

# **Attachment A1**

<b>Planning Proposal Justification Report</b>
---

# Planning Justification Report

## The O'Connell Precinct

*Amendments to the maximum height, maximum floor space ratio and concurrent Development Control Plan Amendment*







#### **'Gura Bulga'**

Liz Belanjee Cameron

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

By using the green and blue colours to represent NSW, this painting unites the contrasting landscapes. The use of green symbolises tranquillity and health. The colour cyan, a greenish-blue, sparks feelings of calmness and reminds us of the importance of nature, while various shades of blue hues denote emotions of new beginnings and growth. The use of emerald green in this image speaks of place as a fluid moving topography of rhythmic connection, echoed by densely layered patterning and symbolic shapes which project the hypnotic vibrations of the earth, waterways and skies.

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

We acknowledge the Gadigal people, of the Eora Nation, the Traditional Custodians of the land where this document was prepared, and all peoples and nations from lands affected.

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

<b>Contact</b>	Andrew Duggan	aduggan@ethosurban.com
----------------	---------------	------------------------

**This document has been prepared by:**

Matthew Thrum

05/03/2024

**This document has been reviewed by:**

Andrew Duggan

27/02/2024

Kimberley Bautista

05/03/2024

Version No.	Date of issue	Prepared By	Approved by
1.0 (DRAFT)	03/11/2022	MT / KB	BH
2.0 (DRAFT SUBMISSION)	30/11/2022	MT / KB	BH
3.0 (FORMAL SUBMISSION)	05/03/2024	MT / KB	AD

Reproduction of this document or any part thereof is not permitted without written permission of Ethos Urban Pty Ltd. Ethos Urban operates under a Quality Management System. This report has been prepared and reviewed in accordance with that system. If the report is not signed, it is a preliminary draft.



Ethos Urban Pty Ltd | ABN 13 615 087 931 | 173 Sussex Street Sydney NSW 2000 (Gadigal Land) | +61 2 9956 6962 | ethosurban.com

# Contents

<b>1.0</b>	<b>Introduction.....</b>	<b>9</b>
1.1	Project Vision.....	11
1.2	Connecting with Country.....	11
1.3	Project Grounding in the Central Sydney Planning Strategy .....	12
1.4	Background.....	13
<b>2.0</b>	<b>Site Context and Description.....</b>	<b>14</b>
2.1	Site location context .....	14
2.2	Site description.....	16
2.3	Existing development.....	17
2.4	Surrounding development.....	20
2.5	City North Public Domain Plan.....	24
<b>3.0</b>	<b>Existing planning framework .....</b>	<b>26</b>
3.1	Sydney Local Environmental Plan 2012.....	26
3.2	Sydney Development Control Plan 2012 .....	28
<b>4.0</b>	<b>Proposed Development Opportunity .....</b>	<b>31</b>
4.1	Site Opportunities and Considerations.....	31
4.2	The Planning Envelope Development.....	32
4.3	The Proposed Planning Envelope .....	33
4.4	Indicative Reference Design .....	37
4.5	Design excellence.....	44
<b>5.0</b>	<b>Part 1 – Objectives and intended outcomes.....</b>	<b>46</b>
5.1	Objectives and intended outcomes.....	46
<b>6.0</b>	<b>Part 2 – Explanation of provisions .....</b>	<b>47</b>
<b>7.0</b>	<b>Part 3 – Justification of strategic and site-specific merit .....</b>	<b>48</b>
7.1	Strategic merit.....	48
7.2	Site-specific merit.....	60
<b>8.0</b>	<b>Environmental assessment .....</b>	<b>61</b>
8.1	Building integration.....	61
8.2	Built form and urban design.....	61
8.3	Public Domain .....	69
8.4	Overshadowing.....	72
8.5	Skyview assessment .....	73
8.6	Wind assessment.....	74
8.7	Visual impact .....	75
8.8	Heritage assessment.....	79



8.9	Sustainability.....	82
8.10	Traffic and transport .....	84
8.11	Pedestrian traffic and comfort assessment .....	86
8.12	Social and economic effects.....	87
8.13	Airport operations .....	88
8.14	Flooding.....	88
9.0	Parts 4 – Mapping .....	91
10.0	Part 5 – Community consultation .....	91
11.0	Part 6 – Project timeline.....	91
12.0	Conclusion.....	92

## Table of Figures

Figure 1	Photomontage of an indicative tower resulting from the planning proposal (Loftus Street)	10
Figure 2	Indicative tower cluster areas identified under the CSPS	12
Figure 3	Locational Context	15
Figure 4	Site aerial	16
Figure 5	Existing development (satellite perspective)	17
Figure 6	Existing development (Spring Street frontage)	18
Figure 7	Existing development (Bent Street frontage)	18
Figure 8	Existing development (O'Connell Street frontage)	19
Figure 9	Existing development (1 O'Connell Street)	19
Figure 10	Surrounding development (North)	20
Figure 11	Surrounding development (East)	21
Figure 12	Surrounding development (South)	22
Figure 13	Surrounding development (West)	22
Figure 14	Surrounding future context	24
Figure 15	City North Public Domain Plan – Hunter Street Precinct Upgrades (the site outlined in blue)	25
Figure 16	Farrer Place Special Character Area (subject site outlined in red)	30
Figure 17	DCP Base Case envelope	32
Figure 18	Podium envelope plans height envelope (O'Connell Street)	34
Figure 19	Podium envelope viewed from the south	35
Figure 20	Tower envelope drawing	36
Figure 21	Proposed planning envelope	37
Figure 22	Photomontage of an indicative tower resulting from the proposal (city skyline)	38
Figure 23	Reference Design Basement plan and Logistics Centre	40
Figure 24	Photomontage of an indicative public domain podium resulting from the proposal	42
Figure 25	Indicative plans of mid-rise and high-rise office floor plates (centre core)	43
Figure 26	Indicative plans of mid-rise and high-rise breakout floors (centre core)	43
Figure 27	Indicative plans of mid-rise and high-rise office floor plates (side core)	44
Figure 28	Indicative plans of mid-rise and high-rise breakout floors (side core)	44
Figure 29	Design Concept for the precinct	62
Figure 30	Proposed podium envelope and key datums	64
Figure 31	Pitt Street Mall Solar Access Plane	65
Figure 32	Planning envelope in the Sydney skyline	67
Figure 33	Planning envelope within the context of surrounding new towers	67
Figure 34	Planning envelope articulation	68
Figure 35	Indicative reference scheme public domain improvements and through site link	69
Figure 36	Photomontage of the indicative readapted wintergarden	70
Figure 37	Indicative reference scheme through site link section	71
Figure 38	Public Art opportunities	72
Figure 39	Base Case and Proposed envelope sky view factor score comparison	74
Figure 40	View analysis – Pitt Street	75
Figure 41	View analysis – Pitt Street	76
Figure 42	View analysis – Loftus Street	76
Figure 43	View analysis – O'Connell Street	77
Figure 44	Reference scheme from key view points of the Sydney skyline	78
Figure 45	19-21 O'Connell Street, Sydney	79
Figure 46	Former 'Chatsworth House' and the Former 'Orient Line Building' facades	80
Figure 47	Former Sydney Morning Herald Building (current Radisson Blu Hotel)	81
Figure 48	Key public transport stops in the vicinity of the site	84
Figure 49	Existing (left) and future (right) footpath LoS	87
Figure 50	Peak Flood Depths and Levels 1% AEP (existing development)	89
Figure 51	Peak Flood Depths and Levels Probable Maximum Flood (existing development)	89



## Table of Tables

Table 1	Engagement summary .....	13
Table 2	Site description .....	16
Table 3	Existing development .....	17
Table 4	Key surrounding future development .....	23
Table 5	Sydney LEP 2012 Key Controls .....	26
Table 6	Sydney DCP 2012 Controls .....	28
Table 7	Consistency with GSRP directions .....	49
Table 8	Consistency with the Objectives of GANSW's Better Placed .....	54
Table 9	Consistency with State Environmental Planning Policies .....	55
Table 10	Assessment of Section 9.1 Directions .....	56
Table 11	Sydney DCP 2012 Street Setback Controls .....	65
Table 12	Average GEM wind speed across all Test Locations .....	74
Table 13	Environmental sustainability development strategy .....	83
Table 14	Expected mode share .....	85
Table 15	Floodplain classification according to location .....	90
Table 16	Indicative project timeline .....	91

## Appendices

- A** Urban Design Report  
*Matthew Pullinger Architect + Stewart Architecture*
- B** Survey Plan  
*Rygate*
- C** Draft Site-Specific Development Control Plan  
*Ethos Urban*
- D** Design Excellence Strategy  
*Ethos Urban*
- E** Vision and Values Proposition Statement  
*Lendlease*
- F** Traffic and Transport Report  
*ARUP*
- G** Pedestrian Assessment Study  
*ARUP*
- H** ESD Strategy  
*Lendlease*
- I** Pedestrian Wind Environment Study  
*MEL Consulting*
- J** Statement of Heritage Impact  
*Megan Jones Architecture*
- K** Sky View Factor Report  
*Matthew Pullinger Architect + Stewart Architecture*
- L** Aeronautical Impact Report  
*Strategic Airspace*
- M** Flood Study  
*ARUP*
- N** Draft Public Benefit Offer  
*Lendlease*



## ***The O'Connell Precinct unlocks an opportunity to redefine and revitalise Sydney's northern CBD.***

*The precinct will be a new and hyper-connected city quarter serviced by multiple public transport connections. A location which, through innovative placemaking, blurs the lines of business and play. Lively, active and green, the project will realise the full potential of the site and create a place where people can take advantage of all aspects of working in the CBD – or visiting it – with enviable connections to Sydney Metro, light rail, Wynyard Station, bus routes and Circular Quay's train and ferry services.*



Space and amenities for  
**9000**  
office workers



- New through-site link
- Heritage integration and integration
- Integrated precinct loading and logistics



**72 Storeys**  
**112,252 sqm**  
of GFA unlocked

# **The O'Connell Precinct**



# The project will deliver...

6 Star Green  
Star Rating



5.5 Star NABERS  
Energy Rating



4 Star NABERS  
Water Rating



Net Zero  
Carbon



Platinum  
WELL Rating



Sky view factor  
positive



Improved  
pedestrian wind  
conditions



Activated street  
frontages



Transit Oriented  
Development  
Principles



30-minute city



Opportunity for  
design excellence



World class  
workplace design



# 1.0 Introduction

This request for a Planning Proposal is submitted to the Council of the City of Sydney (Council) for amendments to the *Sydney Local Environmental Plan 2012* (Sydney LEP 2012) relating to the O'Connell Precinct (the site). Ethos Urban has prepared this Planning Proposal Justification Report on behalf of the Lendlease-managed Australian Prime Property Fund Commercial (APPFC) in partnership with Pearl Spring ZB 2016 Trust (Pearl), an Australian trust that is wholly owned by the Abu Dhabi Investment Authority (ADIA). Hereafter APPFC and Pearl will be referred to as **the Proponent**.

The purpose of this request for a Planning Proposal is to introduce a new Floor Space Ratio (FSR) and Height of Buildings development standard for the site. Collectively, these amendments will unlock additional floor space to be used exclusively for employment generating land uses, consistent with the vision and intent of the Central Sydney Planning Strategy (CSPS). The proposal will also deliver significant public and city-building benefits through activation and embellishment of the public domain and creating a new through site link, while protecting the amenity of the existing surrounding public realm in regard to solar access and wind conditions. The proposal will retain and protect the heritage significance of the local heritage listing at 19-21 O'Connell Street.

The Planning Proposal is the first stage of the redevelopment program for site which will ultimately enable the delivery of a commercial office tower (refer to **Figure 1**), accommodating:

- A maximum height of 309.2m (RL 319.1) consistent with the Pitt Street Mall No Additional Overshadowing control.
- A maximum Floor Space Ratio (FSR) of 23.1:1 equating to 155,936m<sup>2</sup> of Gross Floor Area (GFA).

Amendments to the Sydney Development Control Plan 2012 (Sydney DCP 2012) will be required to support this outcome. These amendments seek to achieve design excellence key development outcomes including provisions related to the future built form, heritage conservation, the provision of a publicly accessible through site link, design excellence and sustainability.

As required by Section 3.33 of the *Environmental Planning & Assessment Act 1979* (EP&A Act), this request for a 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 request for a Planning Proposal describes the site, the proposed amendments to the Sydney LEP 2012 and provides an environmental assessment of the proposed height and FSR controls, planning envelope and indicative tower/reference design. The report should be read in conjunction with the Urban Design Report prepared by Stewart Architecture + Matthew Pullinger Architect (**Appendix A**) and specialist consultant reports appended to this proposal (refer to the Table of Contents).

This request for a Planning Proposal has been prepared in accordance with Section 3.33 of the EP&A Act and the 'Local Environmental Plan Making Guideline', which requires the following matters to be addressed:

- Part 1 – Objectives and intended outcomes (**Section 5.0**).
- Part 2 – Explanation of provisions (**Section 6.0**).
- Part 3 – Justification of strategic and site-specific merit (**Section 7.0**).
  - Need for the Planning Proposal.
  - Relationship to strategic planning framework.
  - Environmental, social and economic impact.
  - State and Commonwealth interests.
- Part 4 – Maps (**Section 9.0**).
- Part 5 – Community consultation (**Section 10.0**).
- Part 6 – Project timeline (**Section 11.0**).



The CSPS is a catalyst for city shaping developments that will continue to position and strengthen Central Sydney as Australia's leading global city. This request for a Planning Proposal seeks to contribute to the aims and objectives of the CSPS.



**Figure 1** Photomontage of an indicative tower resulting from the planning proposal (Loftus Street)

Source: Mogamma

## 1.1 Project Vision

Lendlease Investment Management is a world-leading investment and development group with the vision to create communities, workplaces, infrastructure and urbanisation projects that help businesses to succeed and people to thrive, and is the asset manager for the subject site. With a long-standing history of landmark global projects, Lendlease is committed to delivering a world-class commercial precinct that offers a diversity of workplace whilst achieving the highest standard of social and environmental amenity.

The project will provide an iconic office tower that will optimise employment opportunities and capitalise on the direct access to the future high-speed Sydney Metro rail network at the site's doorstep. Lendlease recognises the strategic location of the site within Central Sydney, and its important role in strengthening 'Global Sydney' as an economic and cultural powerhouse. The O'Connell Precinct will reinvigorate the site to deliver a world-class commercial precinct that realises opportunities that are emerging in future work practices, reflective of Lendlease's commitment to working with the city to implement the CSPS.

This request for a Planning Proposal establishes a planning framework to deliver the vision of this world-leading commercial precinct, which will:

- strengthen Sydney's global economic role by delivering an environmentally sustainable premium grade commercial tower that supports significant employment growth and emerging work practices (wellbeing and sustainability, communication and digital technologies and security);
- be of highest standard of architectural, urban and landscape design demonstrating design excellence and providing a valuable contribution to the Central Sydney skyline;
- unlock the ground plane to deliver a world class destination with increased activation and permeability, delivering a new through site link for increased connectivity and reinvigorated street level outcome; and
- enable the highest level of sustainability initiatives, supporting the improved performance of commercial development in Central Sydney.

The future redevelopment of the site within the proposed planning framework established by this request for a Planning Proposal is in full alignment with the objectives and intended outcomes of the City's ground-breaking CSPS. Specifically, it supports the ongoing growth of employment floor space in Central Sydney, the concentration of growth in a tower cluster considered suitable for accommodating commercial uplift, and the protection of public amenity. The proposal delivers new employment generating floor space in the right location, with greater jobs delivered at no expense to the sunlit public spaces and parks which make Sydney special.

A Vision and Value Statement has been prepared by Lendlease (refer to **Appendix E**).

## 1.2 Connecting with Country

This request for a Planning Proposal seeks to enliven the site's strategic location at the northern part of the CBD, starting with Connecting with Country. The proposal adopts a Country-centred approach to ensure the Traditional Owners of the lands voices and stories are incorporated into the project. The proposal has adopted the following Designing with Country principles:

- **Topography + geology:** Acknowledging and taking inspiration from the colours and layers of Country, recognising the undulated topography holding powerful historical meaning and memory of place.
- **Connection to water:** Protecting key views and creating connections with Circular Quay, appreciating the importance of the relationship of water for the Eora people of the Gadigal Nations.
- **The Tank Stream:** Appreciating the site's close proximity to the Tank Stream which is a significant historical asset that supplied freshwater and fish to the original Gadigal people and Sydney European life up until the 1800's.
- **Materiality:** Utilising material diversity to provide visual interest, warmth and engaging places – an invitation to reconnect, to dwell supported by amenity inspired by the very essence of Country.
- **Landscape:** There is a rich ecosystem of endemic and Indigenous species of Country on the site. Contemporary landscapes must restore, remediate and replenish Country, reinforcing the need to provide a place of pause and respite.

Connecting with Country is a key principle informing this request for a Planning Proposal and will be embedded throughout the future stages of the project.



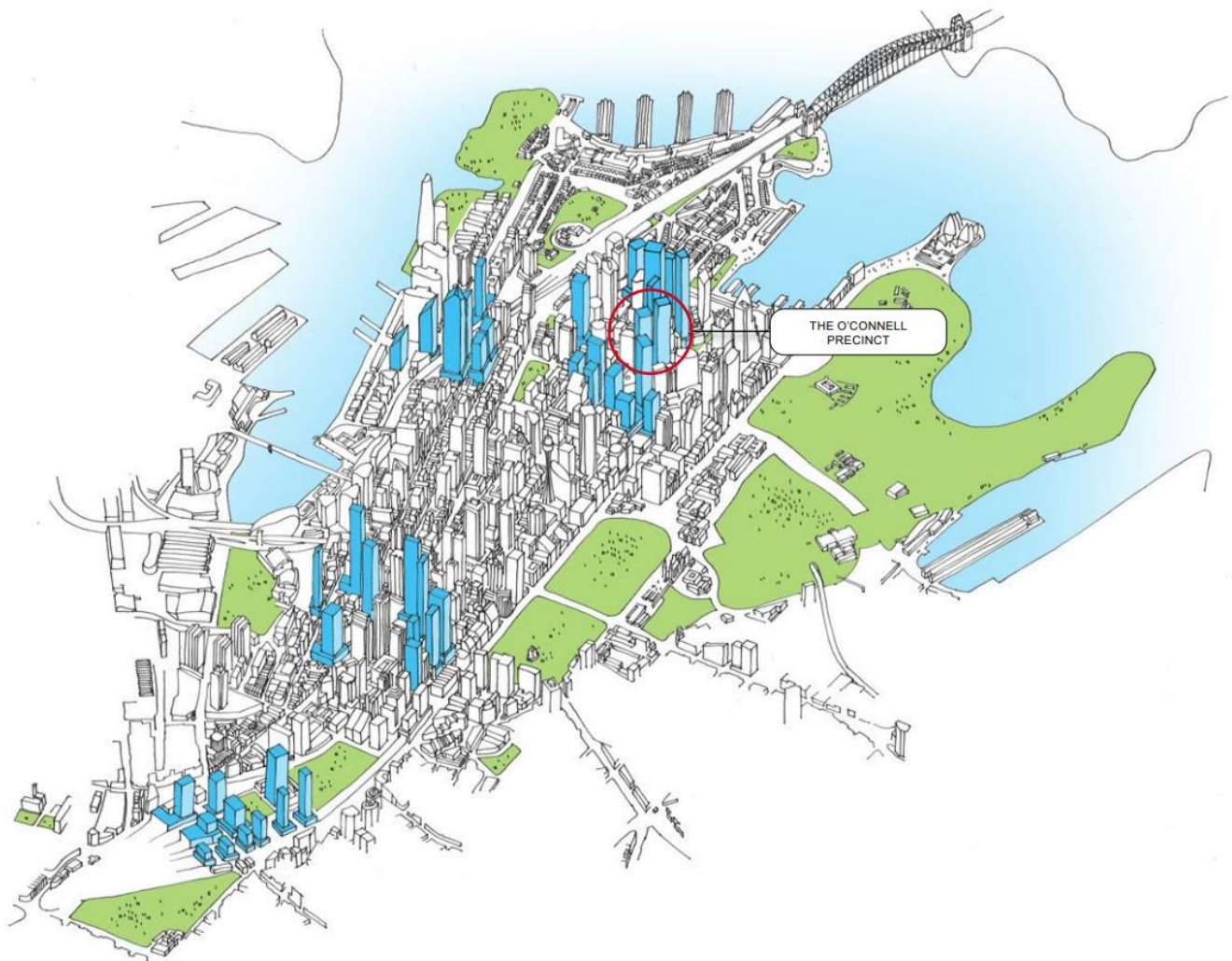
### 1.3 Project Grounding in the Central Sydney Planning Strategy

The CSPS was first released in 2016 and sets out a 20-year land use vision, planning priorities and actions to achieve a place-led and people-led vision for growth in Central Sydney. The CSPS were endorsed by Council on 14 December 2020 and amendments to the Sydney LEP 2012 were gazetted in December 2021, supported by amendments to the Sydney DCP 2012.

The central aim of the CSPS is to support good growth while balancing the need to protect and enhance the public places that make the city unique. It provides the strategic direction to continue to position and strengthen Central Sydney as Australia's most productive and strategically important employment centre. Through 10 key moves, the CSPS balances opportunities for development to meet demands and achieve Council's job targets through to 2036, being 100,000 jobs unlocked through an additional 2.9 million square metres of employment generating floor space. Importantly, the CSPS includes opportunities for increased height and density in key locations, balanced with environmental sustainability initiatives and sets criteria for excellence in urban design.

In this context, and over a number of years, the Proponent has brought together the individual sites within The O'Connell Precinct to amalgamate a collective precinct with the intention to deliver a world class mixed-use commercial redevelopment.

The CSPS identifies 'tower clusters' which are intended to create growth opportunities for employment floorspace, to support a more efficient use of land and encourage innovative design. The tower cluster zones largely reflect the City's capacity studies supporting the CSPS and identify sites capable of accommodating uplift without compromising public amenity in terms of sun access. The O'Connell Precinct is located at the heart of one of the identified tower clusters and will directly deliver additional employment generating floor space in a highly serviced and unconstrained site in Central Sydney, as anticipated under the CSPS.



**Figure 2** Indicative tower cluster areas identified under the CSPS

Source: City of Sydney

## 1.4 Background

The Proponent has engaged in early, ongoing and productive pre-lodgement discussions with Council staff and the City of Sydney Design Advisory Panel (DAP) over a number of years. This initially involved meeting on multiple occasions prior to an informal lodgement of the request for a Planning Proposal. **Table 1** provides a select overview of key engagements.

