scheme demonstrates that impacts are minimal and localised along the street network with no increases in flood hazard. It therefore complies with the flood planning levels as set out in City's Interim Floodplain Management Policy. The Indicative Reference Scheme therefore demonstrates that development with the Proposed Planning Envelope can satisfy flood planning controls.

10.12 Geotechnical

A Geotechnical Assessment has been prepared by JK Geotechnics and included at **Appendix J**. It seeks to determine the likely subsurface conditions of the Site from previous geotechnical investigations undertaken nearby, and from this, make preliminary comments and recommendations in relation tunnels, excavation, retention, groundwater, footings, basement slabs, geotechnical investigation, analysis and monitoring.

The assessment concludes that that Site is likely underlain by shallow sandstone bedrock, and negligible depths of fill or natural soil would be present on-site on the basis that the Site has already been subject to full development. It recommends further detailed geotechnical input to confirm the Site's geotechnical conditions, which will be undertaken prior to a future detailed DA.

10.13 Cultural Benefits

Intrinsic to Pitt & Bridge is a reconciliatory approach to collaborative design. Dexus, in conjunction with Arcadia, have developed a framework for the preparation of a future Indigenous design strategy for the project. This approach forms part of Dexus's commitment to connecting with Country through First Nations collaboration.

The strategy will involve collaboration through the Invited Architectural Design Competition with traditional custodians of the land, and includes additional commitments as set out in the Design Excellence Strategy (**Appendix C**). The intent is to ensure the winning design draws upon and celebrates the culture and history of the Gadi people and greater Eora Nation, enriching the cultural fabric and experience of the Sydney CBD.

As part of its commitment to connecting with Country, Dexus will work with the City to establish an Indigenous Design Committee, who will build upon and agree on additional protocols and commitments for the design competition. The committee will nominate these additional protocols and commitments by building upon the requirements within the design competition brief and criteria. The committee will also provide advice and / or judgement on the 'Connecting with Country' approach of each competition entry.

The Committee will work with the City to provide advice and conditions on Connecting with Country to the winning design team in developing the winning design, and will review and provide advice both prior to and following lodgement of the detailed DA. The Committee will also have a design integrity role post approval:

- As part of design development through to issue of the Construction Certificate, with the committee ensuring the integrity of Indigenous principles through the design are protected; and
- Through construction to occupation. The design team and cultural collaborators will provide advice and information to building contractors as needed and both will ensure the integrity of Indigenous design components are realised prior to issue of the Occupation Certificate.

10.14 Economic Benefits

Pitt & Bridge will contribute towards strengthening Sydney's role as a globally competitive City, by supporting business activities and ensuring adequate capacity for new and upgraded office accommodation in the Sydney CBD. The potential provision of 90,000m² of employment generating floor space in a future super tower that achieves design excellence will contribute to the Sydney CBD as a principal centre for business consistent with the objectives of the SP5 Metropolitan Centre zone.

The project also operates as a very distinctive and visual opportunity for Sydney to engage with the global green economy, driving this new economy and establishing a new precinct for the innovation and exchange of green finance and talent. This can leverage off the Sydney CBD's already dominant financial market, strong start-up ecosystem and access to diverse talent.

As set out in the Economic Contribution Analysis in **Appendix N** prepared by EY, the Pitt and Bridge's gross contributions (direct and indirect) to the economy can be summarised as follows:

- \$1.35 billion in value added to the Central Sydney economy over the construction period;
- \$4.3 billion each year in value add to the Central Sydney economy during operation from incremental economic activity enabled at the Site;
- \$630 million in labour income over the construction period;
- \$1.7 billion in wages per year generated; and
- \$431 million (at least) of net additional public value created over the life of the project.

Pitt & Bridge will support a future development capable of providing office floor space to accommodate up to approximately 6,150 people directly employed in the building, representing an increase of approximately 2,050 people over and above the potential capacity of the existing commercial buildings on the Site. The future construction of the Proposal will also have the potential to generate in the order of 6,211 construction jobs.