**Table 1** Engagement summary

Date	Who	Summary
July 2021	City of Sydney staff	<ul style="list-style-type: none"> <li>Further urban design analysis and a detailed response to heritage and public domain needs to be undertaken.</li> </ul>
August 2021		<ul style="list-style-type: none"> <li>The removal of the northern podium of 1 O'Connell Street (the Wintergarden) and creation of open space needs to be tested from an urban design and amenity perspective.</li> <li>The involvement of the 1 O'Connell Street site must be demonstrated.</li> <li>Sophisticated public benefits should be considered.</li> </ul>
29 November 2021	City of Sydney staff	<ul style="list-style-type: none"> <li>The built form of the proposal and treatment of 19 O'Connell must be considered.</li> <li>Articulation allowance must be demonstrated.</li> <li>Flooding impacts and management measures must be considered.</li> <li>Solar access and overshadowing impacts should be clearly shown.</li> </ul>
27 January 2022		<ul style="list-style-type: none"> <li>The involvement of the 1 O'Connell Street site must show public benefit.</li> <li>The proposed public benefits must be understood and their suitability considered.</li> </ul>
15 February 2022		
May 2022	Design Advisory Panel	<ul style="list-style-type: none"> <li>The proposed public realm improvements be coordinated with the City's urban design and studies for this precinct.</li> <li>The public domain propositions are fundamental to support the proposal.</li> <li>Removal of the wintergarden to create the maximum plaza is not supported. Retention of/or creation of a new building at the intersection of O'Connell and Bent streets for public uses should be further studied to help define the corner and mitigate wind impacts.</li> <li>Full and proper wind analysis for all times of the year must be completed.</li> <li>The Panel recommend tower setbacks to be consistent with the minimum in the DCP planning controls, including 10m building separation to the 1 O'Connell Street tower, a 3m setback to the Radisson Hotel, and an 8m street wall setback to O'Connell and Spring Streets.</li> <li>The undercroft kickback near to the Radisson is supported.</li> <li>The Panel's recommendations need to be tested.</li> </ul>
November 2022	City of Sydney staff	<ul style="list-style-type: none"> <li>Draft Lodgement of the request for a Planning Proposal package.</li> </ul>
30 March 2023	City of Sydney staff	<ul style="list-style-type: none"> <li>Feedback from City of Sydney regarding setback relationship with adjoining Radisson Hotel</li> <li>Retention of existing wintergarden built form is recommended</li> <li>Feedback from City of Sydney regarding provision of significant through site link from O'Connell Street to Spring Street</li> </ul>
16 May 2023	City of Sydney staff	<ul style="list-style-type: none"> <li>Series of workshops with the City of Sydney staff to discuss the following: <ul style="list-style-type: none"> <li>Pedestrian modelling including consideration of the broader city-wide benefit and through site link patronage levels</li> <li>Wind environment along the through site link</li> <li>The availability of solar access to the podium roof, through site link and intersection of Spring Street and Pitt Street</li> <li>The visibility of the Flugeman sculpture</li> <li>The role and form of the Wintergarden</li> <li>Role and function of the loading dock</li> <li>Resolution of the final tower envelope</li> <li>Skyview factor testing results</li> </ul> </li> </ul>
30 May 2023	City of Sydney staff	
22 June 2023	City of Sydney staff	
27 July 2023	City of Sydney staff	
29 September 2023	Design Advisory Panel	
		<ul style="list-style-type: none"> <li>Address sky view factor/ daylight, wind impact, street activation, public access, pedestrian flows, interface with the Radisson Hotel and street wall heights.</li> </ul>



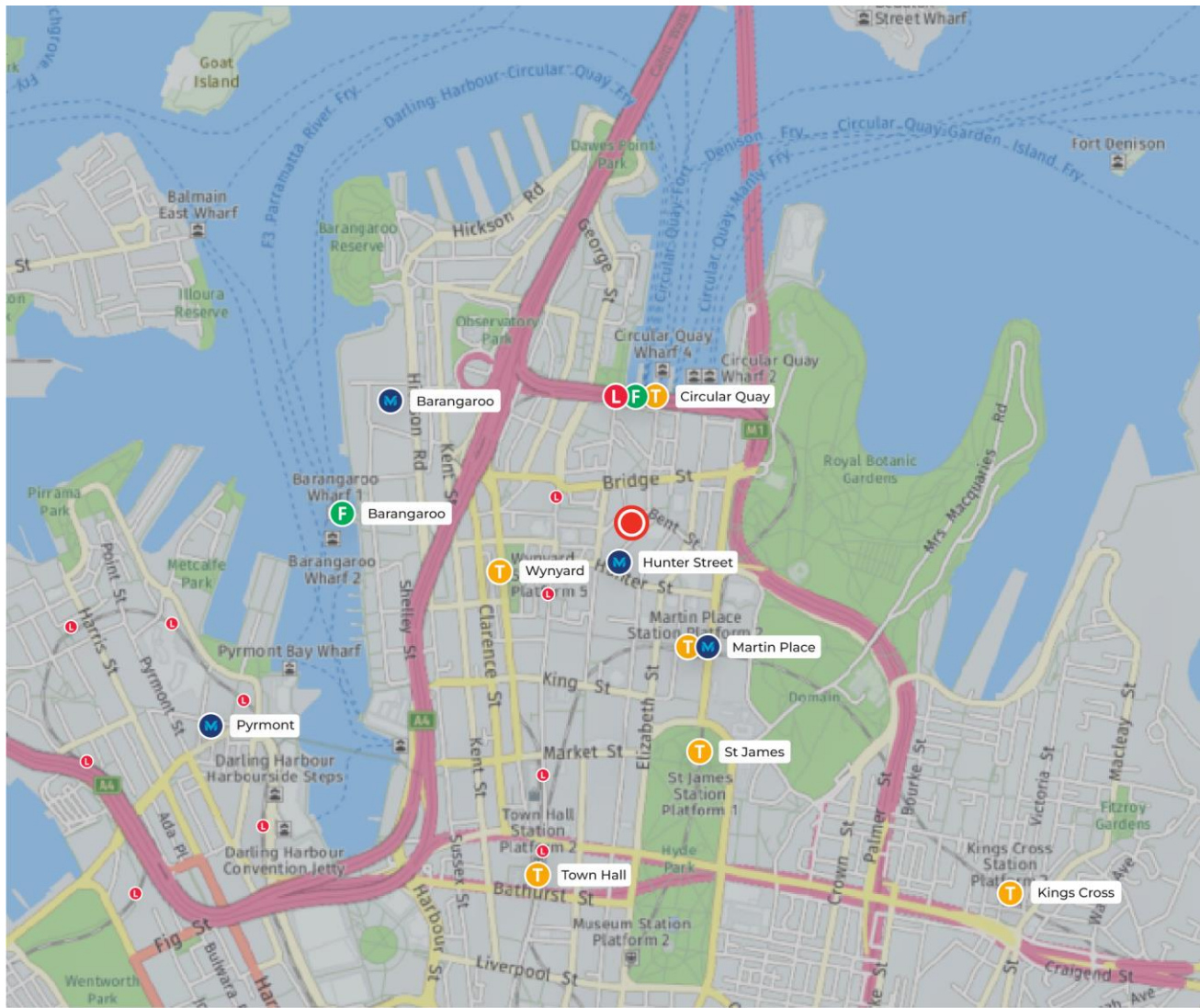
Date	Who	Summary
		<ul style="list-style-type: none"> <li>The through-site link will need to respond to the detailed building design, with the awning, arcade or partially enclosed through-site link approaches all capable of support subject to the broader urban proposition.</li> <li>Principles for the through-site link to include that it be publicly accessible, open 24 hours, be civic in nature and be able to accommodate the pedestrian numbers generated by the new metro station at the peak with adequate level of service.</li> <li>The Wintergarden component should be retained in full. If the 1 O'Connell Street tower is to remain, then the building podium in its entirety should also remain.</li> <li>The Panel identified the Wintergarden as a set-piece that defines the edges of Farrer Place.</li> <li>In retaining the Wintergarden, its internal levels may be reworked to better address the street and the surrounding footpaths may be widened by taking up road space.</li> <li>Adjustments to the tower envelope to DCP setbacks to satisfy sky view factor controls is required.</li> <li>The panel noted that the proposal would benefit from a reduction in the height and bulk.</li> </ul>
December 2023	City of Sydney staff	<ul style="list-style-type: none"> <li>Presentation responding to feedback from City of Sydney and DAP in anticipation of final lodgement.</li> <li>Minor modifications to the podium to increase floor area</li> </ul>
January – February 2024	City of Sydney Staff	<ul style="list-style-type: none"> <li>Lodgement of sky view drawings (plans, sections and elevation), GFA schedule and 3D model prior to formal lodgement.</li> </ul>

## 2.0 Site Context and Description

### 2.1 Site location context

The O'Connell Precinct is located within the City of Sydney Local Government Area (LGA). The precinct is within the north-eastern portion of the Sydney CBD and is in immediate proximity to a diverse mix of business, retail, cultural and entertainment destinations. The site is highly connected by public transport, proximate to Heavy Rail services from Wynyard, Circular Quay and Martin Place. It also enjoys a high level of access to Light Rail (L2 and L3) which runs along George Street to the west. Further, Circular Quay also offers ferry services to various locations around Sydney Harbour and along the Parramatta River.

The site will benefit from the introduction of high-quality Metro services to Martin Place beginning in 2024 as part of the Sydney Metro City & Southwest project. Crucially, the precinct is also strategically located adjacent to the future Hunter Street Metro Station, the planned terminus of the Sydney Metro West project. Hunter Street Metro will introduce fast and high-quality links between the precinct and stations at Pyrmont, The Bays, Sydney Olympic Park and Parramatta. The sites existing and future context is shown in **Figure 3**.



 The Site

 NOT TO SCALE

**Figure 3**      **Locational Context**

Source: Nearmap / Ethos Urban

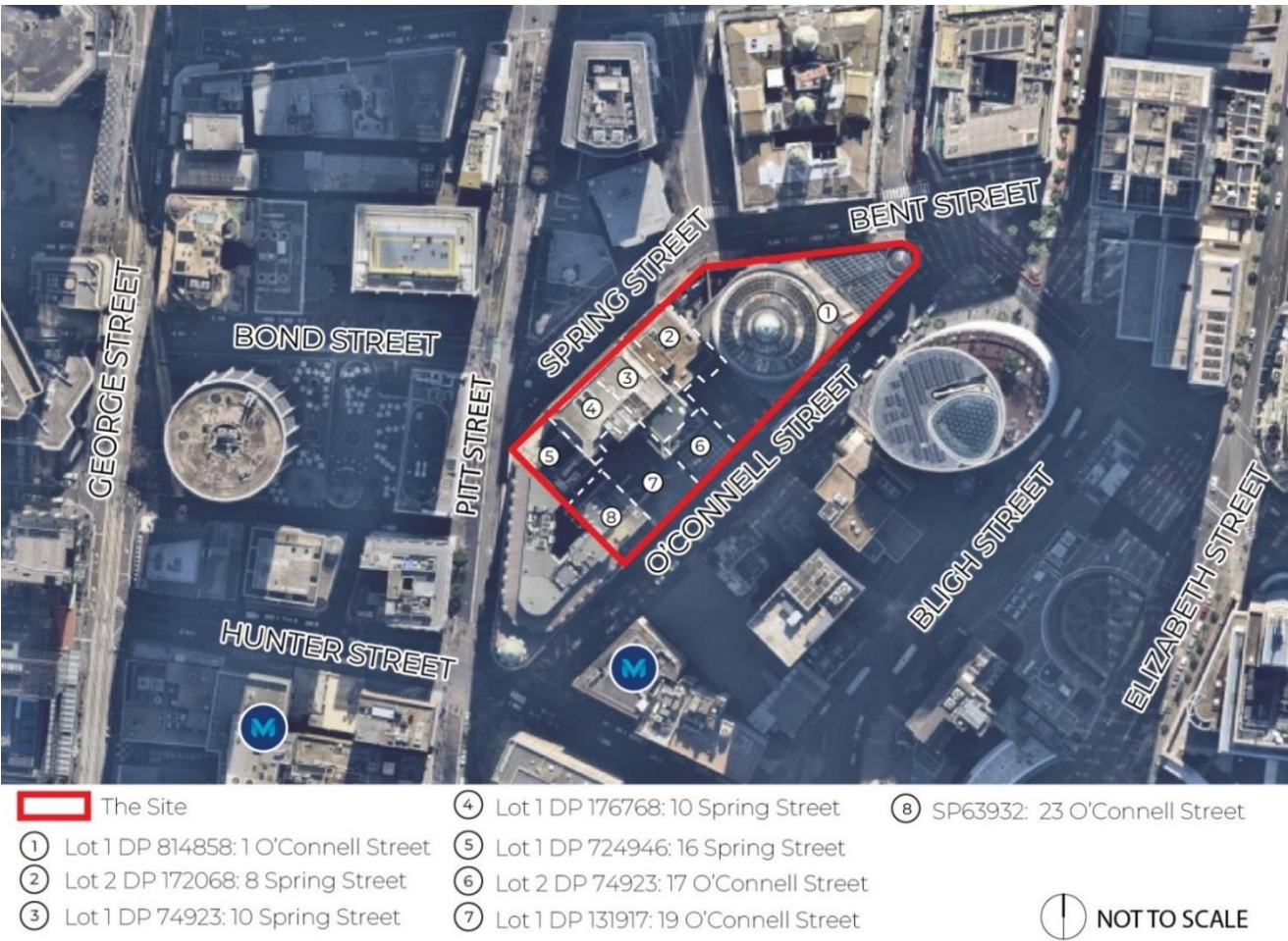
## 2.2 Site description

The O’Connell Precinct has a total area of approximately 6,737.4m<sup>2</sup>. It is irregular in shape and is bounded by Spring Street and Bent Street to the north, O’Connell Street to the south and south-east. The precinct formally contains the following lots and street addresses, outlined in **Table 2**.

**Table 2**      *Site description*

Street Address	Lot No. and DP/SP	Area (m <sup>2</sup> )
1 O’Connell Street, Sydney	Lot 1 DP814858	3211
8 Spring Street, Sydney	Lot 2 DP172068	537.7
10 Spring Street, Sydney	Lot 1 DP74923	620.8
	Lot 1 DP176768	496.4
16 Spring Street, Sydney	Lot 1 DP724946	460.5
17 O’Connell Street, Sydney	Lot 2 DP74923	388.2
19-21 O’Connell Street, Sydney	Lot 1 DP131917	560.4
23 O’Connell Street, Sydney	SP63932	462.4
TOTAL AREA		6737.4

Collectively, these lots and addresses are referred to as the ‘precinct’ or ‘site’ throughout this Report. The boundaries of the O’Connell Precinct are illustrated in **Figure 4**.



**Figure 4**      *Site aerial*

Source: Nearmaps / Ethos Urban

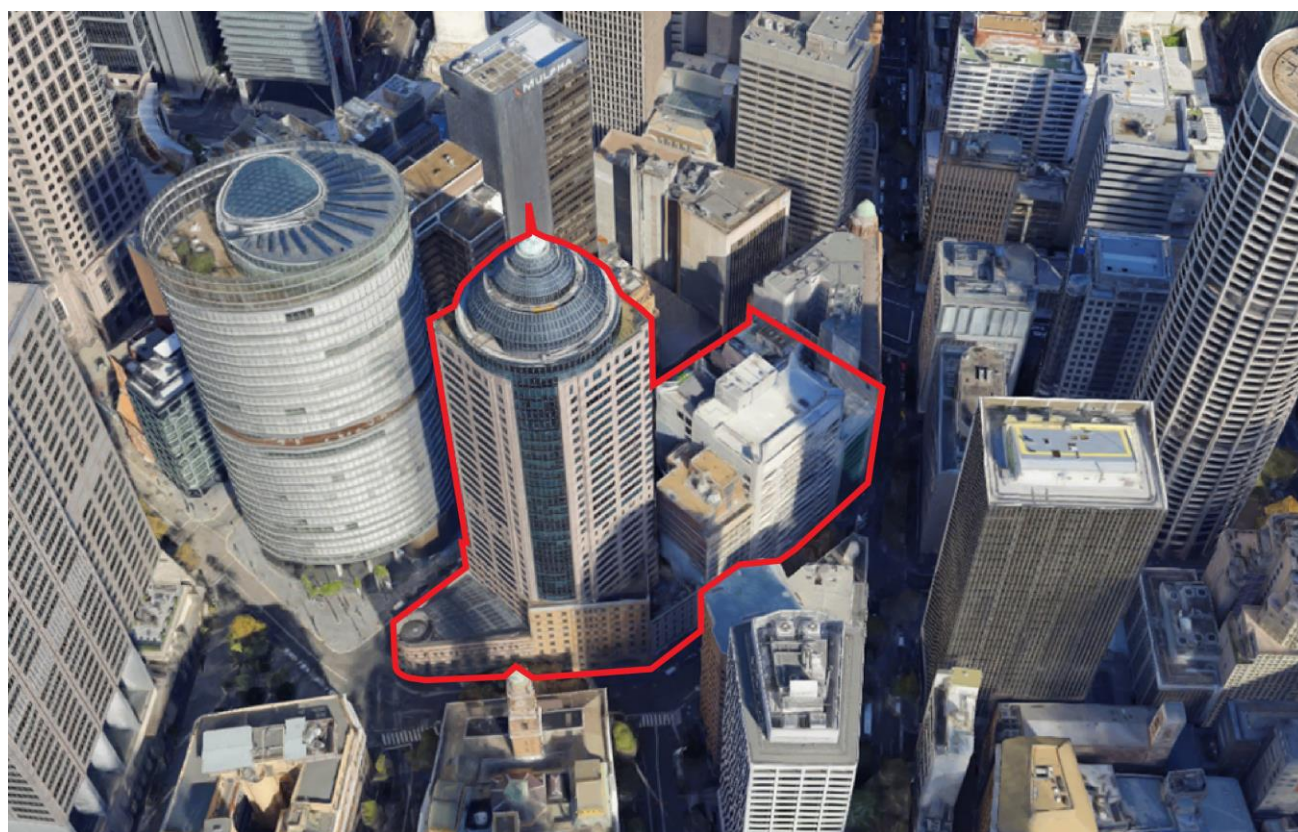


## 2.3 Existing development

The precinct includes a number of existing buildings, the majority of which are anticipated to be demolished to facilitate the renewal for the new commercial redevelopment. Of note, the heritage listed at 19-21 O'Connell Street building will be retained, as well as the existing 1 O'Connell Street commercial tower and the heritage listed facades of 1 O'Connell Street. Existing development is detailed in **Table 3**.

**Table 3** Existing development

Building	Height	Description
1 O'Connell Street	36 storeys	A landmark Sydney commercial tower completed in 1991 known for its room dome and spire and associated blue lighting scheme. The podium of 1 O'Connell, known as 'The Wintergarden', is an enclosed food and retail court, also serving as a through building link between Spring Street and O'Connell Street. The podium also includes the Chatsworth House façade (11900) and Orient Building (also known as McNade House) façade (11901), both of which are local heritage items.
8 Spring Street	13 storeys	A commercial building with an active frontage to Spring Street, currently containing a dance studio and an indoor golf simulator.
Swire House (10 Spring Street & 17 O'Connell Street)	17 storeys	A commercial building known as 'Swire House' after one of its major tenants, John Swire & Sons. The building also includes numerous food and beverage locations and retail services across its first and second storeys. The building is connected with 17 O'Connell Street, facilitating a through-building link.
Austcorp House (16 Spring Street)	12 storeys	A commercial building known as 'Austcorp House' after its major tenant, Austcorp Executive Search & Recruitment.
Public Trust Office (19-21 O'Connell Street)	8 storeys	The building is associated with the historical development of the Public Trustee in NSW and is a state heritage item. The building façade contributes to the streetscape character established by Wales House (see <b>Section 2.4.3</b> ) on the corner of Hunter and Pitt Streets.
23 O'Connell Street	11 storeys	A modernist commercial building with an active frontage, currently occupied by a café.



**Figure 5** Existing development (satellite perspective)

Source: Google Maps





**8 Spring Street (left), Swire House (centre), and Austcorp House (right)**

**Figure 6 Existing development (Spring Street frontage)**

Source: Ethos Urban

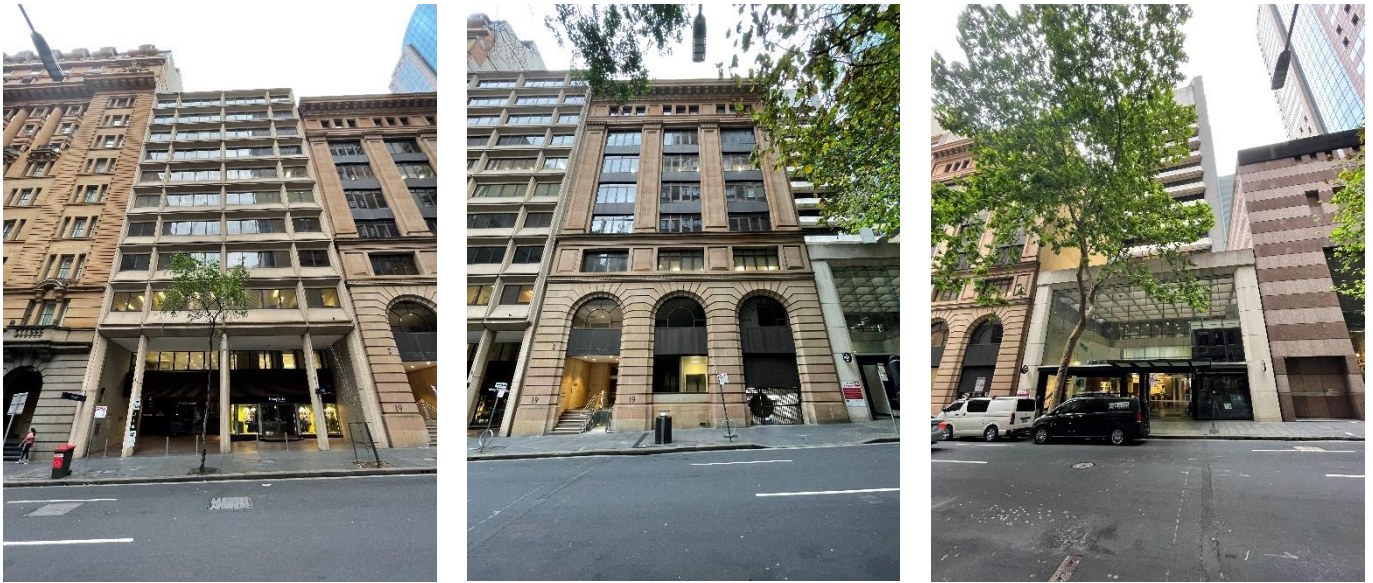


**Chatsworth House Facade (left), and Orient Building Facade (right)**

**Figure 7 Existing development (Bent Street frontage)**

Source: Ethos Urban





23 O'Connell Street (left), Public Trust Building (centre), and Swire House (right)

**Figure 8** Existing development (O'Connell Street frontage)

Source: Ethos Urban



1 O'Connell Street Commercial Tower (left), The Wintergarden frontage to the corner of Bent and O'Connell Streets (top right), and The Wintergarden from Bent Street (bottom right)

**Figure 9** Existing development (1 O'Connell Street)

Source: Ethos Urban

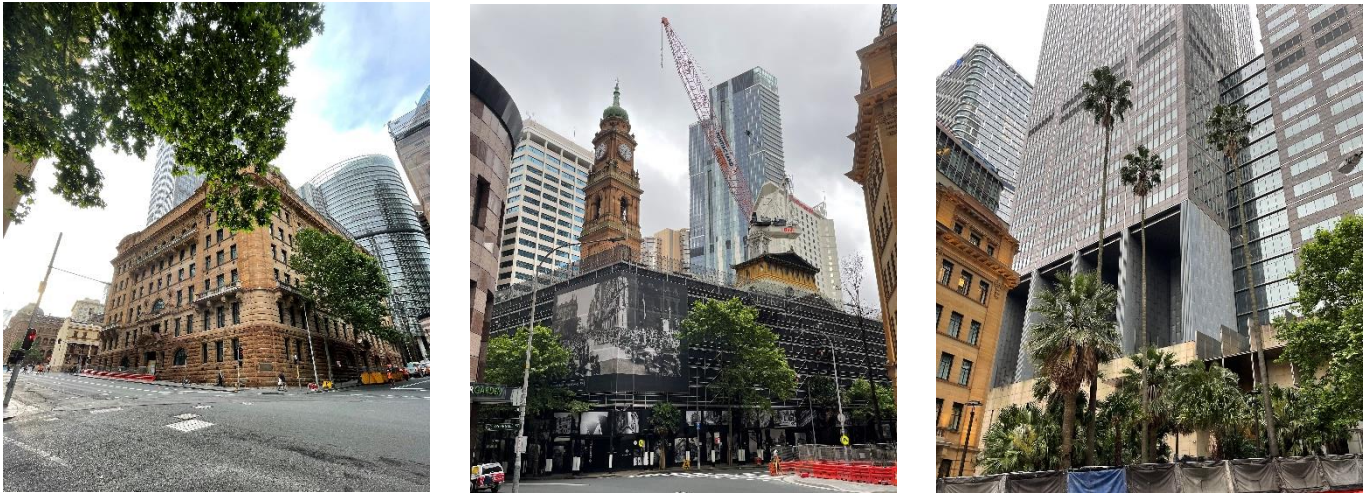


## 2.4 Surrounding development

### 2.4.1 North

To the north of the site are two state heritage items, being the Department of Education Building and Department of Lands building, collectively known as the 'Sandstone Precinct'. Both form a major contribution to the locality, visually linking with other imposing sandstone government buildings and enhancing a number of important city vistas. These structures are undergoing renovation and conversion to become a new 5-star hotel. Local heritage item Palm trees (I1759) within Farrer Place is also to the north. To the northwest are numerous 8-17 storey commercial buildings including 3 Spring Street and 60 Pitt Street.

Further to the north is Macquarie Place Park.



**Former Department of Education building (left), former Department of Lands Building (centre), and Palm Trees within Farrer Place (right)**

**Figure 10 Surrounding development (North)**

Source: Ethos Urban

### 2.4.2 East

To the east of the site are two local heritage items, the Former Manufacturers Mutual Building (I1902) and Former Bank 'Delfin House' (I1903), as well as the following commercial towers:

- 1 Bligh Street (30 storeys)
- 6 O'Connell Street (26 storeys)
- 28 O'Connell Street (14 storeys)

The construction site and tunnelling shed for the future Hunter Street Metro station are also to the east.