The Planning Proposal is also supported by a Socio-Economic Context Report prepared by Urbis and included at **Appendix O**. It provides key insights to the context that Pitt & Bridge is aligned, which is summarised as follows:

- **Changing Ecosystem of the Sydney CBD and its Northern Core:**
 - The underlying economic power, competitiveness, appeal and resilience of Sydney CBD is critical to the sustained success of the metropolitan region and the State.
- **Green Economy Opportunity:**

- Expenditure on climate related projects globally in the decade to 2030 is estimated to exceed US\$ 90 - 100 trillion to meet obligations under the Paris Agreement. This spending pipeline is igniting the growth of the green economy and catalysing the development of the green finance sector.
- The City and Sydney CBD are well positioned to play a leading role in driving this green economy to cement itself as a hub for innovation, exchange and talent. The Sydney CBD, specifically its Northern Core, has the foundational conditions to ignite a green economy-green finance cluster, establishing Sydney as Asia-Pacific's primary trading hub.
- **The Changing Global Context of CBDs:**
 - Cities will matter more than ever to the wealth of nations – but post COVID recovery between cities has been uneven, revealing structural challenges and reinforcing the reality that not all cities will succeed to the same extent.
 - COVID accelerated the momentum of pre-existing social, cultural and organisational changes to lifestyle and working practices.
- **Work-life + Work-place Change:**
 - How and where work happens has experienced profound disruption arising from COVID-19: the acceleration of digital technologies enabling remote working and the increased cultural acceptance of this outcome will not be reversed. However, workplaces remain critical to the development of corporate culture, collaborative and creative working practices and the quality of client engagement.
- **Role of Super Towers:**
 - The 2020s represent the coming of age of super-towers: the new beacons of high performing, higher order central business districts, where economic growth is rapid and land supply is under pressure.
- **Project Opportunity:**
 - Pitt & Bridge will be an iconic addition to the Sydney CBD skyline and can be positioned to deliver maximum benefit to the city and its communities through its positioning as an international hub for the green economy and provision of an iconic future home for the proposed Green Stock Exchange.
 - Specifically Pitt & Bridge Street will deliver:
 - Strategic economic benefit to the city through the delivery of a Green Stock Exchange and commercial cluster focused on the attraction and retention of (green) talent as a critical success factor for the CBD business ecosystem. Strengthening the specialist magnetism of Sydney CBD and supporting its sustained transformation into a global business district; and
 - Enhanced local, and distinctive destination, amenity within the Northern Core precinct to increase the diversity and vitality of experience during and after hours.

In summary, the Socio-Economic Context Report (**Appendix O**) outlines Pitt & Bridge is a significant opportunity for Sydney. It presents the potential to deliver premium office accommodation that is in demand and will attract the green economy, and create an iconic addition to the Sydney CBD skyline and can be positioned to deliver maximum benefit to Sydney. It also highlights the importance of the opportunity with a limited window for Sydney to emerge as a key hub for the green economy due to rapidly shifting investment trends and other cities within the Asia-Pacific region positioning themselves accordingly.

10.15 Airport Operations

Clause 7.16 of Sydney LEP 2012 requires that the consent authority must not grant development consent if the relevant Commonwealth body advises that the development will penetrate the Limitation or Operations Surface and should not be constructed. In effect, the consent authority will require the Federal Department of Infrastructure and Regional Development to authorise the penetration of the OLS prior to determination of the future detailed DA. As aforementioned, the applicable OLS applying across the Sydney CBD is 156m AHD.

The Proposed Planning Envelope will therefore result in a tower that will penetrate the OLS (by some 154m) and therefore will require approval as a controlled activity under the *Airports Act 1996*. Given the Sydney LEP 2012 already enables a potential tower of some 235m on the Site and in light of the approved LLCQ commercial tower development adjacent to the north (at 263m) of the Site within the APDG Block (refer to **Figure 18**), it is considered that the aviation approval required in the future will be forthcoming.

11.0 Part 4 – Mapping

The Planning Proposal does not include any amendments to maps. No change will be made to any maps contained in the Sydney LEP 2012 as part of this Planning Proposal, instead an additional HOB and FSR is proposed to be included through a new site-specific Sydney LEP 2012 clause as discussed earlier in this Planning Proposal document. A range of figures / maps will be prepared in relation to required amendments to the Sydney DCP.

12.0 Part 5 – Community Consultation

The Applicant has and continues to consult and keep a dialogue with key adjoining and adjacent landowners. Formal public consultation will also take place in accordance with Sections 3.34 and 3.35 of the EP&A Act. This is likely to involve notification of the Planning Proposal:

- On Council's website;
- In newspapers that circulate widely in the City of Sydney Local Government Area; and
- In writing to the adjoining and nearby landowners; relevant community groups; and the surrounding community in the immediate vicinity of the Site.

It is noted that confirmation of the public exhibition period and requirements for the Planning Proposal will be given by the Minister as part of the LEP Gateway determination. Any future DA on the Site would also be exhibited in accordance with Council requirements, at which point the public and any authorities would have the opportunity to make further comments on the project.