**Hunter Street Metro tunnelling shed**





**Former Manufacturers Mutual building (top left), Delfin House (top right), 1 Bligh Street commercial tower (bottom left), 6 O'Connell Street commercial tower (bottom centre), and 28 O'Connell Street commercial building (bottom right)**

**Figure 11 Surrounding development (East)**

Source: Ethos Urban

### 2.4.3 South

The Radisson Blu Hotel directly adjoins the site to the southwest. The hotel occupies the Wales House state heritage item (also known as the Former Sydney Morning Herald Building). The building, with its rounded corner treatment on the prominent narrow-vee site provides a good and clearly visible element in the townscape. Further to the south are numerous commercial buildings, including:

- 68 Pitt Street (26 storeys)
- Currency House (16 storeys)





**Wales House fronting the corner of Spring and O'Connell Streets (left), and Wales House fronting O'Connell Street (right)**

**Figure 12 Surrounding development (South)**

Source: Ethos Urban

#### 2.4.4 West

To the west of the site is the Australia Square Tower (40 storeys) & Plaza Building (13 storeys), which have local heritage significance (I1764). Also to the west is the local heritage Former Liverpool & London & Globe building (I2288), as well as 97 Pitt Street, containing the Tank Stream Hotel (14 storeys). The Tank Stream state heritage item is also contained underneath development to the west of the site. Further to the southwest is the Little Hunter and Hamilton Street Precinct, a commercial building on the state heritage register. It was formerly occupied by the NSW Sports Club and is now occupied by The Grand Hotel.



**Australia Square tower (left), and the Australia Square Plaza Building (right)**

**Figure 13 Surrounding development (West)**

Source: Ethos Urban

## 2.4.5 Future context

Central Sydney is undergoing significant uplift as a result of the CSPA and investment of key step-change infrastructure. The construction of the Hunter Street Metro Stations will significantly boost connectivity and introduce a further catalyst for uplift in the precinct. As a result, this area of the CBD is undergoing substantial change. This includes the transformation of the historic Sandstone Precinct into a new world class hotel complex, as well as a suite of expected public domain improvements. **Table 4** outlines future context in the vicinity of the site.

**Table 4** Key surrounding future development

Address	Stage	Description
23-33 and 35-39 Bridge Street (Sandstone Precinct)	Under construction	Conversion and adaptive reuse of the Department of Lands and the Department of Education Buildings into a world class luxury hotel.
Hunter Street Metro Station	Planning Proposal (approved)	Construction of the following Over Station Development: <ul style="list-style-type: none"> <li>• Eastern site: <ul style="list-style-type: none"> <li>- maximum building height of RL 269.1 metres</li> <li>- maximum floor space ratio of 22.8:1 above ground</li> </ul> </li> <li>• Western site: <ul style="list-style-type: none"> <li>- maximum building height of RL 220 metres</li> <li>- maximum floor space ratio of 18.8:1 above ground</li> </ul> </li> </ul>
Martin Place Metro over station development (north)	Under construction	Construction and use of a 39-storey commercial tower above the northern entrance of the new Martin Place metro station including 75,498m <sup>2</sup> GFA and new connections between the proposed podium and the existing 50 Martin Place Building.
Martin Place Metro over station development (south)	Under construction	Construction of 28-storey commercial OSD tower consistent with the south site with a total GFA of 37,553m <sup>2</sup> .
4-6 Bligh Street	Planning Proposal (approved)	Construction of a new mixed office/hotel tower with an FSR of 22:1 and a maximum height of 205m, considered to be the first 'super tower'.
55 Pitt Street	Under construction	Construction of an 8-storey podium and 45-storey tower containing up to 60,000m <sup>2</sup> commercial and retail GFA with public domain upgrades including a new through site link. The site is currently undergoing demolition works.
56 Pitt Street	Planning Proposal	Currently being negotiated for the site.
2 Chifley Square	Under construction	Construction of a new 37 Storey South Tower and podium renewal at 2 Chifley Square, delivering 64,654m <sup>2</sup> of GFA.
One Circular Quay	Under construction	Construction of a 59 storey residential tower and a second tower developed as a 220-room luxury hotel.
15-25 Hunter Street & 105-107 Pitt Street	Detailed DA	Construction of a new 52 storey mixed use building accommodating approximately 51,150m <sup>2</sup> of commercial office and retail floor space.
37-49 Pitt Street, 49A-57 Pitt Street	Detailed DA (approved)	Construction of a new 45-storey commercial tower including a retail podium to fronting Pitt Street, Underwood and Dalley Streets, through site link (Queens Court extension) and public domain upgrades.





**Figure 14** Surrounding future context

Source: Stewart Architecture + Matthew Pullinger Architect

## 2.5 City North Public Domain Plan

In March 2023, the City North Public Domain Plan was adopted by the City of Sydney. The updated plan arose from an identified need to:

- inform and respond to the bus plan and transport changes within the precinct resulting from the Sydney Light Rail and Metro projects;
- provide timely input to Sydney Harbour Foreshore Authority government as they undertook a Plan of plan for the Renewal of Circular Quay; and
- support the uptake of Central Sydney Planning Strategy development uplift in the northern tower cluster by providing public domain direction to the many private development projects occurring within the study area.

The site falls within the broader Hunter Street Precinct, where numerous public domain improvements are proposed in response to the Metro Station. Notably planned improvements surrounding the O'Connell Precinct include:

- the closure of Spring Street to vehicular traffic;
- the partial closure of O'Connell Street at the southern end, creating a pedestrianised space at the Hunter Street Metro Entrance;
- expansion to Bent Street footpath; and



- These proposed upgrades and others in the wider precinct are shown at **Figure 15**.



5 March 2024 | Request for a Planning Proposal | The O'Connell Precinct | 25

## 3.0 Existing planning framework

### 3.1 Sydney Local Environmental Plan 2012

The Sydney LEP 2012 is the principal environmental planning instrument applying to the site. Key controls are included at **Table 5**.

**Table 5** Sydney LEP 2012 Key Controls

Clause	Provision / Standard	Commentary
Clause 2.3 – Zone Objectives and Land Use Table	The site is zoned SP5 Metropolitan Centre.	Development for the purpose of commercial premises is permissible with development consent.
Clause 4.3 – Height of Buildings	The site is subject to a maximum height of buildings of 235m.	The site has a height limit of 235 metres and is also subject to the Pitt Street Mall, Martin Place, Hyde Park and Domain Sun Access Planes (refer to clause 6.17).
Clause 4.4 – Floor Space Ratio	The site is subject to a mapped FSR of 8:1	<p>The site has a base FSR of 8:1. Under Clause 6.4, the site is also eligible for additional accommodation FSR, including:</p> <ul style="list-style-type: none"> <li>• Bonus 6:1 for hotel or motel accommodation, community facilities or centre-based childcare facilities; or</li> <li>• Bonus 4.5:1 for office, retail or business premises, residential accommodation or serviced apartments.</li> <li>• Bonus 0.3:1 for end of trip facilities.</li> </ul> <p>In addition to this, under the existing controls, development is eligible for up to 10% additional height or floor space if a competitive design process is undertaken and design excellence is demonstrated. In total, an FSR of 13.75:1 is potentially achievable for a mixed retail and commercial development on this site.</p> <p>The site is also identified within a Tower Cluster Area. This includes additional floor space of up to 50% on the existing base and accommodation FSR, where a number of criteria are satisfied, as per the clause 6.21E of the Sydney LEP 2012. As such, when all permitted FSR opportunities are considered, the Sydney LEP 2012 enables a maximum FSR of 18.75:1 for a building which proposes commercial uses on the subject site.</p>
Clause 5.10 Heritage Conservation	Development consent is required for erecting a building on land on which a heritage item is located.	<p>The O'Connell Precinct contains the following heritage items:</p> <ul style="list-style-type: none"> <li>• 19-24 O'Connell Street (state item: I1904) – Former “Rofe chambers” including interiors;</li> <li>• 1-15 O'Connell Street (local item: I1901) - Former “Orient Building” façade (2-6 Spring Street); and</li> <li>• 1-15 O'Connell Street (local item: I1900) – Former “Chatsworth House” façade (1-7 Bent Street).</li> </ul>
Clause 6.4 – Accommodation floorspace	Buildings used for a purpose specified in relation to an area is eligible for an amount of additional floor space of 4.5:1	The site is located in Area 1 and is eligible for an additional accommodation floorspace of 4.5:1 business premises, education establishments, entertainment facilities, function centres, health service facilities, information and education facilities, light industries, office premises or retail premises.
Clause 6.6 – End of Journey floor space	Buildings in Central Sydney for the use of commercial premises is eligible for an amount of additional floor space of 0.3:1	The site is located within the northern portion of Central Sydney and is eligible for additional floor space (end of journey) of 0.3:1 for buildings for the purposes of commercial premises that provide showers, change rooms, lockers and bicycle storage areas.
Clause 6.10 and 6.11 Utilisation of certain additional floor space requires allocation of heritage floor space	An amount of heritage floor space must be allocated to the site	An amount of heritage floor space will be allocated to the site to utilise the accommodation floor space bonuses permitted under clause 6.4.

Clause	Provision / Standard	Commentary
Clause 6.16 – Erection of tall buildings in Central Sydney	Future development must adversely impact on wind conditions, key views from public places, the curtilage of heritage items, the setting and character of buildings in conservation areas and special character areas, and the free movement of air	The criteria set out in the Clause have been addressed and incorporated into the design. Detailed environmental assessment is included at <b>Section 8.0</b> .
Clause 6.17 – Sun access planes	Buildings are to maximise sunlight access to public places and development consent must not be granted for development that projects higher than any part of a Sun Access Plane	The following Sun Access Planes are applicable to the site: <ul style="list-style-type: none"> <li>• Martin Place;</li> <li>• Hyde Park; and</li> <li>• The Domain.</li> </ul>
Clause 6.18 Overshadowing of certain public places	Development consent must not be granted to development resulting in part of a building causing additional overshadowing to public places	The site is subject to the Pitt Street Mall No Additional Overshadowing control between 10am and 2pm during the period of protection from 14 April to 31 August.
Clause 6.19 View Planes	Development consent must not be granted to development that will result in a building on the land projecting higher than a part of a view plane.	The site is not impacted by any view planes.
Clause 6.21C – Design Excellence	Development consent must not be granted to development to which this Division applies unless, in the opinion of the consent authority, the proposed development exhibits design excellence.	For development in of a building that will have a height above ground level greater than 55 metres on land in Central Sydney and has a capital investment value more than \$100,000,000, a competitive design process is required.
Clause 6.21D – Competitive design process	The proposal is subject to a competitive design competition.	A competitive design competition will be undertaken prior to the lodgement of a detailed DA.
Clause 6.21E – Tower cluster areas	A building located in a tower cluster area may be eligible for additional floor space and height.	The site is located within the heart of an identified tower cluster and is eligible for: <ul style="list-style-type: none"> <li>• An amount of additional floor space up to 50% of the combined total of permissible floor space ratio applicable for the site; and</li> <li>• An exceedance in the maximum building height for the site as long as it remains within the relevant sun access planes, overshadowing controls and view planes.</li> </ul>
Clause 7.3 – Car parking spaces not to exceed maximum set out in this Division	Development consent must not be granted to development that includes car parking spaces if the total number of car parking spaces provided on the Site would be greater than the maximum set out in this Division.	The maximum number of parking spaces to be provided on the site are 136, inclusive of retail and commercial components.
Clause 7.16 – Airspace operations	Development consent may not be granted unless the consent is satisfied that the proposal will not penetrate the limitation or Operational Surface for the Sydney Kingsford Smith Airport.	The site is subject to the PANS-OPS height plane of RL335.
Clause 7.33 – Sustainability requirements for certain large	In deciding whether to grant development consent, the consent authority must consider whether the development—	While this clause applies to development applications, nothing in this LEP amendment precludes compliance with the above, and the concept scheme described at <b>Section 4.4</b> has been developed in line with these standards.



Clause	Provision / Standard	Commentary
commercial 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.	

## 3.2 Sydney Development Control Plan 2012

The Sydney DCP 2012 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 relating to street frontage heights, setbacks, building bulk, facades and sun access planes.

To give effect to the CSPS, a number of amendments were made to the Sydney DCP 2012 in relation to locality statements, building street frontage heights, street setbacks, building separation and amenity/outlook, tapering and wind. The Sydney DCP 2012 establishes a number of controls relevant to the site and proposal (refer to **Table 6**).

**Table 6** Sydney DCP 2012 Controls

Provision	Site Control
<b>Locality statements</b>	
Farrer Place Special Character Area	<p>The northeast portion of the site is within the Farrer Place Special Character Area.</p> <p>Development in this area must achieve and satisfy the locality statement and the principles below:</p> <p><i>(b) Reinforce the urban character and sense of enclosure of Farrer Place by requiring new buildings to:</i></p> <p><i>i. be built to the street alignment; and</i></p> <p><i>ii. have adequate setbacks above the street alignment.</i></p> <p><i>(c) Restrain the building bulk and scale of new development, particularly to the east and south of the place.</i></p> <p><i>(d) Protect and extend winter sun access to the place, particularly during lunchtime.</i></p> <p><i>(e) Interpret the history of the place and its evolution in the design of new buildings and elements within the public domain and give it its own sense of place.</i></p> <p><i>(f) Improve, enhance and activate the public domain within the place.</i></p> <p><i>(g) Maintain and enhance existing views to Sydney Harbour and the Harbour Bridge to the north and vistas to the tower of the Lands Department building to the west.</i></p>
<b>Street frontage heights</b>	
Frontage adjacent to a public place with a width greater than 8m	Proposed total height of building – greater than 120m. 20-25m
Minimum street frontage heights for Special Character Areas	Farrer Place 35m
<b>Building setbacks</b>	

Provision		Site Control			
Frontage adjacent to public places with a width greater than 8m	Proposed total height of building – greater than 120m.	8m			
Minimum setbacks for Special Character Areas	Farrer Place	10m (Bent Street & Spring Street), 8m (O'Connell Street)			
Side and rear setback above street frontage height	Proposed total height of building – greater than 240m.	8m			
	Building form separations on the same site	16m			
	Above a height of 45m, windows and balconies of commercial buildings are to be set back at least 3m from the side or rear of the property.				
Building form massing, tapering and maximum dimensions					
Maximum horizontal dimension	Above street frontage height, the maximum horizontal dimension of a building including all external elements measured in any direction cannot exceed 100 metres				
Tapering	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: <ul style="list-style-type: none"><li>• 100% up to 120m above ground;</li><li>• 90% above 120m up to 140m above ground; and</li><li>• 80% above 240m above ground.</li></ul>				
Sun Access Planes					
<ul style="list-style-type: none"><li>• Martin Place Sun Access Plane</li><li>• Hyde Park Sun Access Plane</li><li>• The Domain Sun Access Plane</li></ul>	Park or place	Intended period of protection	Primary SAP date	Primary SAP times	SAP extension date and times
	Martin Place	12-2pm, outside the winter months	14 April	12pm, 2pm	23 September 21 December
	Hyde Park	10am -2 pm, all year	21 June	10am, 12pm and 2pm	21 March 23 September 21 December
	The Domain	9am-2pm, all year	21 June	2pm	N/A
No Additional Overshadowing					
Pitt Street Mall	Park or place	NAO dates		NAO times	
	Pitt Street Mall	14 April – 31 August		10-2pm	
The Pitt Street Mall No Additional Overshadowing control is the primary plane affecting the site.					
Ecologically Sustainable Development					
Energy efficiency in non-residential developments	<ul style="list-style-type: none"><li>• Development is to be designed and constructed to reduce the need for active heating and cooling by incorporating passive design measures including design, location and thermal properties of glazing, natural ventilation, appropriate use of thermal mass and external shading, including vegetation.</li><li>• Lighting for streets, parks and any other public domain spaces provided as part of a development should be energy efficient lighting such as LED lighting.</li><li>• In multi-tenant or strata-subdivided developments, electricity sub-metering is to be provided for lighting, air-conditioning and power within each tenancy or strata unit. Locations are to be identified on the development plans.</li><li>• Electricity sub-metering is to be provided for significant end uses that will consume more than 10,000 kWh/a.</li><li>• Car parking areas are to be designed and constructed so that electric vehicle charging points can be installed at a later time.</li><li>• Applications for new developments containing office premises with a net lettable area of 1,000sqm or more are to be submitted with documentation confirming that the building</li></ul>				

## Provision

## Site Control

will be capable of supporting a Base Building National Australian Built Environment Rating System (NABERS) Energy Commitment Agreement of 5.5 stars with the NSW Office of Environment and Heritage. Such an agreement is to be entered into prior to any construction certificate being issued for the approved development.

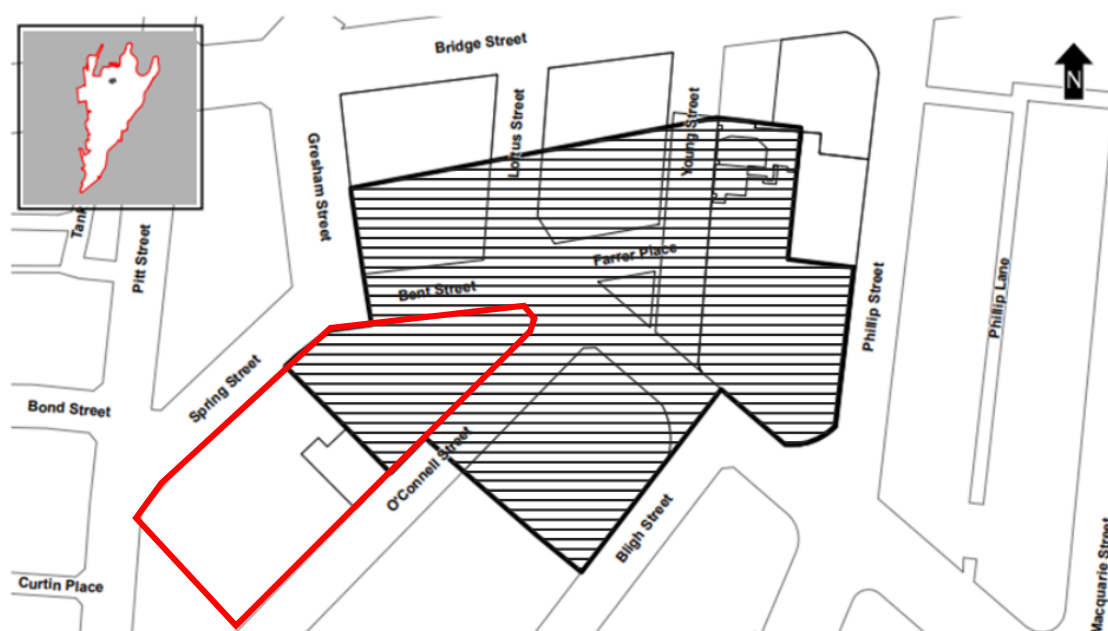
## Heritage items

Development affecting a heritage item must be designed and sited to protect the heritage significance of the item with minimising the extent of change to significant fabric, elements or spaces. New development should enhance the heritage item and any alterations or additions must be designed to respect and complement the heritage items,

## Development adjacent to heritage items

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.

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.



**Figure 16** *Farrer Place Special Character Area (subject site outlined in red)*

Source: Section 2.1.13 City of Sydney DCP 2012



## 4.0 Proposed Development Opportunity

The unconstrained and large amalgamated site provides a latent opportunity to provide additional employment space and significant public benefits within Central Sydney, consistent with the CSPS. This section outlines the proposed planning envelope and describes an indicative reference scheme that can deliver a feasible commercial tower within the proposed envelope. Included within this section is a discussion of the background analysis completed by the design team to identify the proposed envelope, including consideration of the planning framework as set out in **Section 3.0** above.

### 4.1 Site Opportunities and Considerations

In undertaking a review of the site's development potential, the following key opportunities and considerations have informed the exploration of design opportunities for the precinct:



#### **Precinct Scale**

Transform a large, consolidated city block located in an optimal location to implement the vision, planning priorities and strategic intent of CSPS.



#### **Significant Height Opportunity**

Facilitate the delivery of a tower envelope built to the Pitt Street Mall Solar Access Plane to accommodate significant uplift of the site whilst maintaining the solar protection to key public spaces.



#### **Setbacks and Building Separation**

Ensuring adequate setbacks and tower separation that achieves a sympathetic built form that complements the existing and future streetscape.



#### **Heritage Integration and Context**

The retention, conservation and adaptive reuse of significant heritage within (19-21 O'Connell Street, the Chatsworth House and Orient Building Facades) and surrounding the precinct.



#### **Equivalency (or improved) sky view and wind tests**

Sky view and wind equivalency maximum impacts established in Schedule 12 of the Sydney DCP 2012, in accordance with the CSPS.



#### **Tenant Workplace drivers**

The provision of large, market appropriate floorplates that are flexible to the needs of the businesses and emerging work practices.



#### **Integration with 1 O'Connell Street**

Harmoniously integrate with the 1'O Connell Street tower, consolidating a shared basement and podium to for improved building efficiency and sustainable performance.



#### **Direct connection to the Metro Precinct**

Deliver an improved urban design and pedestrian experience at ground level with direct and legible connection to the future Hunter Street Metro Station.

These opportunities and considerations have shaped the proposed planning envelope, and ultimately this request for a Planning Proposal seeking new amendments to both the Sydney LEP 2012 and Sydney DCP 2012 which will guide the future redevelopment outcome.

## 4.2 The Planning Envelope Development

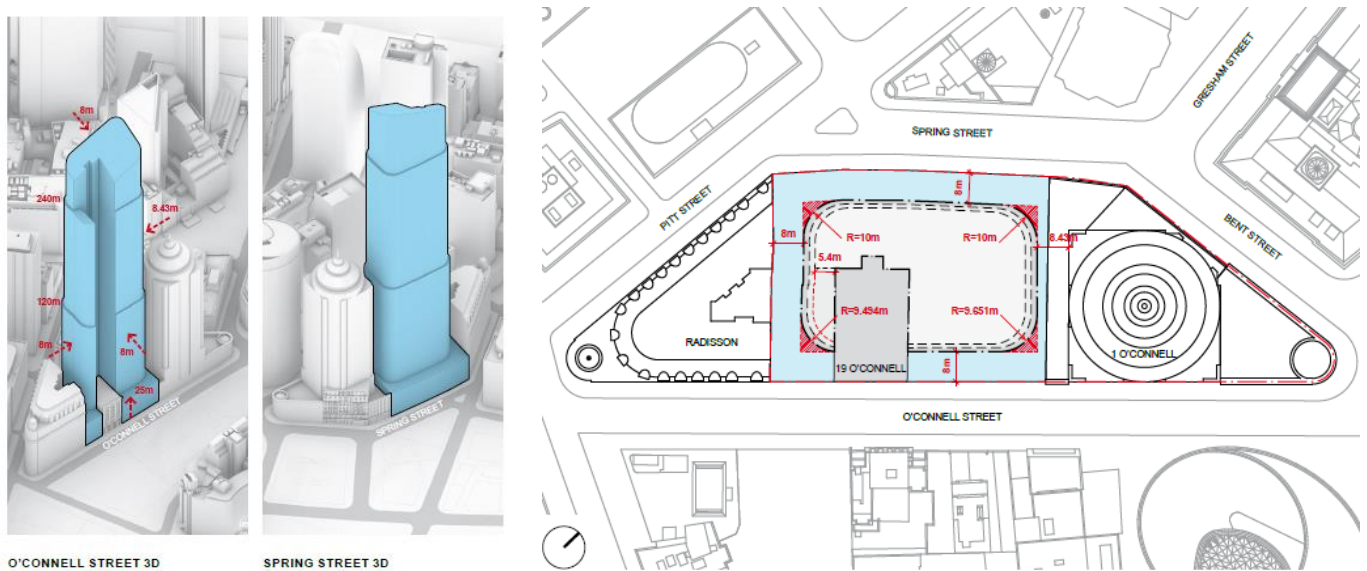
The proposed planning envelope has been designed to capitalise on the site opportunities as well as overcome the identified site constraints to deliver a new tower that provides employment generating floorspace that meets the needs and aspirations of the commercial office market and ensure the delivery of a quality-built form outcome, consistent with the vision and key directions of the CSPS.

### 4.2.1 Preliminary Options Explored

#### DCP Compliant Envelope (Base Case)

In commencing the options analysis, a first step was the establishment of a base case envelope consistent with the methodology provided in Schedule 12 of the Sydney DCP 2012. The base case envelope adopts podium height, above podium setbacks, chamfering and tapering controls consistent with Procedure B of Schedule 12. The tower form of the base case is also consistent with the Pitt Street Mall No Additional Overshadowing restrictions, providing a maximum height compliant with the prevailing solar access controls for the site. The base case envelope also avoids any tower form being located above the heritage listed building at 19-21 O'Connell Street.

**Figure 17** illustrates the base case envelope which has been agreed in consultation with City staff.



**Figure 17** DCP Base Case envelope

Source: Stewart Architecture + Matthew Pullinger Architect

In considering the project vision and requirements, the base case envelope was deemed unviable and inappropriate for the following reasons:

- The resulting floor plate is unviable and does not enable contiguous floor plates that are suited to desired tenants in this optimal location in the financial heart of Central Sydney;
- The geometry of the envelope results in a poor relationship with 19 -21 O'Connell Street. There is a missed opportunity to design the tower to achieve a sympathetic integration of the heritage building;
- The resultant envelope form and irregular shape will be unable to deliver high architectural design excellence and will reduce the quality of the outcome and adversely impact amenity;
- The planning envelope does not provide an appropriate responsive built form to the state and locally listed heritage Wales House (Radisson Blu Hotel);
- The podium height has no regard for the surrounding context and does not align with the varied podium heights in the streetscape; and
- The planning envelope adopts tapering and separation controls which do not consider the surrounding built form context of this particular site, limiting optimal flexibility.

As such, the base case envelope was not pursued as a viable option, but has been adopted for the purpose of testing sky view and wind as per Schedule 12 of the Sydney DCP 2012.

## Alternative Options

Stewart Architecture + Matthew Pullinger Architect were engaged to explore the potential of the site and investigate options to redevelop the site in line with the CSPA. As discussed at **Section 1.4** this request for a Planning Proposal has been the subject of extensive consultation between Council, Lendlease, Stewart Architecture + Matthew Pullinger Architect and Ethos Urban over a number of years.

Furthermore, the project team has worked closely with Council and the Design Advisory Panel (DAP) to develop a planning envelope that would accompany the lodgement of this request for a Planning Proposal. Specifically, this included two DAP meetings.

After the assessment of the base case, a number of options have been tested and explored. These options were presented to City staff and the DAP over an extended period, testing the optimal podium heights, tower setbacks, chamfering of the tower and maximum height. Following detailed analysis, the advice from City staff received throughout 2022-23 has informed the selection of the proposed envelope.

## 4.3 The Proposed Planning Envelope

The proposed envelope strikes a balance between preserving the amenity of the city, and maximising the opportunity to deliver significant strategic employment floor space on the doorstep of world class metro infrastructure in the financial heart of the CBD. The envelope will enable the future building to make a positive contribution to the city skyline and respect heritage buildings within, and in close proximity to, the precinct. With the construction of the adjacent Hunter Street Station associated with the Sydney Metro (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 envelope is outlined below and set out in the Design Report at **Appendix A**. The subsections below provide a summary of the envelope only, with a detailed assessment of the envelope contained at **Section 8.1** of this report.

The proposed planning envelope will be facilitated by amendments to the Sydney LEP 2012 (floor space and height) to provide an alternative pathway to facilitate a new podium and tower form, consistent with the prevailing character of buildings in Central Sydney. The envelope will ensure the feasible construction of a global tower with an overall height of 309.2m (RL 319.2) and a stepped podium height of RL 40.3 to RL 51.9 to align with the adjacent heritage listed Radisson Blu Hotel and adjoining buildings on Spring Street.

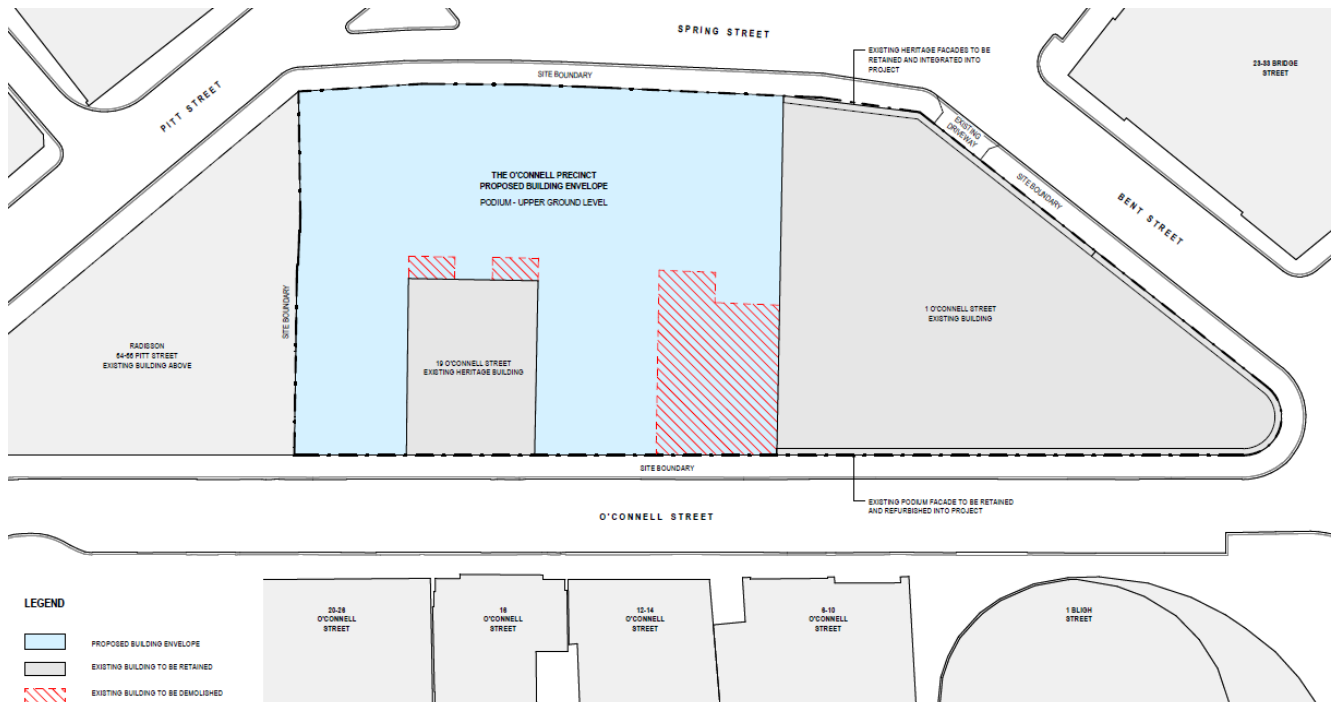
### 4.3.1 Podium Envelope

The proposed podium envelope is designed to all site boundaries, including the northern, southern and western boundaries, consistent with the existing street wall along Spring Street, O'Connell Street and Bent Street. At the eastern edge, the podium will be built to align with the existing heritage listed Public Trust Office and the Chatsworth House and Orient Building House Facades along Spring Street.

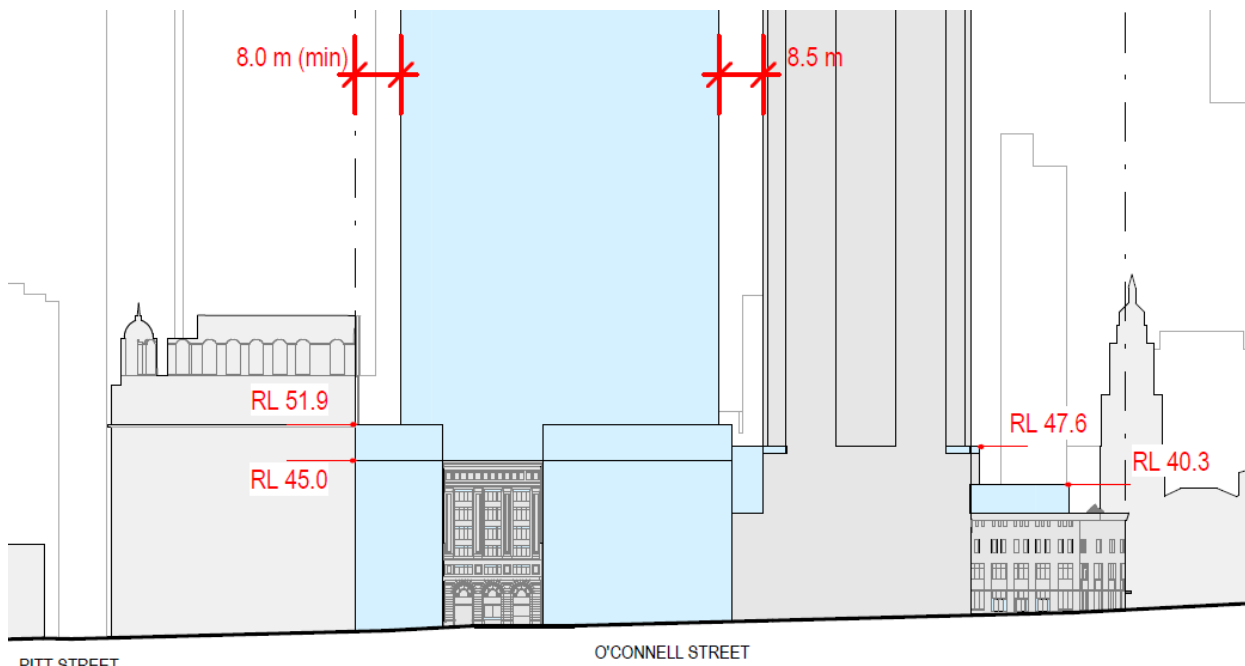
The podium envelope adopts a stepped height along O'Connell Street and Spring Street to respond to the various datums within, and adjacent, to the precinct. At the western edge, the podium envelope adopts a maximum height of RL 51.9 to match the adjacent architectural feature of the heritage listed Radisson Blu Hotel building. The podium steps down to RL 47.6 on the northwestern edge of the precinct. This podium height matches the existing heritage listed Public Trust Office and the Chatsworth House and Orient Building Facades along Spring Street. Along the south eastern frontage of the site the podium height is recessed, stepping down at the street frontage to a height of RL 45 to match the 19 O'Connell Street heritage item.

The existing wintergarden podium at 1 O'Connell Street will incorporate a new envelope to a maximum height of RL 40.3 to facilitate the renewal of this section of the podium. The proposed podium envelope is shown in **Figure 18** and **Figure 19**. The proposed stepped podium envelope is consistent with the established street character of smaller buildings and therefore will ensure the integration of an appropriately scaled podium that aligns with the existing conditions surrounding the precinct.





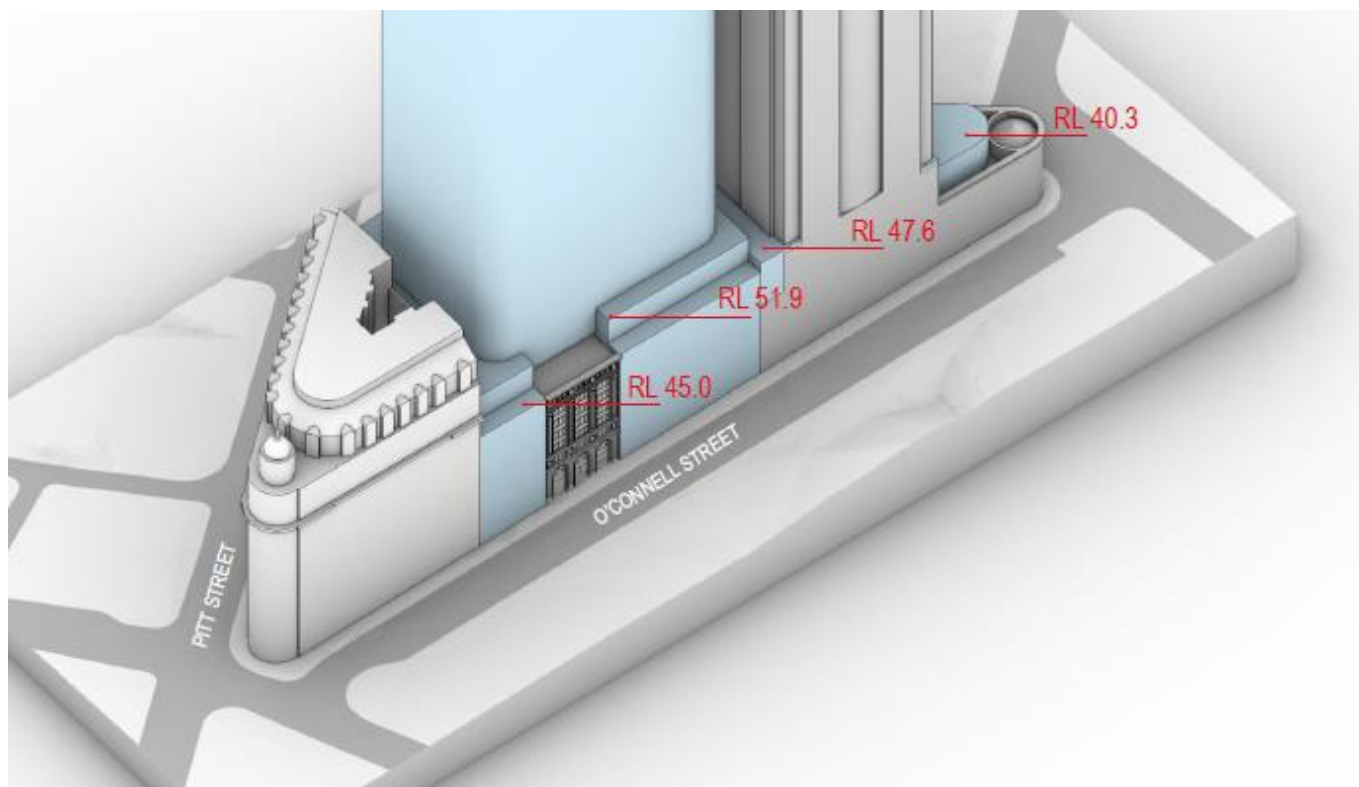
Upper ground envelope drawing



O'Connell Street elevation

**Figure 18 Podium envelope plans height envelope (O'Connell Street)**

Source: Matthew Pullinger Architect + Stewart Architecture



**Figure 19** Podium envelope viewed from the south

Source: Matthew Pullinger Architect + Stewart Architecture

### 4.3.2 Tower Envelope

The proposed tower envelope reflects a regular and flexible form extending to a maximum height of 309.2m (RL 319.1) above the podium as defined by the Pitt Street Mall No Additional Overshadowing limit. The predominant street setbacks have been informed by the surrounding context and feedback from the DAP. The tower envelope has been purposely designed to ensure maximum flexibility and the indicative reference scheme outlined in **Section 4.4** demonstrates one development outcome of an appropriate scale.

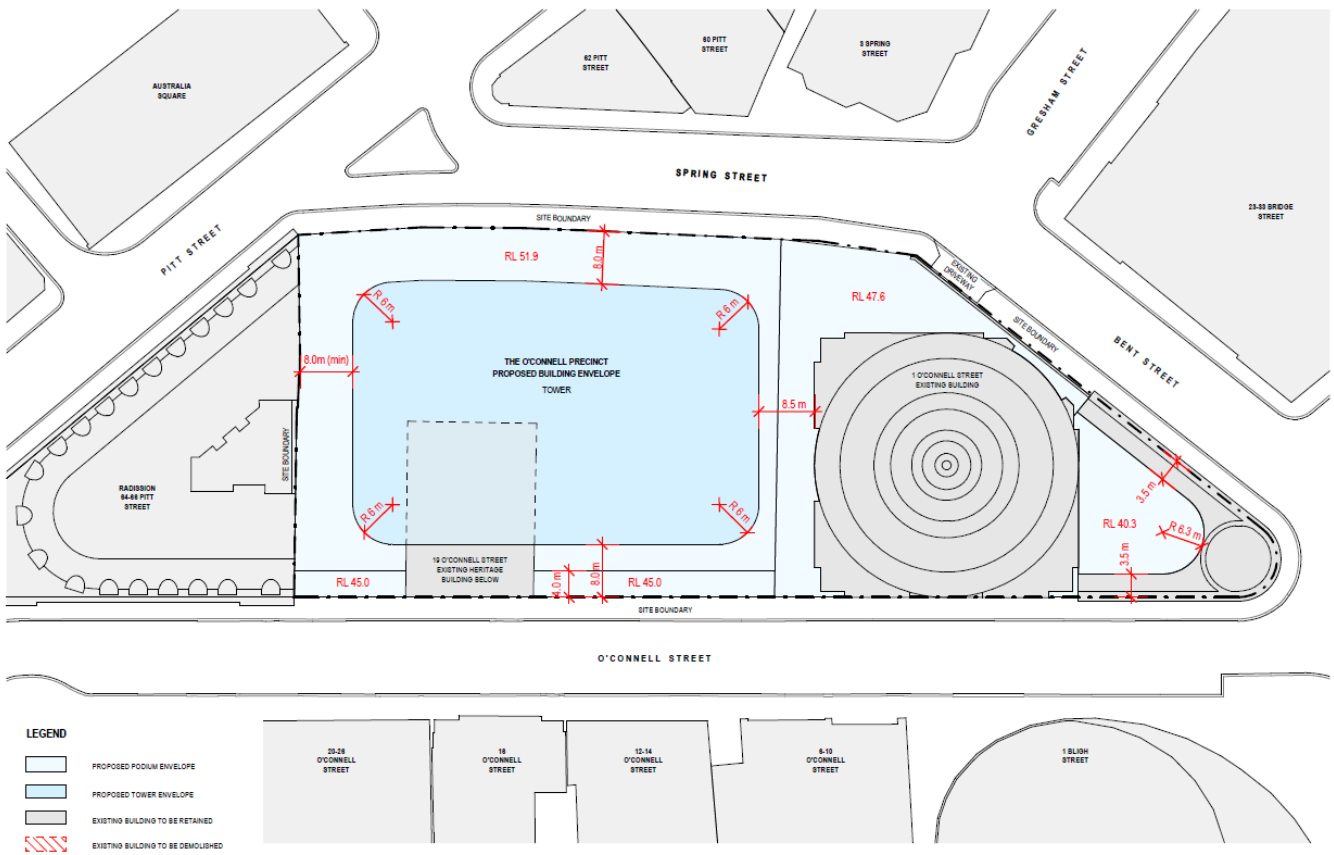
The proposed tower envelope setbacks above the podium comprise:

- 8m to Spring Street;
- 8m to O'Connell Street;
- 8m to the Radisson Blu Hotel (64- 66 Pitt Street);
- 8.5m separation to the existing 1 O'Connell Street tower.

The corners of the tower envelope have been chamfered with a 6m radius, and tapering is not proposed for the tower envelope, providing flexibility for the future building design which will be the subject of a design competition.

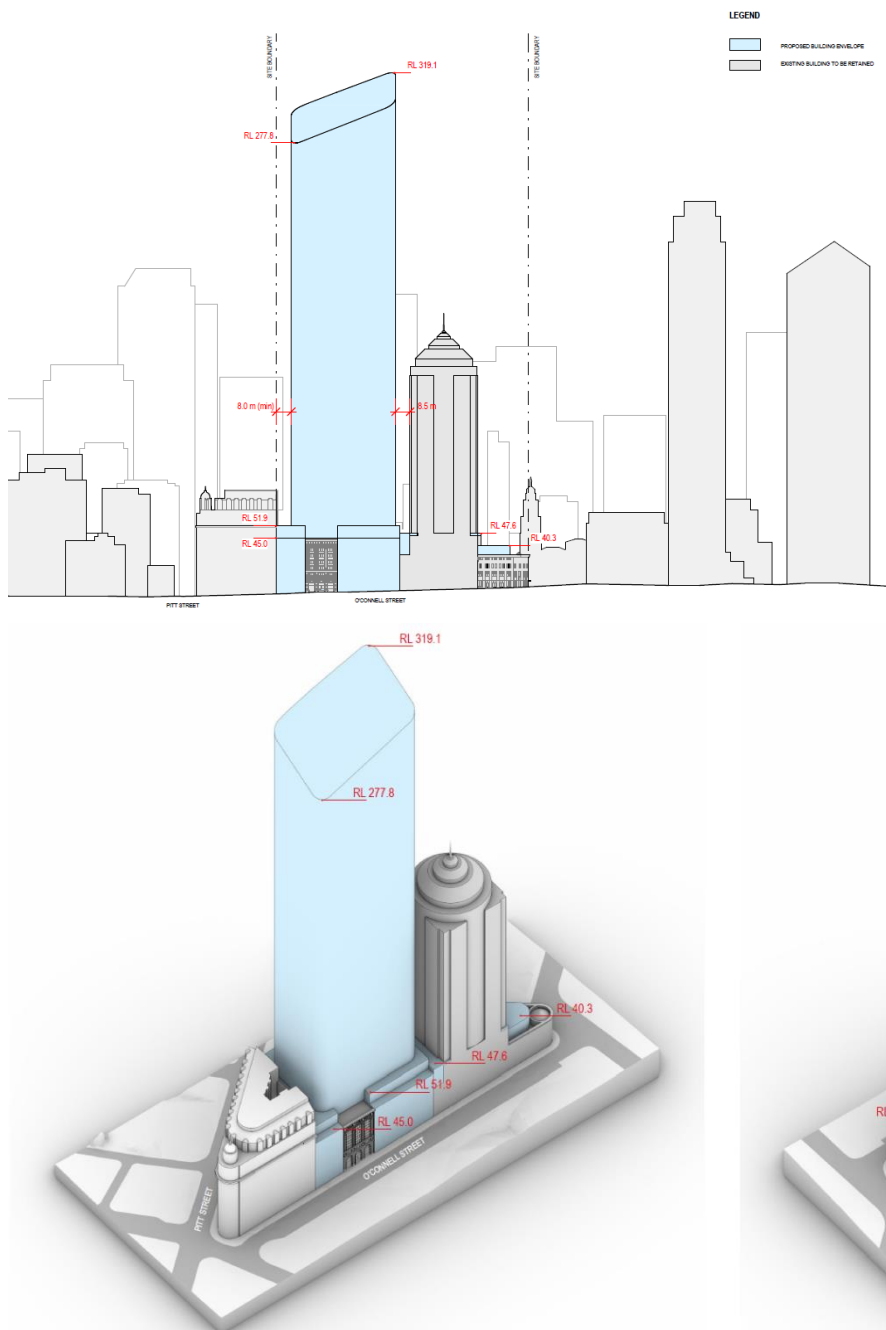
**Figure 20** and **Figure 21** illustrates extracts of the proposed tower envelope plans.





**Figure 20** Tower envelope drawing

Source: Matthew Pullinger Architect + Stewart Architecture



**Figure 21** Proposed planning envelope

Source: Matthew Pullinger Architect + Stewart Architecture

## 4.4 Indicative Reference Design

Matthew Pullinger Architect + Stewart Architecture have developed an indicative reference design to act as a test scheme for the proposed planning envelope, demonstrating a 'proof of concept' for the site to support the proposed amendments to the Sydney LEP 2012 and DCP. The indicative reference design that can sit within the proposed planning envelope is illustrated in **Figure 22**. Further details regarding the development outcome capable of being supported through the proposed amendments is provided within **Appendix A**, including select architectural drawings of reference design, an area schedule and rendered montages of the one potential design outcome within the planning envelope.





**Figure 22** *Photomontage of an indicative tower resulting from the proposal (city skyline)*

Source: Mogamma

Broadly, the reference design illustrates that the amendments to the Sydney LEP 2012 and Sydney DCP 2012 are capable of supporting the delivery of a 72-storey commercial office building accommodating:

- Approximately 112,252m<sup>2</sup> of commercial office and retail GFA.
- Three basement levels including a basement mezzanine, provision for car parking spaces, bicycle spaces, end-of-trip facilities, plant, substations, service equipment, and a consolidated logistics centre.
- Ground level retail tenancies and a generous new pedestrian through site link.

A centre core and side core option have been tested as part of this reference scheme, as detailed in **Section 4.4.3**.

Combined with the existing 1 O'Connell Street tower, the entire precinct will provide up to approximately 155,936m<sup>2</sup> of commercial floorspace. It should be noted that the reference design 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, and delivers a design of the highest quality which makes a positive contribution to the CBD and integrates with the existing 1 O'Connell Street building.

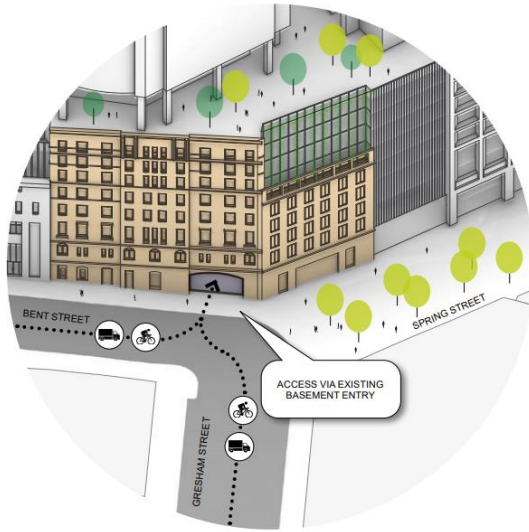
The ground level design of the indicative scheme will deliver significant key public benefits to contribute to the revitalising the precinct into a world class destination in the heart of the northern CBD.