13.0 Indicative Project Timeline

An indicative timeline for the Planning Proposal is provided in **Table 16** below.

Table 16 *Indicative Project Timeline*

Milestone	Timing
Formal Submission of Planning Proposal	May 2024
Reporting of Planning Proposal to CSPC	July 2024
Referral to Minister for Gateway Determination	July 2024
Date of Gateway Determination	September 2024
Commencement and completion dates for public exhibition period	October-November 2024
Timeframe for government agency consultation (pre-and post-exhibition as required by Gateway determination)	November-December 2024
Timeframe for consideration of submissions	January – February 2025
Reporting of exhibition of Planning Proposal to CSPC	March 2025
Date of submission to the Department to finalise the LEP	March 2025
Anticipated date RPA will make the plan (if delegated)	April 2025
Anticipated date RPA will forward to the department for notification	April 2025

14.0 Conclusion

Dexus's vision for Pitt and Bridge is to create an anchor to the green economy by providing office accommodation to attract and facilitate the green finance, energy, infrastructure, development, tech and the professional services that support them. This is supported by a clear vision to relay the story of Country through the project by ensuring it connects through design with the eons held identity of Warrane, interpreting the sacred connections and uses of place through an Indigenous design strategy for the public domain and tower.

This Planning Proposal Justification Report supports the Pitt & Bridge project, an anchor to the green economy being a proposal for a green and global premium grade office tower, constituting a vertical exchange of finance, knowledge sharing, innovation, education, sustainability and wellness. The Planning Proposal seeks amendments to the Sydney LEP 2012 and Sydney DCP 2012 to introduce a Proposed Planning Envelope consistent with the outcomes envisaged in the CSPS with:

- A maximum HOB of RL 310.00 (approximately 305m above ground level); and
- A maximum FSR of 27.4:1, equating to a total maximum commercial premises (office and retail premises) GFA of 90,000m² across the Site.

The Planning Proposal relates to a significant 3,288m² site that has involved an amalgamation of four (4) land holdings to form a viable super tower (300m+) site. Amalgamated development-ready sites are extremely scarce and substantially costly in Central Sydney, as such they can take years to materialise. Accordingly, where there is a site opportunity to deliver significant employment generating floor space without unreasonably compromising public amenity, this should be encouraged, as is the case with the subject Planning Proposal.

This Planning Proposal will establish the planning framework to:

- Facilitate Dexus's bold vision for an important CBD block, in the form of true city-building project which will:
 - Provide office accommodation to attract and facilitate the green finance sector, providing the infrastructure to attract green businesses and talent which are aligned with global sentiment around addressing climate change and resilience and which can engage with the emerging global green economy; and
 - Relay the story of Country through the project by ensuring the project connects through design with the eons held identity of Warrane, interpreting the sacred connections and uses of place through an Indigenous design strategy for the public domain and the tower.
- Facilitate 90,000m² of employment generating floor space which equates to an estimated 6,150 direct jobs in operation as well as 3,660 direct jobs during construction, resulting in a development that is consistent with best practice transit-oriented development, to reflect the scale and density appropriate for a site within Central Sydney in proximity to existing heavy rail and multiple Sydney Metro Stations.
- Implement sustainability initiatives of the highest level, supporting the improved environmental performance of commercial development in Central Sydney.
- Further strengthen and protect the commercial core of Global Sydney by implementing the City's vision for Central Sydney to accommodate global office towers within identified tower cluster areas considered suitable for uplift and additional employment generating floor space above the existing controls;
- Capitalise on an unconstrained and large amalgamated site to facilitate a great opportunity for additional employment floor space, thereby promoting the more efficient use of land within an identified tower cluster area already considered suitable for greater uplift;
- Deliver a significant increase in employment capabilities within the vicinity of multiple Sydney Metro stations and other key transport networks (i.e. existing light rail and heavy rail);
- Provide an improved urban design and pedestrian experience at ground level, with enhanced street activation, the protection of sunlight and appropriate wind conditions; and
- Establish a framework for a future building to achieve design excellence and best-practice sustainable design.

Pitt & Bridge is positioned on a latent, highly optimal and unconstrained site effectively constituting a city block. This Planning Proposal demonstrates that it can suitably accommodate Dexus's vision for a super tower, whilst also minimising environmental impacts and not compromising the amenity of the Sydney CBD's streets, parks and valued public spaces. The Planning Proposal has demonstrable strategic merit and is in alignment with the actions and intended outcomes of the strategic planning framework established by the State and the City.

For these reasons, we have no hesitation in recommending this Planning Proposal for Gateway Determination.