The key public benefits of the reference scheme are outlined below:

- **A new public through site link connecting Spring Street and O'Connell Street:** that will be an accessible 24/7 and will contribute to creating a permeable ground plane within and through the precinct, with a direct connection line to the Hunter Street Metro station.
- **A logistics centre:** A new integrated underground logistics centre that will allow the transformation of O'Connell Street into a pedestrian plaza by relocating existing street loading bays into the O'Connell Precinct shared basement.

#### 4.4.1 Basement Design and Logistics Centre

The reference design provides for three levels of basement with a basement mezzanine, including provision for car parking spaces, bicycle parking spaces, end of trip facilities and plant and back of house servicing. Importantly, the basement will include a consolidated Logistics Centre which is intended to provide a whole-of-precinct approach for off-street shared loading and deliveries across the precinct (refer to **Reference Design** Basement plan

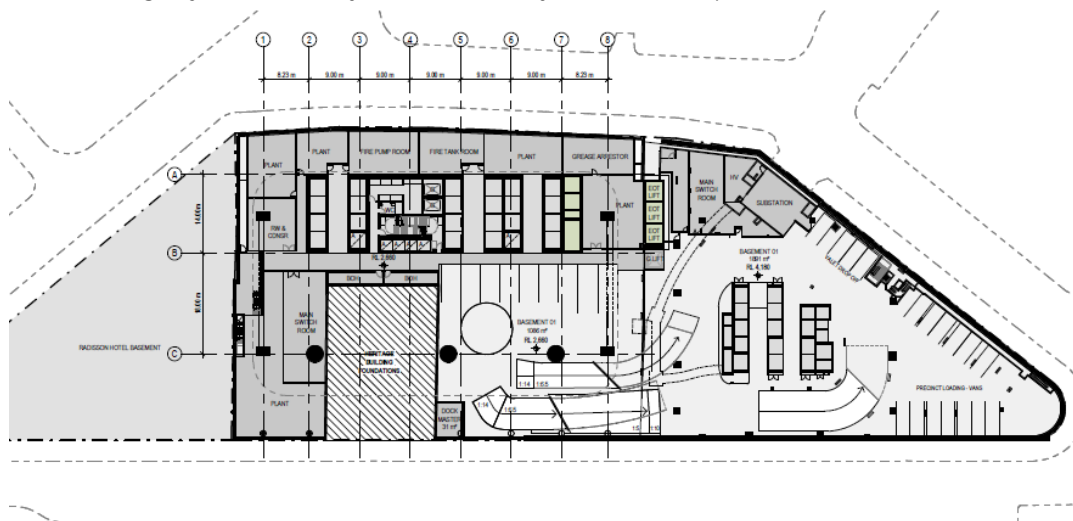


##### *Indicative design of the Logistics centre*

Figure 23). A new set of connecting ramps will provide circulation through the extended basement, with vehicle access retained from the existing crossover at Bent Street.

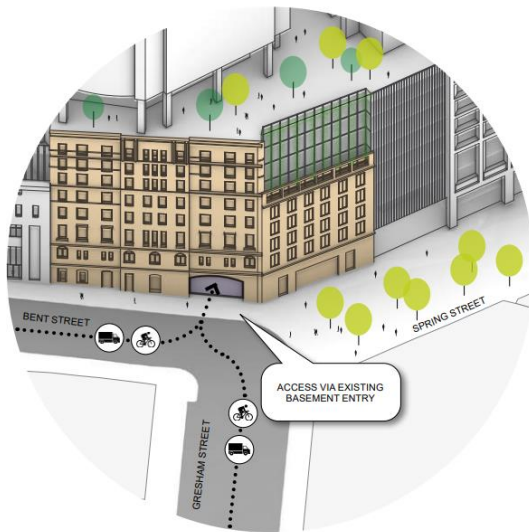
The Logistics Centre has been specifically designed to enable the transformation of O'Connell Street into a pedestrian plaza and offer a centralised loading facility for the public, particularly for those situated in the immediate precinct. This facility will address the lack of sufficient loading facilities in the area due to the heritage characteristics of the surrounding built form and the presence of other road infrastructure including cycleways and pedestrianised areas. The Logistics Centre will provide a total of 8 dedicated loading bays (2 medium-rigid vehicles, 5 small-rigid vehicles and 1 van) and will benefit the City in the long term by:

- Minimising on-street loading activities and reducing driveway crossovers, therefore promoting pedestrian and cyclist safety.
- Increasing the future retail viability of new retail offerings that are currently constrained by inadequate loading infrastructure.
- Enabling adjacent laneways and rear courtyards to be adapted from service lanes to future outdoor public amenity.



**Reference Design Basement plan**





#### Indicative design of the Logistics centre

**Figure 23 Reference Design Basement plan and Logistics Centre**

Source: Stewart Architecture + Matthew Pullinger Architect

### 4.4.2 Public domain and podium design

The reference scheme builds on the recent updates to the City North Public Domain Plan to reinvigorate the precinct ground plane, creating a more permeable and engaging precinct with increased publicly accessible open space. The proposed podium is designed to address the public domain and facilitate activation at the ground level, whilst elevating and protecting the prominence of 19-21 O'Connell Street and the heritage listed façades.

As shown in **Figure 24**, the reference scheme podium adopts an integrated built form comprising a series of unique façades, designed to reflect the traditional subdivision and fine grain pattern of established smaller buildings along Spring Street and O'Connell Street. The podium design also includes the adaptive reuse of the wintergarden located at the prominent north-western corner of the site. The podium is designed with stepped heights to align with the established scale and massing of the heritage buildings within and surrounding the precinct. The design of the podium complements the existing streetscape character whilst contributing to the visual interest experienced by pedestrians along the ground plane.

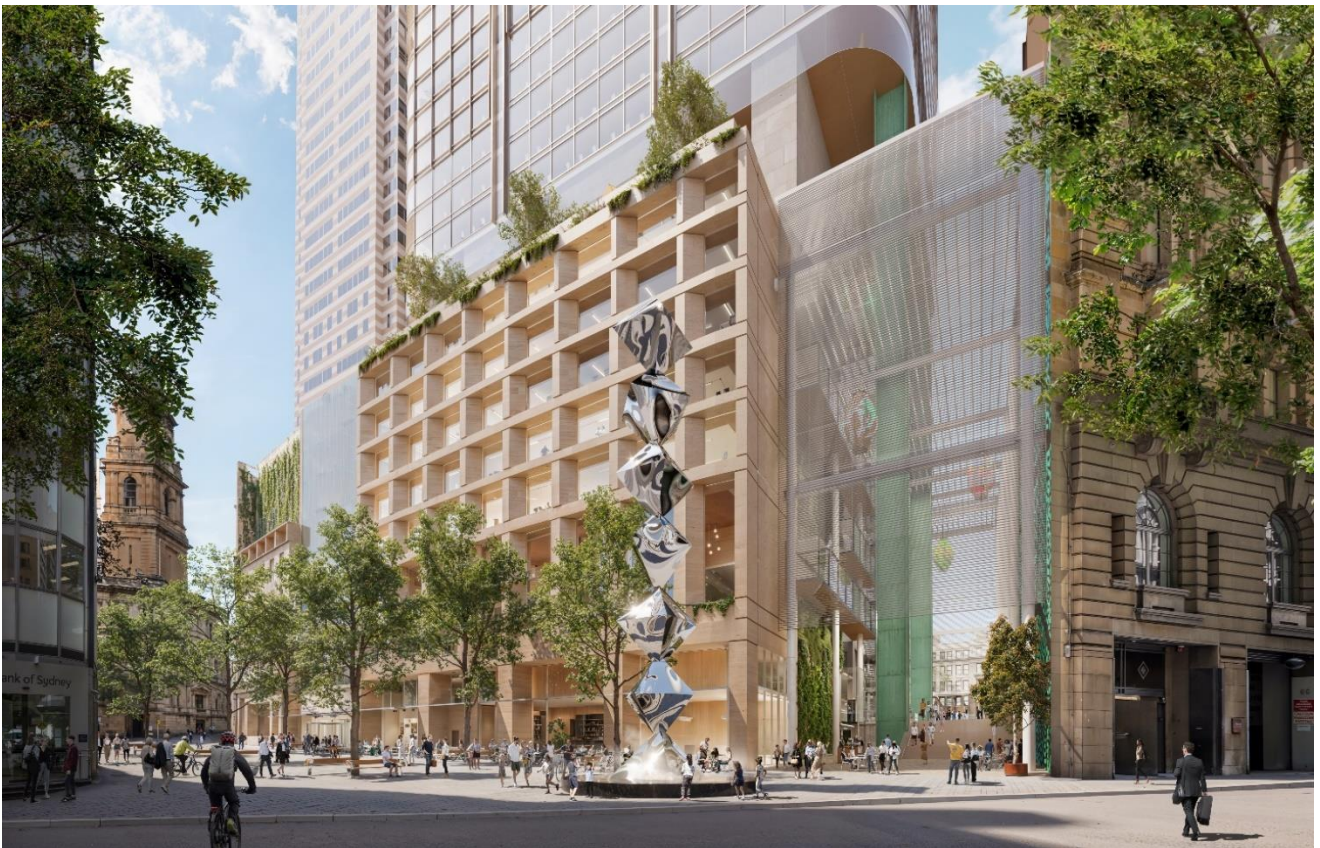
The ground plane will include a generous publicly accessible through-site link spanning the gap between 19 O'Connell Street and the Raddison Blu hotel. A minimum of 6m will be a dedicated pedestrian zone, with the remainder of the link able to be flexibly used for landscaping, public domain enhancement and activation as illustrated in **Figure 24**. This will enhance pedestrian permeability and cater to significant new demand in pedestrian foot traffic as a result of the Hunter Street Metro Station.

The revitalised podium will also provide the opportunity to deliver a diverse retail hub including a variety of food and dining uses along the street frontages to improve activation and encourage pedestrian foot traffic. At the upper levels, commercial office floor space is proposed, with larger campus-style floor plates available.





**Indicative O'Connell Street podium frontage**



**Indicative Spring Street podium frontage**





**Indicative through site link from O'Connell Street**

**Figure 24 Photomontage of an indicative public domain podium resulting from the proposal**

Source: Stewart Architecture + Matthew Pullinger Architect

19-21 O'Connell Street is proposed to be retained and enhanced in the reference design, with thoughtful additions and alterations that achieve an appropriate integration with the new podium whilst maintaining the significant heritage fabric of the building. Specifically, the indicative reference design adopts the following alterations to the heritage building:

- removes the rear extension to facilitate the integrated connection with the revitalised podium;
- provides new openings on the side walls;
- reinstates the primary entrance with central arches; and
- conversion of the ground floor to colonnades.

These minor modifications to the heritage building will improve the physical presence of the significant heritage building along O'Connell Street.

#### 4.4.3 The Tower

The reference design of the tower proposes a loose-fitting commercial office tower within the planning envelope. The tower envelope accommodates a typical commercial office floor plate of approximately 1,727m<sup>2</sup> – 1,941m<sup>2</sup>. A small podium lobby is located on Spring Street within the main tower lobby consolidated on O'Connell Street, serving the mid-rise, high-rise and sky-rise components of the tower.

The tower design has selectively adopted a closed cavity façade (CCF) glazing solution to maximise sustainable thermal performance, demonstrating the environmental capabilities of the proposed building envelope and illustrating one potential outcome of an integrated solar shading solution.

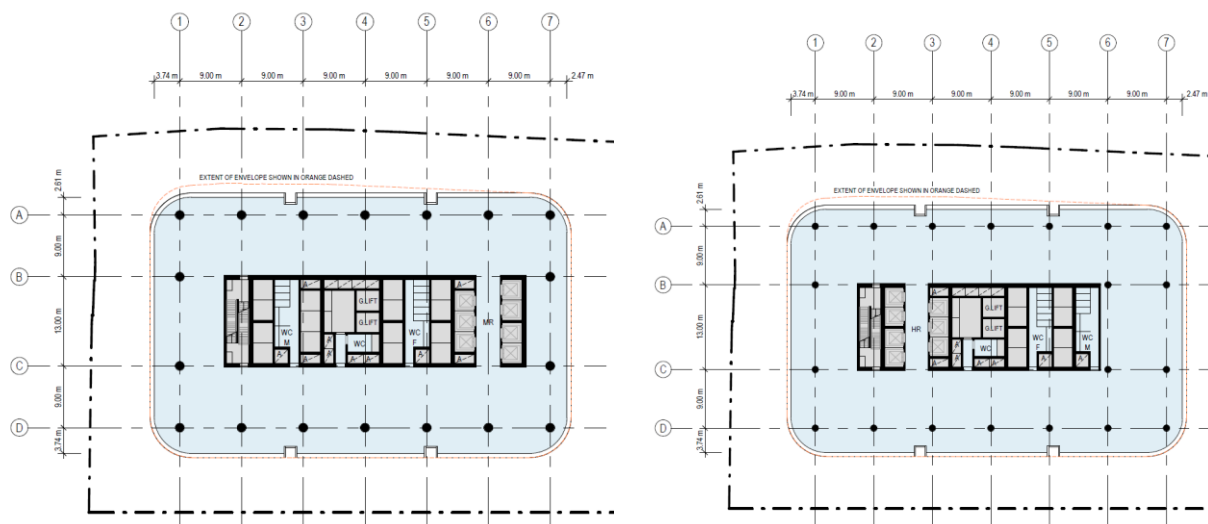
Throughout the design development of the tower envelope, two feasible core options were considered. Both core options provide various benefits as outlined below. The final core design will be determined in the subsequent detailed development proposal.



## Centre core option

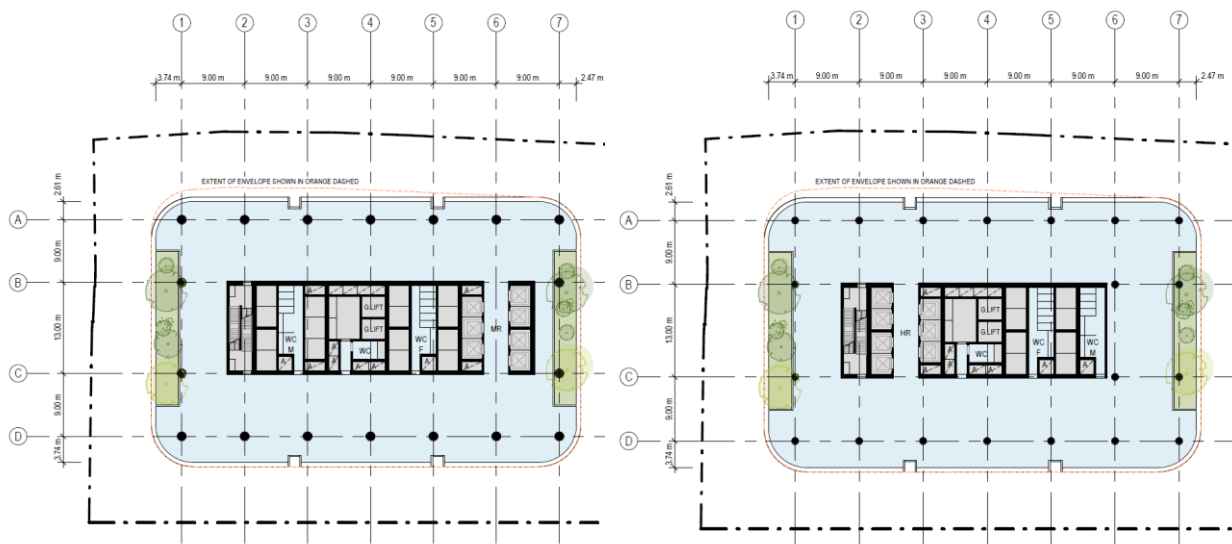
The centre core option for the building will provide a structurally efficient floorplate that will allow for the sympathetic adaption of 19 O'Connell Street. This option will enable opportunities to thoughtfully retain and interpret the original rear bays of the 19 O'Connell Street heritage building. The position of the centre core will also ensure consistency with the design of the through site link, whilst maximising 360 views, daylight penetration and outlook across all tower facades. Importantly, the proposed centre core option will create primary commercial addresses to both O'Connell Street and Spring Street for increased permeability and connectivity across the entire site.

**Figure 25** Figure 27 illustrates the indicative mid-rise and high-rise office tower floor plate with a side core. The tower from with a side core is articulated by break out floors, illustrated in **Figure 26**.



**Figure 25** Indicative plans of mid-rise and high-rise office floor plates (centre core)

Source: Stewart Architecture + Matthew Pullinger Architect



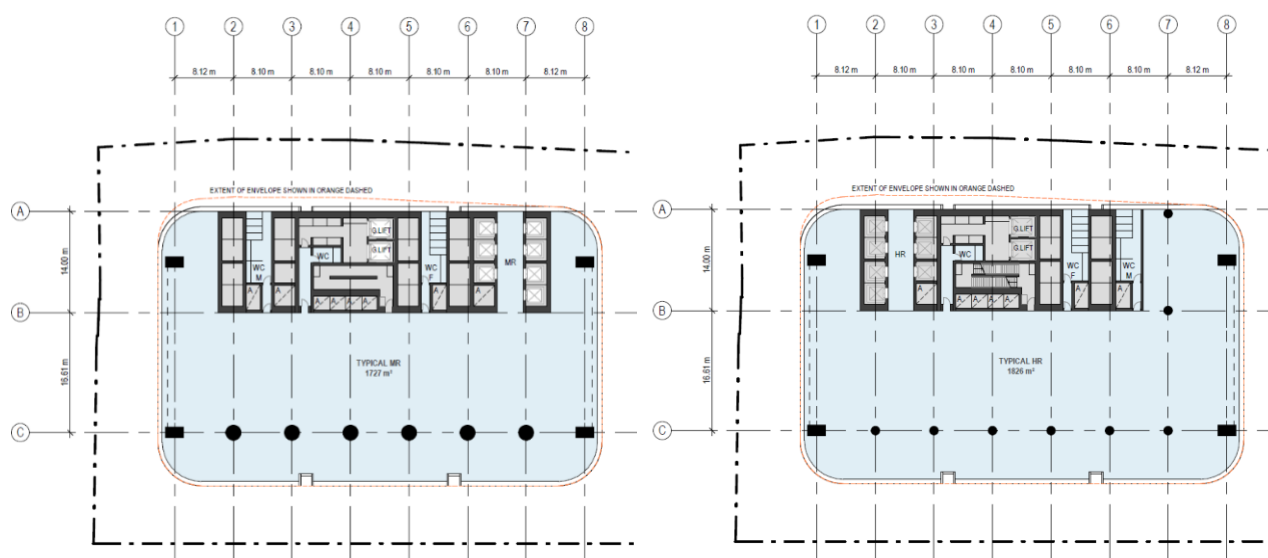
**Figure 26** Indicative plans of mid-rise and high-rise breakout floors (centre core)

Source: Stewart Architecture + Matthew Pullinger Architect

## Side core option

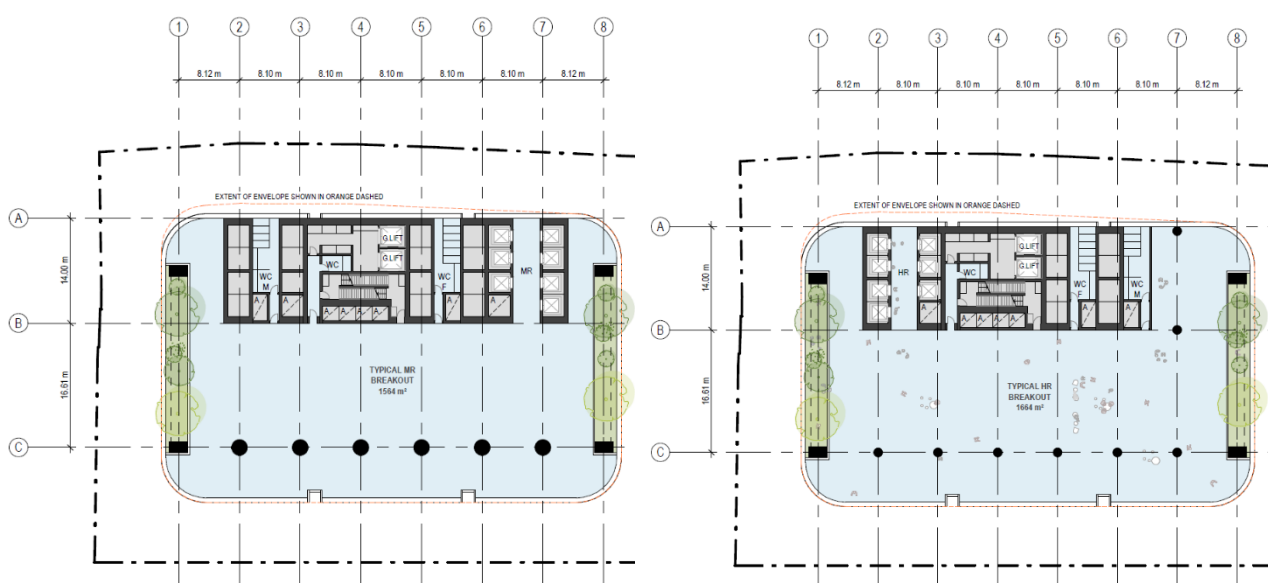
A side core option located along the northern edge of the floorplate was also explored. The side core option for the tower building would provide for large, contiguous, and tenant-desired floorplates which would enable a highly flexible and high amenity office environment. This option would also not adversely impact the design of the proposed through site link, whilst prioritising a primary street address from O'Connell Street.

**Figure 27** illustrates the indicative mid-rise and high-rise office tower floor plate with a side core. The tower form with a side core is articulated by break out floors, illustrated in **Figure 28**.



**Figure 27** Indicative plans of mid-rise and high-rise office floor plates (side core)

Source: Stewart Architecture + Matthew Pullinger Architect



**Figure 28** Indicative plans of mid-rise and high-rise breakout floors (side core)

Source: Stewart Architecture + Matthew Pullinger Architect

## 4.5 Design excellence

The indicative reference design has been prepared with the expectation that an invited architectural design competition will be undertaken as per the Design Excellence Strategy (refer to **Appendix D**). The Proponent supports the requirement for a future competitive design process, with an overall aim to achieve the highest architectural standard for the precinct.

The future design competition will be pursuing up to 10% additional floor space under a site-specific clause resulting from this request for a Planning Proposal.

The request for a Planning Proposal and Draft DCP amendments support a planning envelope that can accommodate the maximum site specific permissible FSR (inclusive of the 10% additional floor space available under the proposed site-specific clause), being 23.1:1. This includes the total GFA to be accommodated on site following redevelopment

(being new and redeveloped floor space, and existing floor space). Taking this approach ensures that all environmental impacts of the maximum permissible envelope and maximum FSR are assessed as part of a Planning Proposal.

While the detailed design will be subject to an invited architectural design competition, the reference design demonstrates that a highly articulated and quality commercial office tower can be delivered on the site which supports the objectives of Council for new buildings to make a positive contribution to the characteristics and composition of Central Sydney. Furthermore, the reference design demonstrates that a suite of public benefits is able to be unlocked and delivered through the project, contributing to the immediate quality of the City and public spaces, as well as providing services and facilities in-demand within the City.



## 5.0 Part 1 – Objectives and intended outcomes

### 5.1 Objectives and intended outcomes

The intent of this request for a Planning Proposal is to make a site-specific amendment to the Sydney LEP 2012 to permit additional floor space and height on the site in accordance with the CSPS.

More specifically, a Planning Proposal will enable the redevelopment of the site to deliver:

- a commercial office tower of variable height up to approximately 72-storeys in line with the applicable sun access controls;
- a podium up to RL 51.9 in height which is sympathetic to the heritage items of the precinct;
- a built form consistent with the future character of Central Sydney;
- an outcome that is consistent with achieving the highest standard of ecologically sustainable development;
- improved pedestrian access, permeability, and amenity through improved street activation and pedestrian connections; and
- improved protection of heritage buildings.

To achieve this outcome, the Sydney LEP 2012 is sought to be amended by:

- increasing the maximum floor space ratio to 23.1:1, inclusive of design excellence of up to 10% under clause 6.21D(3)(b);
- including site specific provisions for:
  - The building to not be used for residential accommodation.
  - The committed delivery of a through site link connecting Spring Street and O'Connell Street.
  - The protection, conservation and enhancement of heritage buildings within (19-21 O'Connell Street, Chatsworth House and the Orient Building Facades) and surrounding the precinct.

The draft amendment to the Sydney DCP 2012 accompanying the request for a Planning Proposal will facilitate the following:

- A planning envelope with setbacks to respect the local context and capable of achieving acceptable levels of solar access, wind comfort and daylight in adjoining public places;
- a podium and tower design to result in a unified precinct presentation complementing the existing 1 O'Connell Street building, as well as the façades of the heritage listed Chatsworth House and Orient Building ;
- a tower above a podium to provide definition to, and activation of, the public domain;
- a planning envelope to accommodate architectural articulation without resulting in detrimental impacts to public domain amenity;
- inclusion of a publicly accessible 24/7 pedestrian through-site link;
- an architectural design competition facilitated by a design excellence strategy;
- achieving a high standard of ecological sustainable development, including delivery of a minimum 6 star Green Star Building rating, and that a future building is capable of meeting the City's net zero energy requirements;
- protection and preservation of local and state heritage items within and surrounding the precinct; and
- provisions for public art.

## 6.0 Part 2 – Explanation of provisions

The key purpose of this request for a Planning Proposal is to facilitate the redevelopment of the site for a commercial office tower that is of an appropriate form, exhibits high quality architecture, provides a reinvigorated pedestrian ground plane and delivers strategically important employment floorspace in close proximity to existing transport networks and new Sydney Metro stations, including the Hunter Street Station.

### 6.1.1 Amendments proposed to the Sydney LEP 2012

The objectives and intended outcomes identified in **Section 5.0** of this report are to be achieved by permitting greater height and floor space through a new site-specific clause within the Sydney LEP 2012 and amendments to the Sydney DCP 2012, as set out below.

- That the site of proposal is as follows:
  - 1 O'Connell Street, Sydney, Lot 1 DP814858
  - 8 Spring Street, Sydney, Lot 2 DP172068
  - 10 Spring Street, Sydney, Lot 1 DP74923, DP 176768
  - 16 Spring Street, Sydney, Lot 1 DP724946
  - 17 O'Connell Street, Sydney, Lot 2 DP74923
  - 19-21 O'Connell Street Sydney, Lot DP131917
  - 23 O'Connell Street, Sydney, Lot SP63932
- A maximum height to the Pitt Street Mall No Additional Overshadowing Access Plane;
- A maximum FSR of 23.1:1;
- That an invited architectural design competition will be required to be undertaken in order to achieve the nominated height and FSR;
- That any future building accessing the height and FSR opportunities must:
  - not contain residential accommodation or serviced apartments; and
  - provide a through-site link.

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

#### **Clause X – The O'Connell Precinct, Sydney**

- (1) *The objective of this clause is to encourage:*
  - a) *land uses other than residential accommodation or serviced apartments and*
  - b) *New development with appropriate distribution of built form and floor space consistent with the surrounding context; and*
  - c) *The provision of a pedestrian through-site link.*
- (2) *This clause applies to the following land –*
  - a) *1 O'Connell Street, Sydney, Lot 1 DP814858*
  - b) *8 Spring Street, Sydney, Lot 2 DP172068*
  - c) *10 Spring Street, Sydney, Lot 1 DP74923, DP 176768*
  - d) *16 Spring Street, Sydney, Lot 1 DP724946*
  - e) *17 O'Connell Street, Sydney, Lot 2 DP74923*
  - f) *19-21 O'Connell Street Sydney, Lot DP131917*
  - g) *23 O'Connell Street, Sydney, Lot SP63932*
- (3) *Despite any other provision of this Plan, a building on land to which this clause applies may have a maximum floor space ratio of 23.1:1. The maximum floor space ratio includes –*
  - a) *mapped floor space ratio under clause 4.4, and*
  - b) *accommodation floor space ratio under clause 6.4; and*
  - c) *end of journey floor space under clause 6.6; 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).*
- (4) *The consent authority may not grant development consent to development on land if the development will result in any building causing additional overshadowing to the Pitt Street Mall Solar Access Plane –*
  - a) *Pitt Street Mall*
    - i) *period of protection: 14 April – 31 August*
    - ii) *times of protection: 10am – 2pm*
- (5) *Development consent must not be granted under this clause unless the consent authority is satisfied that the development will –*
  - a) *include a pedestrian through-site link connecting O'Connell Street and Spring Steet; and*
  - b) *not be used for the purpose of residential accommodation or serviced apartments.*

## 6.1.2 Amendments to the Sydney DCP 2012

To ensure future development is consistent with the objectives of a Planning Proposal, site specific provisions for the DCP will accompany the proposal to ensure a high-quality built form and public domain outcome is achieved.

The DCP provisions describe and outline the desired future development and include the following key design considerations:

- maximum planning envelope, including podium height;
- street wall heights;
- setbacks;
- heritage;
- through site link;
- ground floor;
- parking, loading vehicular access;
- sustainability
- sustainability;
- design excellence strategy; and
- public art.

# 7.0 Part 3 – Justification of strategic and site-specific merit

## 7.1 Strategic merit

### 7.1.1 Section A – need for the Planning Proposal

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

This request for a Planning Proposal is the culmination of a number of local strategic planning exercises to identify the future of the City of Sydney LGA, and more specifically how Central Sydney can deliver employment floor space and jobs to maintain Sydney's global competitiveness. Specifically, the proposal is in response to and is consistent with the Central Sydney Planning Strategy.

The Strategy describes objectives and a framework to ensure future growth is employment focused, occurs where it respects special places and spaces, and is highly sustainable, resilient and responsive to climate change. A detailed review of the consistency of the proposal with the strategic planning framework is provided at **Section 7.1.2** below.



Additionally, numerous studies have been completed to support this request for a Planning Proposal including:

- Sky View Factor/Daylight Analysis Report;
- Traffic and Transport Assessment Report;
- Pedestrian Wind Environment Study;
- Heritage Impact Statement;
- Pedestrian Assessment Study;
- Flood Study; and
- Design Report.

The studies demonstrate an ability to meet Council's vision for Central Sydney to remain economically competitive and capable of accommodating growth in employment generating floor space through additional building height and floor space in selected locations that do not result in unacceptable impacts on public domain amenity. These studies have informed the request for a Planning Proposal.

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

This request for a Planning Proposal is considered the best way of achieving the objectives and intended outcomes as it seeks to insert new site-specific provisions into the Sydney LEP 2012 for the subject site. The proposed controls will contribute new employment generating floorspace as identified in the Central Sydney Planning Strategy. The environmental impacts of the proposed amendments have been tested to ensure the outcome does not result in unacceptable impacts on adjoining properties or the public domain, and are fully explored at **Section 8.0**.

**7.1.2 Section B – relationship to the strategic planning framework**

**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* (GSRP) 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. The Plan provides 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 (refer to **Table 7**).

**Table 7 Consistency with GSRP directions**

Direction	Consistency of the proposal with the Direction
<i>A city supported by infrastructure</i>	The proposal supports the efficient use of land, increasing the capacity of additional employment generating floor space in line with the infrastructure investment being undertaken by local and State government (most notably Sydney Metro West).
<i>A city for the people</i>	The proposal supports people to walk, cycle and use public transport through improved pedestrian connections, end of trip facilities and provision of bicycle parking and maintenance facilities.
<i>Housing the city</i>	<p>The proposal seeks to facilitate commercial development, not residential.</p> <p>The development seeks to continue and intensify the existing use of the precinct as a destination for employment and retail.</p> <p>The proposal is aligned 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.</p>
<i>A well-connected city</i>	The proposal will seek to deliver additional commercial floor space and jobs in close proximity 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
<i>Jobs and skills for the city</i>	<p>The 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.</p> <p>In conjunction with commercial office floor space, associated retail will also be delivered that support the diversity of functions in the CBD and encourage activity at the ground plane.</p>
<i>A city in its landscape</i>	The proposal does not affect any protected biodiversity or remnant or significant vegetation. The proposal will provide landscape opportunities through the through site link and podium rooftop with the integration of various greening techniques to be explored confirmed throughout the detailed design process.
<i>An efficient city</i>	A key initiative of the proposal is to deliver a more sustainable development than is presently provided, and as such, sustainability targets for ESD have been set.
<i>A resilient city</i>	<p>The proposal has sought to minimise exposure to natural hazards by ensuring that future development is not affected by flooding.</p> <p>The environmental initiatives implemented through the development will contribute to enhanced environmental outcomes and seek to mitigate impacts related to climate change.</p>

### Eastern City District Plan

The *Eastern City District Plan* underpins the *Greater Sydney Region Plan* and sets the 20-year vision for the District through 'Planning Priorities' that are linked to the Region Plan. Under this Plan, the site is strategically located within the CBD of the Eastern City and the Eastern Economic Corridor. Key priorities of the District Plan which this Planning Proposal would give effect to are elaborated below.

#### Planning Priority E1 – Planning for a city supported by infrastructure

The proposal capitalises on strong existing public transport networks, and is strategically positioned to align with the future Hunter Street and Martin Place Metro stations. The provision of new commercial floorspace in this highly serviced area maximises use of existing and future networks and ensures activity is well supported by infrastructure.

#### Planning Priority E6 – Creating and renewing great places and local centres and respecting the District's heritage

The proposal has been designed to respond appropriately to the public domain, providing improved permeability and accessibility for pedestrians. Importantly the proposal results in a sympathetic built form that respects the heritage significance of heritage buildings within (19-21 O'Connell Street and Chatsworth House and Orient Building Facades) and surrounding the precinct.

#### Planning Priority E7 – Growing a stronger and more competitive Harbour CBD

The District Plan notes that the 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 of the Sydney CBD to geographically expand and deliver premium 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 facilitate new employment generating floorspace within the heart of Central Sydney. 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 site under consolidated ownership in a strategic location. Firstly, this allows the development of large floor plates which is required by modern tenants. Secondly, it overcomes 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 Central Sydney to reach its full employment generating potential.

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

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 well-placed to benefit the '30-minute city' model, by providing commercial floor space within a highly accessible location and thereby improve access to jobs. The proposal will facilitate employment growth that is delivered following commencement of the new Sydney Metro West.

#### Planning Priority E11 – Growing investment, business opportunities and jobs in strategic centres

The site is located in the Harbour CBD which is identified as a Metropolitan Centre. Employment growth is the principal economic goal for metropolitan and strategic centres. The proposal supports this goal through the provision of new commercial and retail floor space, stimulating the viability of the Harbour CBD economy.

#### Planning Priority E13 – Supporting growth of targeted industry sectors

The proposal seeks to realise the ambitions of the City of Sydney to continue growth in the commercial office market to ensure that domestic and international business is catered for in the CBD. It will create floorspace for knowledge-intensive jobs, retail, visitor economy and cultural/community uses.

#### Planning Priority E19 – Reducing carbon emissions and managing energy, water and waste efficiently

The proposal has been developed with a strong emphasis on reducing carbon and increasing building efficiency. The new tower will be in excess of the City's sustainability requirements, with the request for a Planning Proposal also representing a unique opportunity to improve the performance of the existing 1 O'Connell Street tower.

#### **Q4. Is the Planning Proposal consistent with a council LSPS that has been endorsed by the Planning Secretary or GSC, or another endorsed local strategy or strategic plan?**

##### **Sustainable Sydney 2030—2050: Continuing the Vision**

Sustainable Sydney 2030—2050 is the vision for a sustainable future of the City of Sydney to 2050. The vision includes 10 strategic directions to guide future development outcomes centred around a 'green', 'global' and 'connected' city. It sets out directions, actions and project ideas to achieve this vision. This request for a Planning Proposal is aligned with the following relevant strategic directions:

- **Direction 1 – A globally competitive and innovative city** – The proposal will deliver new, premium-grade office space in the heart of Sydney's CBD. Through innovative design and operational workplace technology, the proposal will contribute to a frictionless work experience that provides greater productivity and collaboration for leading global and domestic tenants.
- **Direction 2 – A leading environmental performer** – This request for a Planning Proposal will deliver an ecologically sustainable development outcome that contributes to the City's goal net-zero goal. The proposal sets a suite of sustainability targets for future development.
- **Direction 3 – Public places for all** – The proposal will capitalise on the pedestrianisation of Spring Street and part of O'Connell Street by activating these new street scapes in tandem with the opening of Hunter Street Station. Further, the provision of a through site link looks to improve pedestrian connectivity in the area and connect existing and future public spaces, including pedestrianised spaces outside the future Hunter Street Metro entrances.
- **Direction 4 – Design excellence and sustainable development** – The proposed planning envelope has been designed to ensure a future development outcome can achieve all sustainability principles, which will inform a competitive design competition in line with the City's guidelines. The proposal also emphasises and enhances active and public transport use, and seeks to minimise vehicle trips to help deliver a sustainable and people-oriented city.
- **Direction 5 – A city for walking, cycling and public transport** – The O'Connell Precinct forms part of an area of the CBD earmarked for substantial pedestrian upgrades, to which this proposal seeks to contribute by providing a through site link between the future pedestrianised Hunter Street Metro entrance and Pitt/Spring Street. The site is highly proximate to future public transport and will allow new high-capacity metro services to be fully utilised.
- **Direction 8 – A thriving cultural and creative life** – The proposal's elevation of the public domain and provision of an activated through site link that integrates with the street network creates opportunities for thriving city life, bolstered by continued investigations and a commitment to the delivery of public art to contribute opportunities for cultural and social appreciation in the public domain.



- **Direction 9 – A transformed and innovative economy** – This request for a Planning Proposal seeks to provide a framework for the delivery of an innovative and renewed CBD precinct with ambitious sustainability targets and generous public benefits in addition to leading edge contemporary office floorspace.

### City Plan 2036 – City of Sydney LSPS

The City of Sydney Local Strategic Planning Statement (LSPS) contains planning priorities and actions of which this Planning Proposal aligns with. The LSPS, which represents Council's 20-year vision and strategy for the LGA's future direction, was endorsed by Council on 17 February 2020, and contains directions about infrastructure, liveability, productivity and sustainability.

The LSPS draws from the Greater Sydney Commission's Greater Sydney Regional Plan and Eastern City District Plan and implements the planning priorities identified from these larger strategic documents at a local level. The LSPS is also informed by other Council endorsed documents, including the CSPA, Sustainable Sydney 2030 and the Employment Lands Strategy. The LSPS will underpin future changes to the Sydney LEP 2012 and Sydney DCP 2012 governing land across the entire LGA.

The LSPS identifies Central Sydney's role in accommodating 101,800 new jobs by 2036, which is more than half of the total jobs proposed to be generated in the Sydney LGA. The implementation of the CSPA is expected to deliver additional floor space for about 47,000 new jobs by providing new additional employment floor space.

Within the LSPS, the City has provided strategic and site specific 'principles for growth', that it will inform an assessment of Planning Proposals for additional development capacity. This Planning Proposal is consistent with the strategic policy context outlined in the LSPS, which confirms consistency with the strategic principles for growth.

The request for a Planning Proposal is also consistent with the LSPS in relation to the site-specific principles for growth, given:

- The site is located adjacent to the new Hunter Street Sydney Metro Station, and within walking distance of the future Martin Place Metro Station, Wynyard Station and Circular Quay Station. These strategic transport nodes are both interchanges for heavy rail, light rail and bus public transport.
- The proposal will be able to achieve a highly sustainable building, targeting a 5.5 Star Base Building NABERS Energy Rating and net-zero.
- The site is in the heart of the Central Sydney, surrounded by commercial offices occupied by domestic and global financial, property, media and professional services. The amount of commercial and office floor space proposed aligns with the surrounding context, the demand of future occupants and provides workers that will utilise surrounding retail and hospitality venues.
- Any external impacts can be appropriately mitigated (refer to environmental assessment in **Section 7.0**).
- The proposal seeks only non-residential floor space, which is the preferred land use given the site's strategic location.
- The proposal can provide public benefits through the regeneration of an underutilised site, achieving design excellence and improving the dated streetscape, providing activation and enhancing the pedestrian experience.
- Therefore, given this proposal seeks to deliver a highly sustainable building containing a large quantum of employment generating floor space, it will enable continued economic growth in the CBD in accordance with the City's LSPS.

### Central Sydney Planning Strategy

This request for a Planning Proposal is also directly in line with the CSPA and the accompanying new Sydney LEP 2012. The priorities and actions outlined in the CSPA reflected in this request for a Planning Proposal. These actions include:

- Growing a stronger, more competitive Central Sydney. This request for a Planning Proposal will:
  - Support increased capacity for economic and employment growth intended in Central Sydney, and its job target, given it is intended to provide for a full commercial development. The additional floor space provided under this Planning Proposal aligns with the zone for additional density as outlined in the CSPA (Action P1.1).
  - Ensure the City's employment capacity grows without unreasonably compromising the amenity of public areas.
  - Support the vision and implementation of Council's CSPA, given it supports greater height and floor space for employment generating uses in line with that anticipated for the site and surrounding tower cluster.
- Creating better buildings and places to reduce emissions, waste and water use. This Planning Proposal will:

- Enable a highly sustainable building, targeting a 6-star Green Star Design performance and 5.5 Star Base Building NABERS Energy Rating. In addition to this, the amended Sydney LEP 2012 underpinned by the endorsed CSPA identifies the site is within a tower cluster zone. Therefore, in accordance with the strategic intent of the CSPA, this proposal delivers increased employment floorspace within a tower cluster, delivered through an envelope that facilitates design excellence.

The proposal is also consistent with the following Key Moves:

- Key move 1: Prioritise employment growth and increase capacity – This request for a Planning Proposal will facilitate the delivery of additional employment generating floor space, in the form of office and retail uses, increasing the employment capacity and growth within Central Sydney.
- Key move 2: Ensure development responds to context – The site-specific DCP that accompanies this planning proposal includes provisions to ensure future development responds to its context with a built form that includes sufficient tower setbacks and does not result in development with adverse wind and daylight impacts in the public domain.
- Key move 4: Provide for employment growth in new tower clusters – The site is located in the heart of an identified tower cluster and this request for a Planning Proposal will facilitate a new tower with additional commercial floorspace above what is ordinarily available for the site, therefore being the most efficient use of the site.
- Key move 5: This request for a Planning Proposal will support the significant transport infrastructure investment the State Government has committed for the Metro project through delivering increase commercial floorspace in close proximity to the Hunter Street station. This new infrastructure project paired with an expansion in employment floor space will respond to historic growth pressures across Sydney and the strengthen Sydney as a truly global city.
- Key move 6: Move towards a more sustainable city – This request for a Planning Proposal will facilitate a highly sustainable tower development, establishing key sustainability targets to ensure building design minimises consumption and consistent with the core social sustainability principles for workplaces.
- Key move 8: Move people more easily – The site is well located to capitalise on existing and committed public transport nodes. The proposal has been designed to maximise permeability within and across the site with creating clear connection lines to the Sydney Metro.
- Key move 9: Reaffirm commitment to design excellence – Future development on site will be subject to a full architectural competitive design process provided for within the draft DCP, which includes design excellence provisions to ensure a high quality built form.

## Q5. Is the planning proposal consistent with any other applicable State and regional studies or strategies?

### Better Placed

The Government of NSW has established seven distinct objectives have to define the key design considerations. Achievement of these objectives from this early stage of the project, through to the detailed design and construction stage will ensure the development will be healthy, responsive, integrated, equitable, and resilient. **Table 8** demonstrates how the proposal is consistent with the objectives of the policy.

**Table 8** Consistency with the Objectives of GANSW's Better Placed

Objective	Response
Objective 1: Better fit	Of its Place: The proposal seeks to maintain and respect heritage, while introducing a unified approach to urban design arrangement which will form the basis for a competitive architectural design competition.
	Local / Contextual: The proposed through site link has been designed for local use and address the contextual lack of pedestrian amenity and connectivity.
Objective 2: Better performance	Sustainable: The proposal is capable of 4 Star NABERS Water with the capability of being 5 Stars if a city or utility non-potable water supply is made available to the site, 6 Star Green Star Buildings v1b certified and WELL Platinum Shell & Core v2 certified. This is in exceedance of the relevant sustainability provisions applicable to the proposal.
	Durable and adaptable: Technical investigations in response to flooding risk have identified potential risk areas and sought to address them through the detailed design process.
Objective 3: Better for community	Inclusive / Diverse: The proposal contributes to the ongoing rejuvenation of the Sydney CBD, critically underpinned by the impacts of the pandemic. The through site link, new retail, public domain and commercial premises all contribute to growing a stronger community in the Harbour CBD.
Objective 4: Better for people	Safe: Pedestrians and cyclists have been accommodated within the proposal with safety and amenity in mind.
	Comfortable: The through site link will encourage people to stay and visit the precinct in an increasingly pedestrianised environment, capitalising on the pedestrianisation of Spring Street and the southern portion of O'Connell Street.
	Liveable: The proposal enhances public spaces and pedestrian permeability, whilst providing spaces for cultural sharing and involvement and emphasising active and public transport.
Objective 5: Better working	Functional: Access points are well defined and convenient, providing access to the various elements of the proposal from all frontages.
	Efficient / Functional: The development is highly efficient for its typology, and is at the forefront of projects of its kind. The location and integration of the precinct allows it to be highly functional and fit for use.
Objective 6: Better value	Creating Value: The proposal will deliver substantial new premium commercial plates within the Sydney CBD.
	Adding Value: Capitalising on the investments into public transport in the form of Sydney Metro to renew this area of the CBD, while delivering upgraded and new public space and community serving facilities.
Objective 7: Better look and feel	Engaging and Inviting: The through site link provides a valuable link between Spring Street and O'Connell street, assisting pedestrians with the change in elevation and connecting the future Hunter Street Metro station with the broader city precinct.



## Q6. Is the Planning Proposal consistent with applicable State Environment Planning Policies?

The State Environmental Planning Policies directly applicable to the Planning Proposal are identified in **Table 9**.

**Table 9** Consistency with State Environmental Planning Policies

SEPP	Consistent		N/A	Comment
	Yes	No		
State Environmental Planning Policy (Biodiversity and Conservation) 2021			✓	Not relevant to proposed LEP amendment.
State Environmental Planning Policy (Sustainable Buildings) 2022			✓	Not relevant to proposed LEP amendment. Will apply to future development on the site.  Through the detailed design process, the proposal is able to comply with the requirements for the quantification and minimisation of embodied and operational carbon emissions.
State Environmental Planning Policy (Precincts—Eastern Harbour City) 2021			✓	Not relevant to proposed LEP amendment. May apply to future development on the site.
State Environmental Planning Policy (Industry and Employment) 2021			✓	Not relevant to proposed LEP amendment. May apply to future development on the site.
State Environmental Planning Policy (Planning Systems) 2021			✓	Not relevant to proposed LEP amendment.
State Environmental Planning Policy (Resilience and Hazards) 2021			✓	<i>State Environmental Planning Policy (Resilience and Hazards) 2021</i> (R&H SEPP) seeks to ensure that contaminated land is remediated prior to development, to reduce health hazards or potential harm resulting from contamination. As per the R&H SEPP, it is required that when considering rezoning land, remediation works meet certain standards. The site has been occupied by a variety of commercial buildings for an extended period of time. The requirements of the R&H SEPP will be addressed accordingly during the detailed DA process. Nevertheless, given the context and location of the building, it is expected that the likelihood of contamination is low.
State Environmental Planning Policy (Transport and Infrastructure) 2021			✓	Section 2.122 of <i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i> (T&I SEPP) will apply to a future proposal as it will exceed 10,000m <sup>2</sup> of commercial floor space. Any application proposing development will need to be referred to TfNSW as traffic generating development.  Given the site's proximity to Metro rail corridors, it is considered that Section 2.98 of the T&I SEPP will apply when excavation and basement works are proposed. Concurrence will be required by the Sydney Metro Authority prior to the determination of the detailed DA.
State Environmental Planning Policy (Exempt and Complying Development Codes) 2008			✓	Not relevant to proposed LEP amendment. May apply to future development on the site.

## Q7. Is the Planning Proposal consistent with the applicable Section 9.1 Directions?

The proposal's consistency with applicable Section 9.1 Directions is assessed in **Table 10**.

**Table 10** Assessment of Section 9.1 Directions

Ministerial Direction	Consistent			Comment
	Yes	No	N/A	
Focus area 1: Planning Systems				
1.1 Implementation of Regional Plans	✓			The Planning Proposal is consistent with the Greater Sydney Region Plan as discussed at <b>Section 7.1.2</b> .
1.2 Development of Aboriginal Land Council land			-	Not applicable
1.3 Approval and Referral Requirements	✓			This direction aims to ensure that LEP provisions encourage the efficient and appropriate assessment of development. The relevant requirements of this direction have been considered in the preparation of this Planning Proposal.
1.4 Site Specific Provisions	✓			A particular development scenario is envisaged for the site. The proposed provisions will allow for the envisaged development to be carried out on the site. The Planning Proposal should not contain or refer to drawings that show details of the development proposals.
1.4A Exclusion of Development Standards from Variation	✓			The proposed LEP amendment does not propose to exclude any development standards from variation.
Focus area 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 Plan			-	Not applicable
1.11 Implementation of Bayside West Precincts 2036 Plan			-	Not applicable

Ministerial Direction	Consistent	Comment
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 North West Rail Link Corridor Strategy	-	Not applicable
1.17 Implementation of the Bays West Place Strategy	-	Not applicable
1.18 Implementation of the Macquarie Park Innovation Precinct	-	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 South West Growth Area Structure Plan	-	Not applicable
1.22 Implementation of the Cherrybrook Station Place Strategy	-	Not applicable
<b>Focus area 2: Design and Place</b>		
<b>Focus area 3: Biodiversity and Conservation</b>		
3.1 Conservation Zones	-	Not applicable
3.2 Heritage Conservation	-	The Planning Proposal has been designed to ensure the protection and conservation of the existing State and locally listed heritage items located within the precinct. The Statement of Heritage Impact at <b>Appendix J</b> details an acceptable impact to the heritage items within and surrounding the site, including the Former Morning Herald Building (current Radisson Blu hotel) at the western boundary.
3.3 Sydney Drinking Water Catchments	-	Not applicable
3.4 Application of C2 and C3 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
3.7 Public Bushland	-	Not applicable
3.8 Willandra Lakes Region	-	Not applicable
3.9 Sydney Harbour Foreshores and Waterways Area	-	Not applicable



Ministerial Direction	Consistent	Comment
3.10 Water Catchment Protection	-	Not applicable
<b>Focus area 4: Biodiversity and Conservation</b>		
4.1 Flooding		The Planning Proposal has been undertaken in accordance with a Flood Assessment which has determined suitable minimum floor levels based upon the catchment flood study. Refer <b>Section 9.6</b> .
4.2 Coastal Management	-	Not applicable
4.3 Planning for Bushfire Protection	-	Not applicable
4.4 Remediation of Contaminated Land		The site has been occupied by a commercial building with four basement levels for some time. Nevertheless, any potential contamination issues will accordingly be addressed as the planning process progresses through to a detailed DA. In any event, given the central CBD context and the age of the building stock there is considered to be a low likelihood of contamination.
4.5 Acid Sulfate Soils	✓	In accordance with Sydney LEP 2012, the site is classified Class 5 Acid Sulfate Soils. At the time of any future development application, the need for an Acid Sulfate Soils Management Plan will be addressed.
4.6 Mine Subsidence and Unstable Land	-	Not applicable
<b>Focus area 5: Transport and Infrastructure</b>		
5.1 Integrating Land Use and Transport	✓	The Planning Proposal is consistent with the guidelines identified within this Direction in that it will: <ul style="list-style-type: none"> <li>• Create additional employment proximate to numerous high capacity public transport links</li> <li>• Capitalise on the investment in Sydney Metro West and Hunter St Station</li> <li>• Deliver improved pedestrian amenity in the proximity of the Metro Station</li> </ul>
5.2 Reserving Land for Public Purposes	-	Not applicable
5.3 Development Near Regulated Airports and Defence Airfields	-	Not applicable
5.4 Shooting Ranges	-	Not applicable
<b>Focus area 6: Housing</b>		
6.1 Residential Zones	-	Not applicable
6.2 Caravan Parks and Manufactured Home Estates	-	Not applicable
<b>Focus area 7: Industry and Employment</b>		
7.1 Business and Industrial Zones	✓	Proposal is consistent within current SP5 Metropolitan Core zoning which is to be retained.
7.2 Reduction in non-hosted short-term rental accommodation period	-	Not applicable

Ministerial Direction	Consistent	Comment
7.3 Commercial and Retail Development along the Pacific Highway, North Coast	-	Not applicable
<b>Focus area 8: Resources and Energy</b>		
8.1 Mining, Petroleum Production and Extractive Industries	-	Not applicable
<b>Focus area 9: Primary Production</b>		
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

## 7.2 Site-specific merit

### 7.2.1 Section C – environmental, social and economic impact

#### **Q8. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?**

The proposal is unlikely to adversely affect any critical habitat or threatened species, populations or ecological communities or their habitats. The subject site is located in an existing highly urbanised CBD environment which does not contain any critical habitats or threatened ecological communities.

#### **Q9. 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 this request for a Planning Proposal is identified in **Section 8.0** of this report. Relevant management measures are identified where appropriate and, on this basis, no unacceptable impacts are likely to result from this request for a Planning Proposal or future development on the site.

#### **Q10. Has the planning proposal adequately addressed any social and economic effects?**

Yes. The economic and social impacts arising from this request for a Planning Proposal have been fully identified and addressed by specialised reports which are assessed at **Section 8.12**. The Planning Proposal will contribute to a number of positive social and economic effects, including:

- providing substantial additional employment generating floor space which will continue the transformation of the area into a transit-oriented commercial hub to contribute to and strengthen the Sydney CBD's role as a globally competitive city; and
- providing for improved activation and accessibility of the site with the adjoining public domain, delivering improved amenity and safety for the public.

### 7.2.2 Section D – Infrastructure (Local, State and Commonwealth)

#### **Q11. Is there adequate public infrastructure for the Planning Proposal?**

As the subject site is in Central Sydney, it is well served by the full range of public utilities including electricity, telecommunications, water, sewer and stormwater. It is expected that these services would be upgraded where required alongside the development.

In addition to this, the CBD Light Rail on George Street is also a short walk to the west, as well as the existing Sydney Trains network and various bus routes. Central Sydney also has an extensive bicycle lane network, and the streets are easily utilised by foot traffic.

The proposal will provide contributions for local infrastructure and public domain improvements adjoining the site, to capitalise on its location close to major retail, office, and other uses, and close to existing and planned major transport nodes. The detailed development application will be subject to the statutory development contributions, which will contribute to the provision of other community facilities, the demand for which will be generated by the development.

### 7.2.3 Section E – State and Commonwealth Interests

#### **Q12. What are the views of state and federal public authorities and government agencies consulted in order to inform the Gateway determination?**

Input from Transport for NSW in accordance with the Transport and Infrastructure SEPP will be required as part of the determination of any future Development Application for the site. The site is adjacent to the future Metro Hunter Street Station.

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 comment on the Planning Proposal as part of its formal exhibition.



## 8.0 Environmental assessment

This section provides an environmental assessment of the proposed planning controls and the indicative development those controls are capable of accommodating.

### 8.1 Building integration

A whole-of-precinct approach is proposed for The O'Connell Precinct, ensuring that a holistic redevelopment of the site occurs in a meaningful and socially responsible manner. The O'Connell Precinct provides a true city-shaping opportunity limited elsewhere in the City of Sydney given the established nature of the city and fragmented ownership patterns.

The proposed redevelopment project will involve the demolition of multiple smaller scale buildings, but will include the retention of existing heritage items and the 1 O'Connell Street building and majority of the podium below the existing tower.

The new podium and tower development will harmoniously integrate with 1 O'Connell Street, providing a contextual response both in terms of built form and materiality. The new podium is anticipated to appear as smaller scale buildings across the site, but will be continuous and connected in a physical sense. Furthermore, services are anticipated to be shared across these levels, including with the podium levels of 1 O'Connell Street.

A precinct-wide sustainability approach is also proposed, with a proposal to supply 1 O'Connell Street with fossil fuel free space heating and cooling from a precinct energy plant. Further commitments are also anticipated for 1 O'Connell Street, as well as the new tower, which will enable the precinct as a whole to achieve a net zero energy target. A precinct-wide loading and servicing solution is also proposed, with a Logistics Centre proposed within the integrated basement for the site. This Logistics Centre will service all building on the site, including the retained 19-21 O'Connell Street and 1 O'Connell Street, as well as the new podium and tower building.

In effect, the proposal seeks to deliver an integrated and precinct solution. While not all elements within the broader site will be demolished or significantly altered in external appearance (i.e. the 1 O'Connell Street tower), the proposal provides a precinct-focused opportunity that will set a new benchmark in reshaping city block and providing the highest level of sustainable design and integrated loading.

### 8.2 Built form and urban design

The proposed planning envelope seeks to capitalise on the precinct's prominent location and appropriately respond to the surrounding conditions of the precinct, in particular the heritage context. The proposed envelope achieves a balance between delivering premium grade floorplates and capacity for high-quality architectural design that significantly improves the existing streetscape, while not compromising the amenity of the public domain in terms of solar access, wind and views.

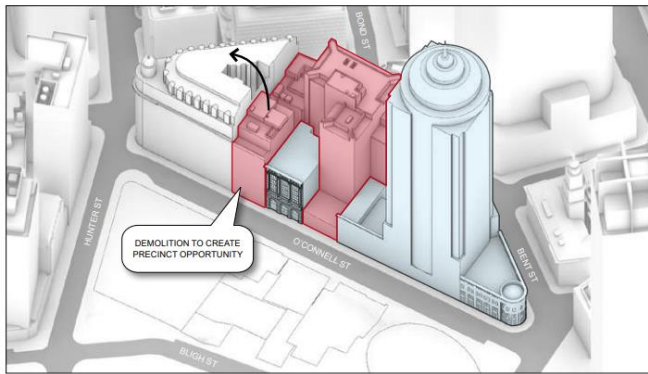
The Design Report prepared by Stewart Architecture + Matthew Pullinger Architect at **Appendix A** details the design approach for the redevelopment of the precinct and describes the key built form parameters. The most pertinent matters are discussed further below.

#### 8.2.1 Podium

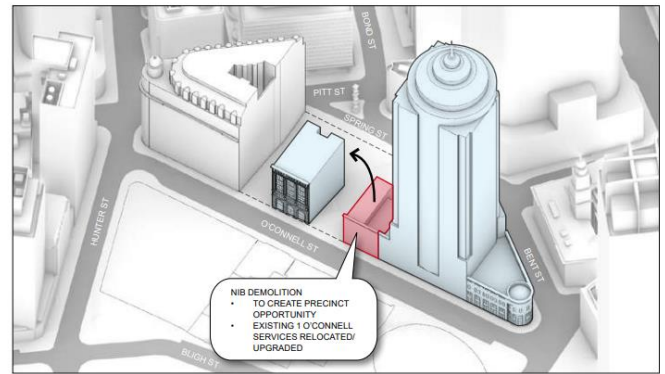
The proposed podium envelope adopts a traditional podium form with built-to-boundary conditions for the majority of the site. The podium has been informed by the existing Sydney DCP 2012 provisions, as well as the site's surrounding built form context which offer a variety of cues for a contextual design outcome.

The design team of Stewart Architecture + Matthew Pullinger Architect has established a strong contextual approach to appropriately renew the site, while protecting existing heritage and integrating the new podium with the existing 1 O'Connell Street building. The podium has been the subject of extensive design testing, and has been informed by engagement with City staff and the DAP.

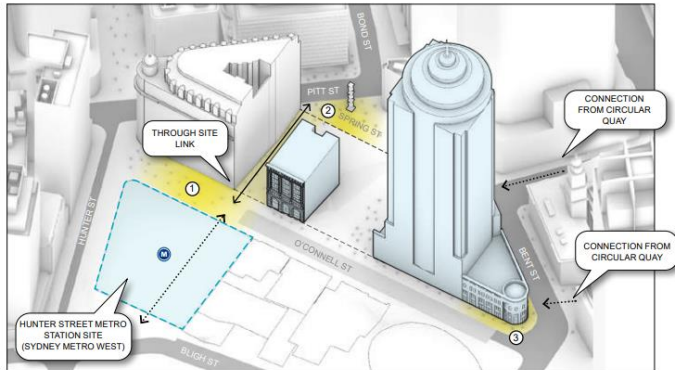
**Figure 29** illustrates the key moves of how the podium envelope has been developed.



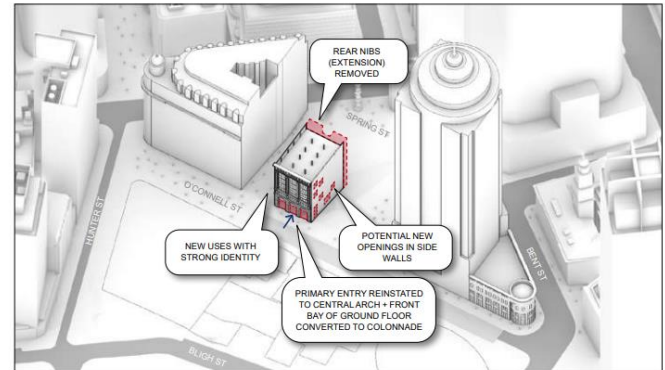
1. Removal of buildings to allow renewal



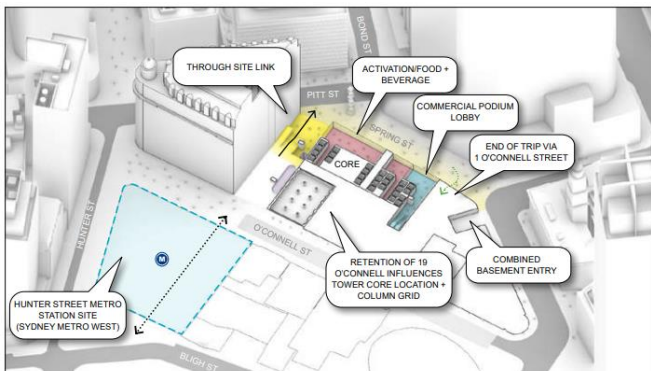
2. Removal of parts of 1 O'Connell Street to enable upgrades



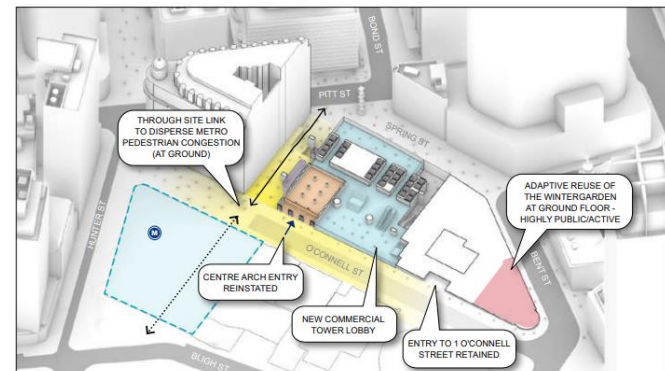
3. Creation of 3 distinct places at the key edges of the site



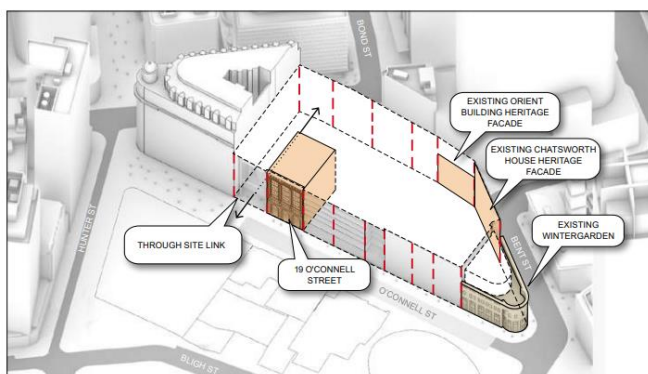
4. Considered intervention into 19 O'Connell Street to rationalise and connect



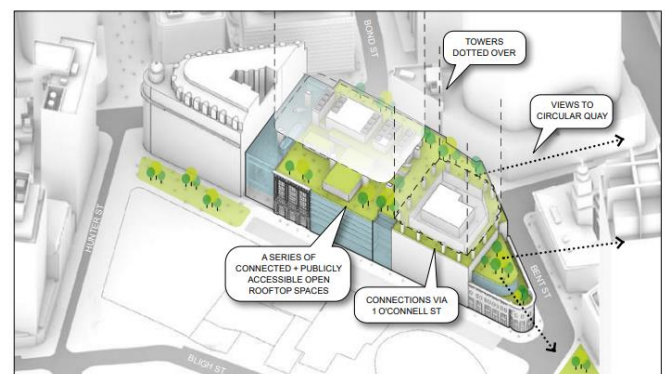
5. Activation of Spring Street with through site link and retail edge



6. Activation of O'Connell Street with through site link and new commercial lobby



7. Podium structure to reference the traditional subdivision pattern and established street character of smaller buildings



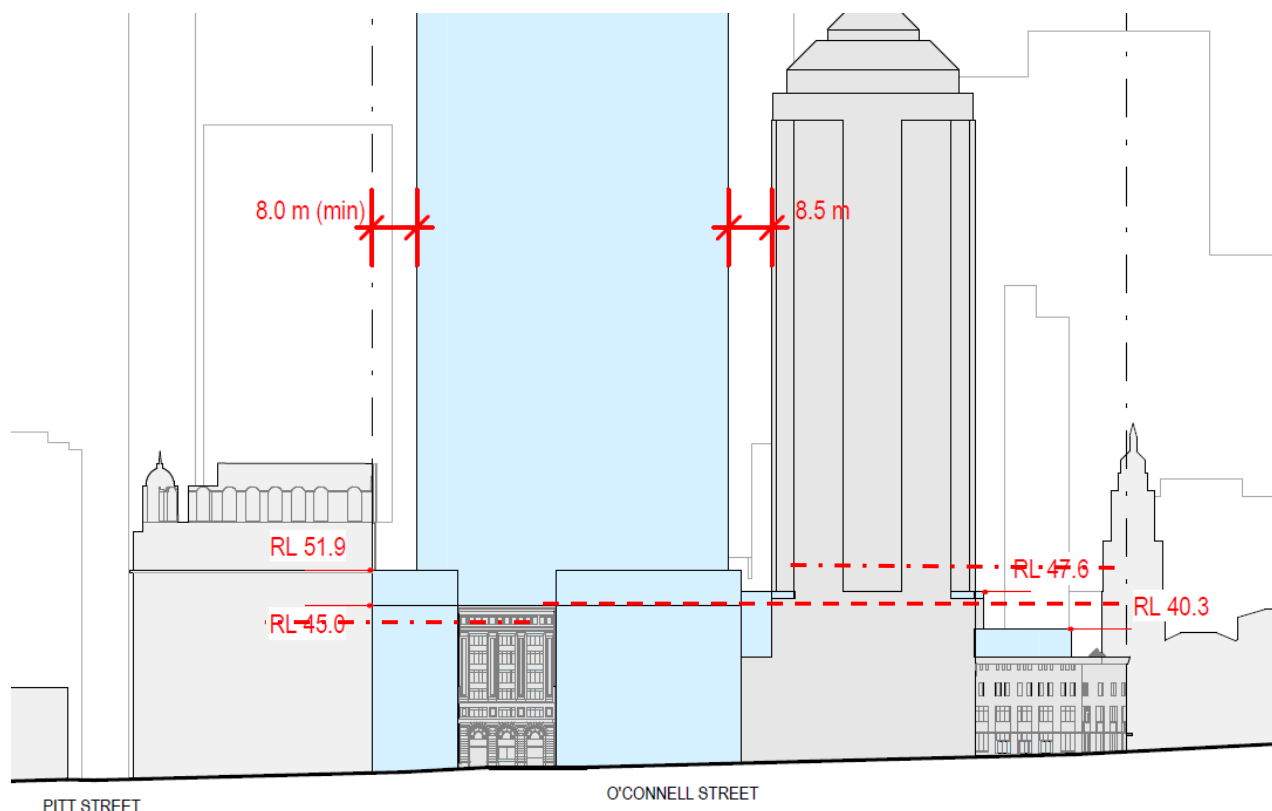
8. Connected podium rooftop across the entire site

**Figure 29 Design Concept for the precinct**

Source: Stewart Architecture + Matthew Pullinger

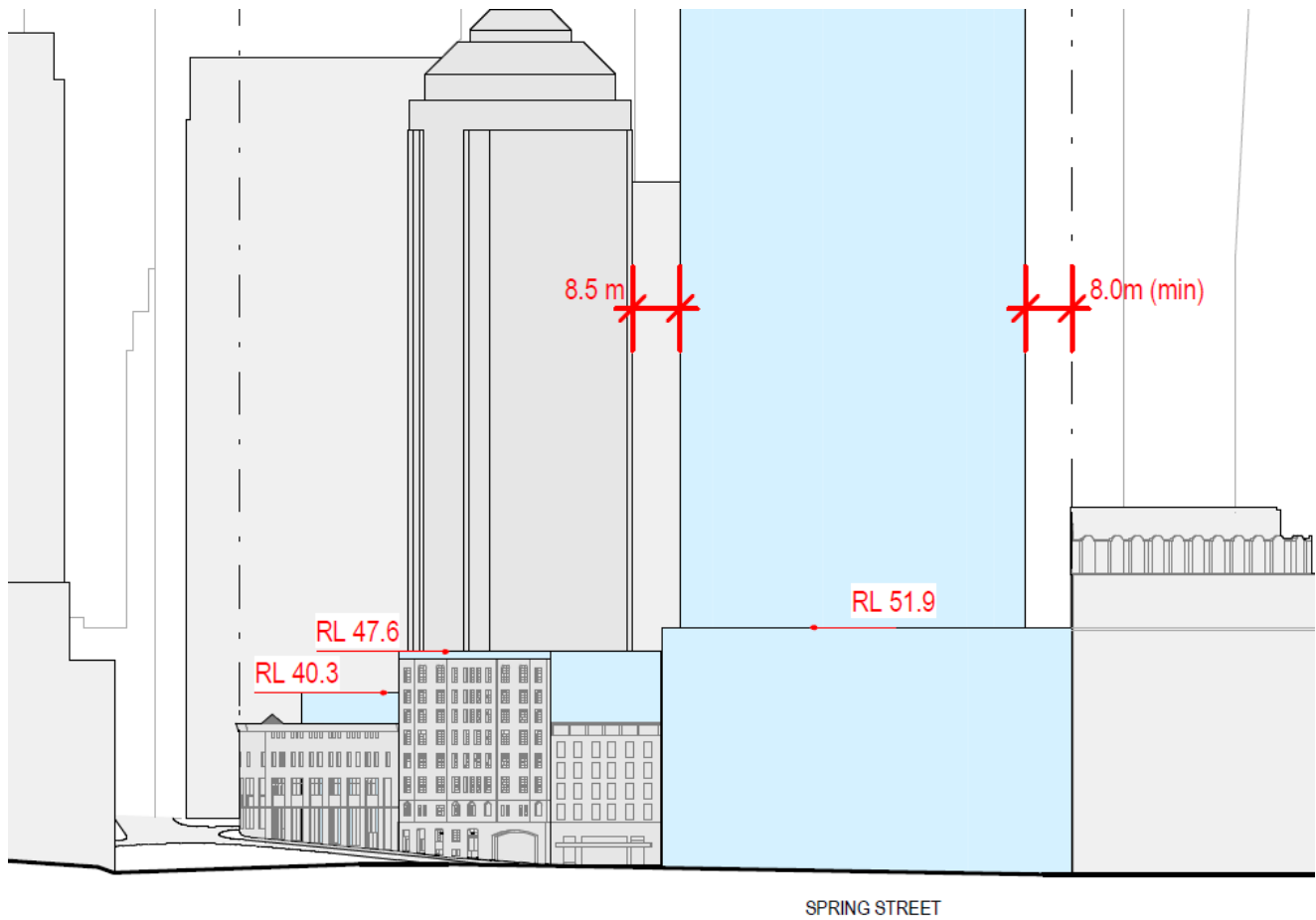
As a starting point, Section 5.1.1.1 of the Sydney DCP 2012 stipulates that buildings exceeding a total building height of 120m are to have a street frontage height ranging from 20-25m or where a heritage item is present, the existing height of this building. As illustrated at **Figure 30**, the proposed podium height at O'Connell Street achieves an appropriate response of RL 51.9 to align with the cornice line of the heritage listed Radisson Blu Hotel. The podium height then transitions to the RL 47.6 to match the existing heritage listed Public Trust Office and the Chatsworth House and Orient Building Façade datums along Spring Street. The lowest point of the podium is in the form of a step down on the O'Connell Street frontage to meet the height of the 19 O'Connell Street façade.

The stepped O'Connell and Spring Street frontage heights directly respects and seamlessly integrates with the heritage items within, and surrounding, the precinct. As illustrated in **Figure 30**, the podium heights have adopted the key datum lines of the heritage buildings and features. This ensures a contextual response is achieved which is respectful, celebrates heritage, and provides for a podium that is varied in scale and massing.



**O'Connell Street elevation**





### Spring Street elevation

**Figure 30** Proposed podium envelope and key datums

Source: Stewart Architecture + Matthew Pullinger Architect

8.2.2 The Tower

The height of the proposed tower envelope has been defined by the prevailing solar access controls under the Sydney LEP 2012, being the Pitt Street Mall No Additional Overshadowing control. **Figure 31** illustrates this No Additional Overshadowing control mapped across the site, identifying the shaping of the upper limit of the tower envelope at a maximum height of RL 319.1.

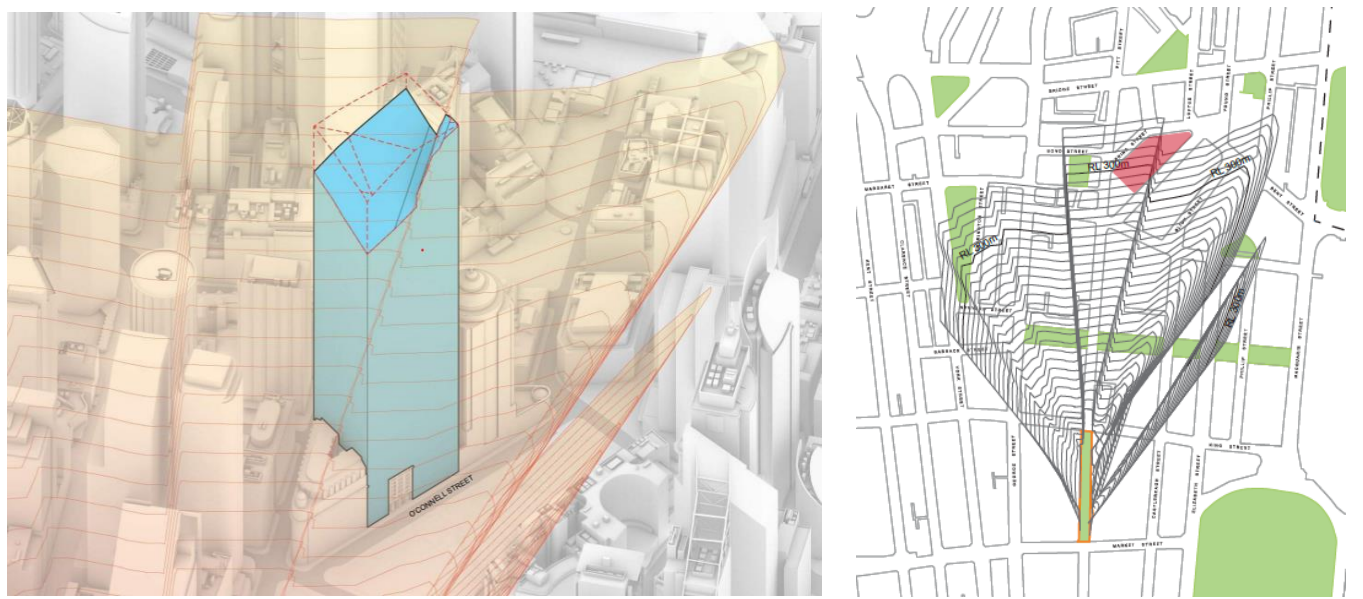


Figure 31 Pitt Street Mall Solar Access Plane

Source: Stewart Architecture + Matthew Pullinger Architect

Beyond the maximum height, the proposed tower envelope has been developed through a detailed analysis of the Sydney DCP 2012 setback, separation and tapering controls, balanced with the site's specific characteristics and the surrounding context. The proposed setbacks for the tower envelope have also been driven by the project vision to deliver a premium contemporary workplace with viable floor plates to maximise the opportunity to deliver strategic employment floor space in a highly accessible location and achieve the aim of the CSPS to be a globally competitive city.

Notably, given the CBD context of the precinct and the heritage layers across the site and surrounds, the proposal has had regard to the numeric Sydney DCP 2012 provisions, but has drawn on a variety of existing contextual cues that require a merit-based approach to defining the tower envelope.

Setbacks

The proposed tower envelope complies with the stipulated Sydney DCP 2012 tower setbacks to Spring Street, O'Connell Street and the north-east side setback to 1 O'Connell Street. The proposed setback to 1 O'Connell Street provides for an increased separation compared to the DCP provisions. The setbacks of the proposed tower envelope above the street frontage height compared to the street setback controls of the Sydney DCP 2012 are set out in **Table 11**.

Table 11 Sydney DCP 2012 Street Setback Controls

Setback	DCP	Proposed	Compliance
Street setback (fronting Spring Street)	8m	8m	Y
Street setback (fronting O'Connell Street)	8m	8m	Y
Side setback to the north-eastern 1 O'Connell Street tower	6.66% of total height of lowest building on the same site (8.43m)	8.5m	Y

Setback	DCP	Proposed	Compliance
Side setback to south-western boundary (Radisson Blu Hotel)	8m	8m	Y

## Chamfering and Tapering

The Sydney DCP 2012 does not include any specific provisions related to chamfering or rounding of building corners, but this approach is noted as a requirement of the base case under Schedule 12 of the Sydney DCP 2012. Despite no provision for chamfering, the proposed tower envelope seeks to incorporate rounded corners with a radius of 6m to deliver improved sky view and wind outcomes, as well as provide the best opportunity for the future building to achieve design excellence through a competitive design process.

In respect of tapering, the Sydney DCP 2012 includes provisions which encourage tapering at certain points as a tower rises. It is not proposed to include tapering in the planning envelope, rather providing flexibility by prescribing a consistent tower envelope for the height of the building above the podium. This approach is consistent with market demands for regularity in floor plates and the achievement of premium grade floor space. While tapering is not proposed in the tower envelope, this would not preclude such a solution being proposed by competitors as part of the future competitive design process. In light of this, and in the context of the proposed planning envelope achieving an enhanced sky view and wind outcome, the proposed envelope is acceptable and appropriate for this stage of the planning process.

## 8.2.3 The Tower in skyline / context

This request for a Planning Proposal seeks to facilitate a tower form that can achieve design excellence and make an outstanding architectural contribution to the Central Sydney skyline within an identified tower cluster location earmarked for growth and change. The proposed planning envelope seeks to leverage the locational opportunity of the site in an area with few constraints which would otherwise adversely impact the public domain. The site is also well located in close proximity to the future Hunter Street Sydney Metro station, meeting the fundamental expectation for greater uplift in Central Sydney.

These locational benefits were a deciding factor in the site being captured within a tower cluster under the CSPS. With that in mind, it is expected that there will be a number of taller buildings in the vicinity of the site, building on the vision and aspirations of the CSPS to deliver density in the right locations.

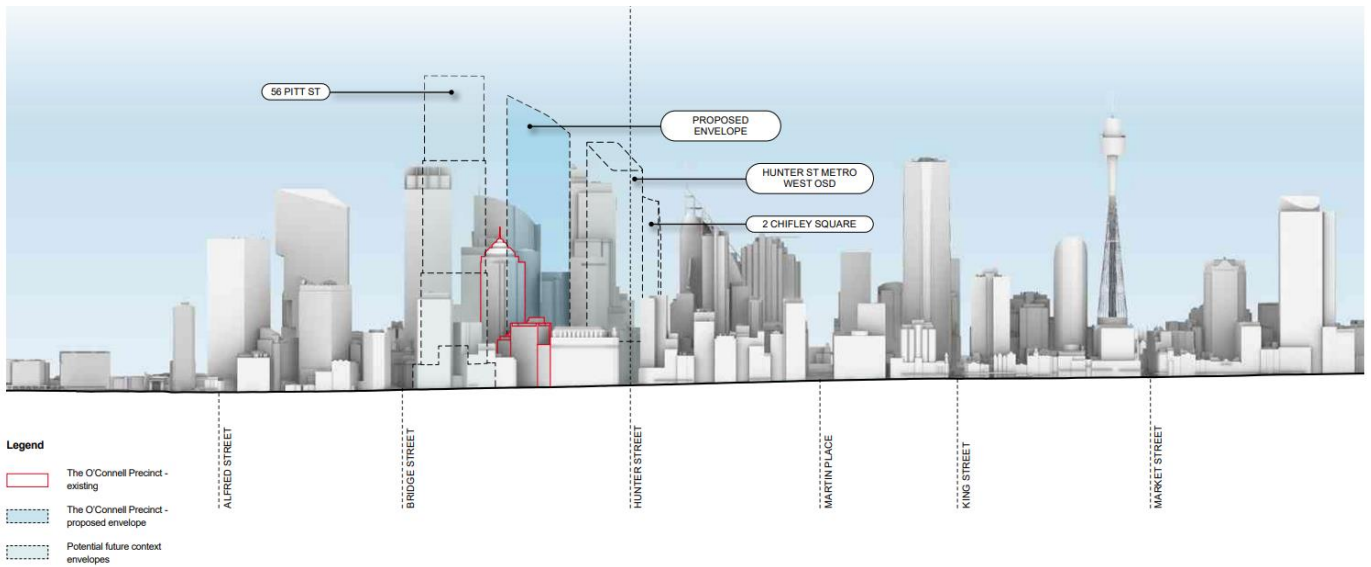
**Figure 32** and **Figure 33** illustrate the proposed tower in the context of other known projects.

The city skyline views prepared by Stewart Architecture + Matthew Pullinger Architect illustrate how the proposed envelope is capable of accommodating a tower with an appropriate height and form that will sit comfortably within the site's context. With the planning envelope appropriately setback from street frontages and benefiting from the adjacent Radisson Blu Hotel, any proposed development will be perceived as having a lesser bulk and scale. At the skyline scale, the height of the building is sufficient to avoid the planning envelope appearing to have overbearing bulk. The following matters also support the appropriateness of the planning envelope in the skyline and its context:

- The proposed envelope will introduce a new landmark to the Central Sydney skyline and complements the existing context of Central Sydney along O'Connell Street and Spring Street, including the existing 1 O'Connell Street building.
- The proposed height complies with the relevant No Additional Overshadowing control which protects solar access to public places (refer to **Section 8.4**).
- The height of the proposal has been tested to ensure it provides an appropriate environmental outcome. Its height effectively 'complies' with the City's provisions. Compared to a complying envelope, it presents a superior urban design outcome, involving a greater sky view factor and pedestrian wind comfort level than a complaint envelope as set out in this report and appended technical studies.
- It fulfils an existing opportunity within the skyline and responds to the evolving context of the surrounding and future development for the area.
- 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 Urban Design Report at **Appendix A**).

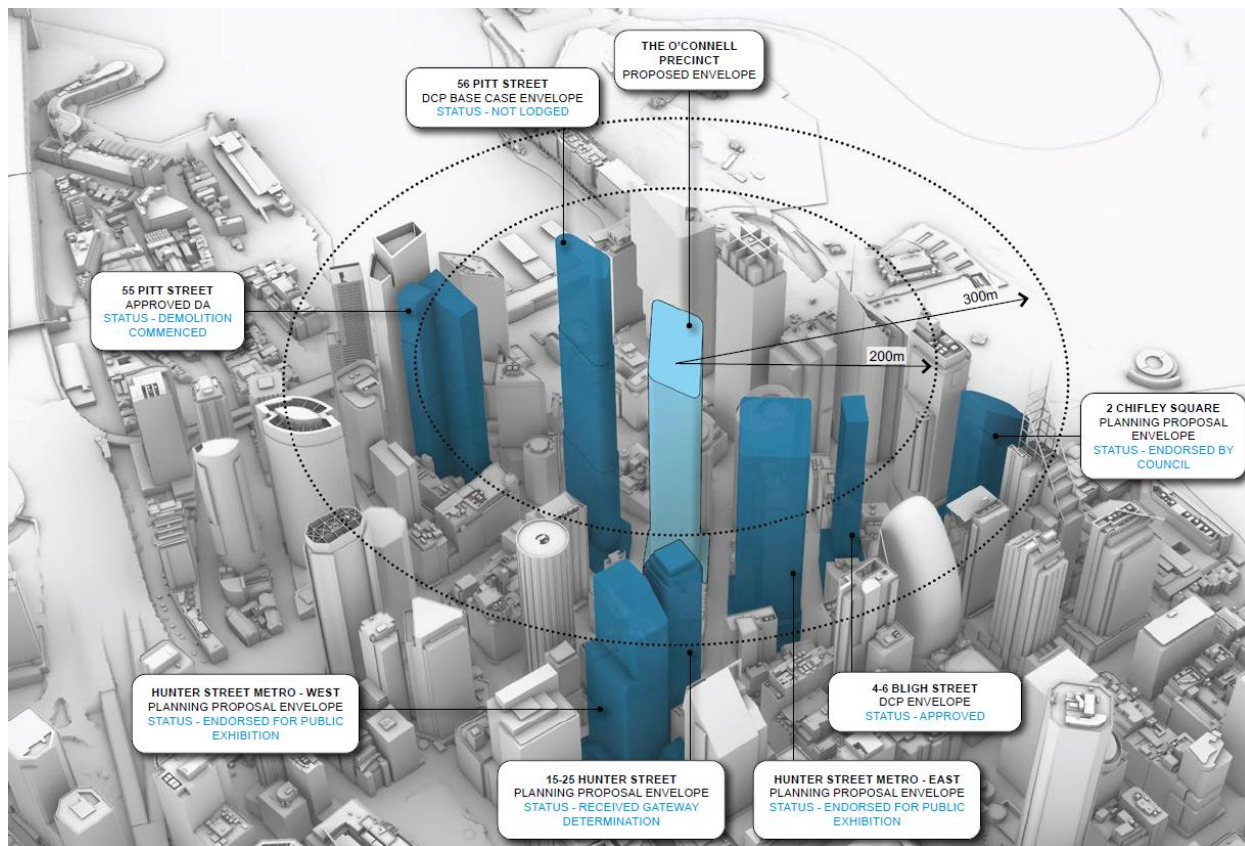


- It will set a positive precedent for tower cluster development given it has a site area which is appropriate and proportionate to its height and can provide a positive urban design outcome between the tower and public domain.
- The proposed height complements and aligns with the existing and new future tall buildings that form the Sydney Skyline, while maintaining appropriate building separation (as shown in **Figure 32**).



**Figure 32** Planning envelope in the Sydney skyline

Source: Stewart Architecture +Matthew Pullinger Architect



**Figure 33** Planning envelope within the context of surrounding new towers

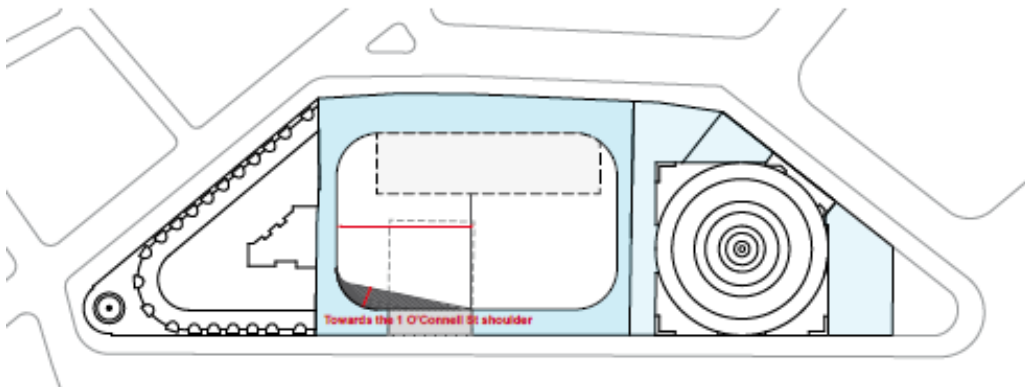
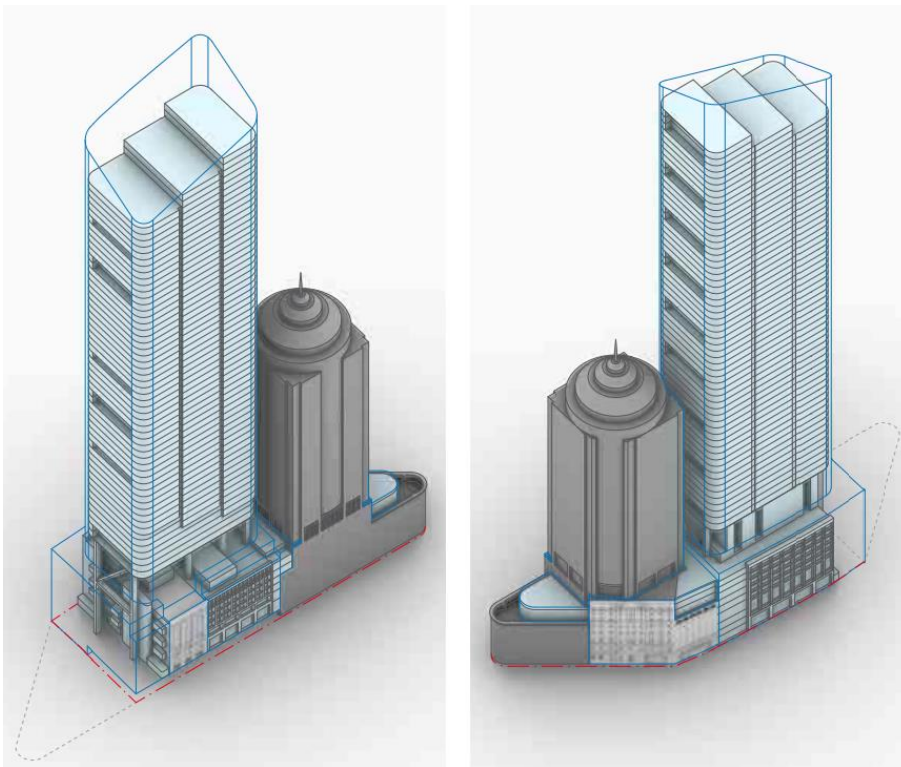
Source: Stewart Architecture + Matthew Pullinger Architect

### 8.2.4 Articulation allowance

As outlined in the Design Report at **Appendix A**, the reference design demonstrates how an allowance of 16% of the planning envelope can be delivered as architectural articulation. This is consistent with the City of Sydney's Guideline for Site Specific Planning Proposals, which incorporates a sliding scale for articulation based on the height of a building.

Notably, the reference design provides a number of key moves which achieve a minimum 16% articulation in the entire planning envelope, including a generous through-site link, separation between the podium roof and tower base, a tapered undercroft kick in the south-eastern corner of the tower, and terrace levels throughout the tower which provide visual interest and opportunities for greening. Each of these key moves is indicative, as shown in **Figure 32**, but a demonstration of one way a design can be provided within the loose-fit planning envelope.

The indicative design provided at **Appendix A** demonstrates that a high-quality building design can emerge within the proposed planning envelope and assumed tolerance, allowing sufficient flexibility for competitors to deliver varied architectural outcomes in the architectural design competition.



**Figure 34** Planning envelope articulation

Source: Stewart Architecture + Matthew Pullinger Architect



### 8.3 Public Domain

The indicative reference design demonstrates the substantial public domain opportunity for the site to deliver a significant public realm contribution (refer to **Figure 33**). The proposal builds on the City North Public Domain Plan to achieve a genuine pedestrian priority precinct, envisaged with large permeable public space, outdoor seating and improved connectivity. The future public domain concept (beyond the site boundary) and committed through site link will contribute to the improvement of pedestrian permeability, stitching the site with the broader public domain strategy and vision for the city.



**Figure 35** *Indicative reference scheme public domain improvements and through site link*

Source: Stewart Architecture + Matthew Pullinger Architect

#### 8.3.1 O'Connell Street vision

The reference scheme anticipates the street closure of O'Connell Street for a public plaza fronting the Hunter Street Metro OSD (as proposed in the City North Public Domain Plan). The public domain works include widening the footpaths extending from the new plaza to enhance the pedestrian experience and accommodate the anticipated volume of people travelling to and from the Hunter Street Metro Station. This will connect seamlessly with the O'Connell Street frontage which will form the primary commercial address for the new podium and tower.

#### 8.3.2 The Wintergarden

The existing wintergarden will be sensitively readapted to reinforce its strong landmark corner location of the precinct, whilst complementing the surrounding public domain network (refer to **Figure 36**). The wintergarden will provide an active ground floor, supporting various food and beverage retailers as well as incorporate a new rooftop addition that will form an attractive breakout space for future tenants and patrons. The renewal of the wintergarden will provide an



improved pedestrian experience with footpath widening to support increased capacity for pedestrian movements as well as outdoor dining opportunities.



**Figure 36** *Photomontage of the indicative readapted wintergarden*

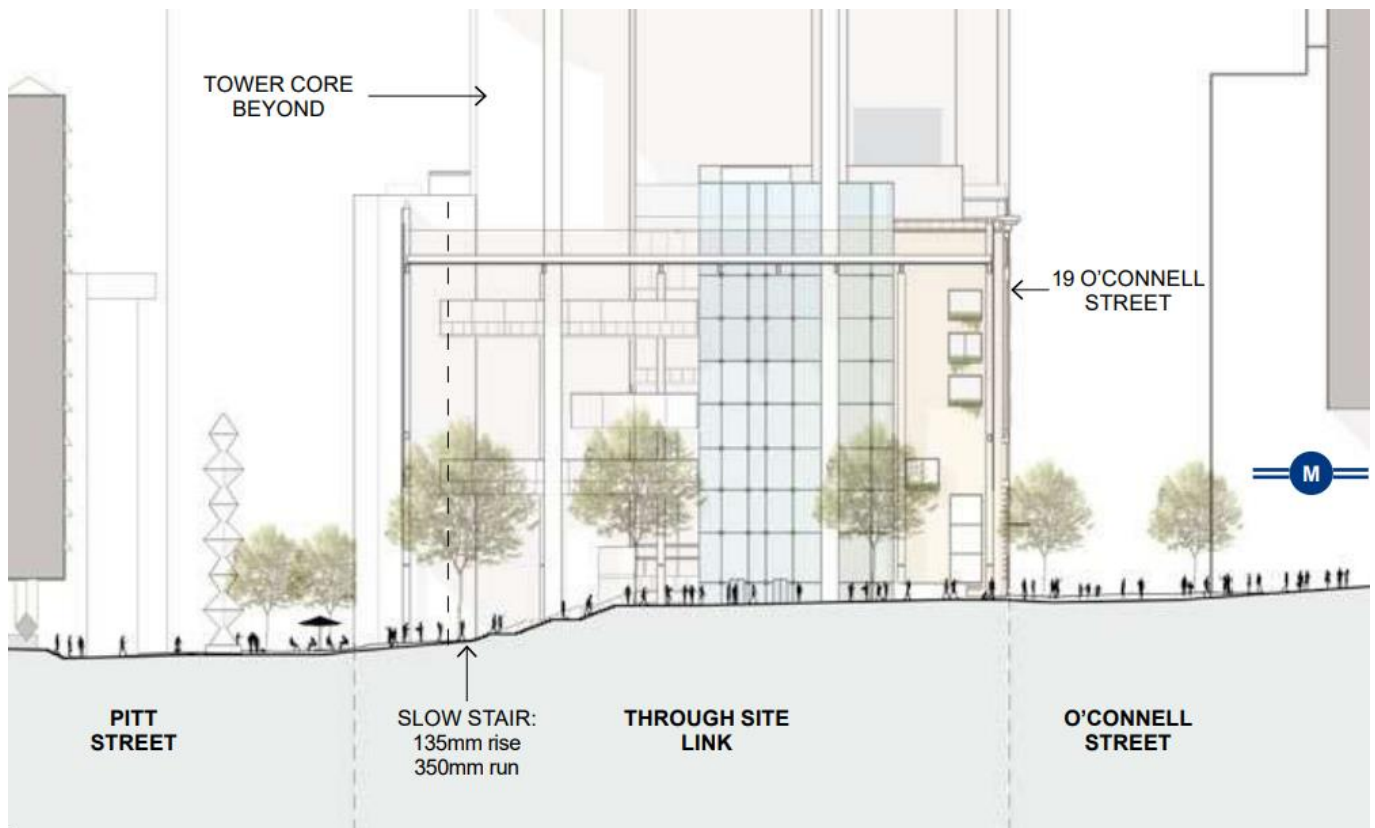
Source: Stewart Architecture + Matthew Pullinger

### 8.3.3 Re-imagined Spring Street

Further considering the planned closure of Spring Street for a new space, the podium will be lined with new retail, food and beverage tenancies for improved activation and opportunities to ‘spill out’ onto the closed street. The proposed public domain improvements, such as the through-site link, will provide greater opportunities to celebrate the significant heritage facades and the existing Dobell Memorial Sculpture.

### 8.3.4 Pedestrian through-site link

The dedicated through site-link proposed between Spring Street and O’Connell Street directly aligns with the proposed adjacent metro through site link as shown in **Figure 37**. This will establish a high level of pedestrian permeability, ensuring that strong desire lines between key transport nodes and CBD core are greatly improved. The proposed through-site link will activate the current blank edge of the Raddison Hotel and contribute to delivering a world-class ground plane destination for the precinct and city more broadly. The proposed pedestrian connectivity delivers on the City’s vision for a walkable, vibrant and attractive city for all, as established within the Sydney DCP 2012 and CSPPS.



**Figure 37** Indicative reference scheme through site link section

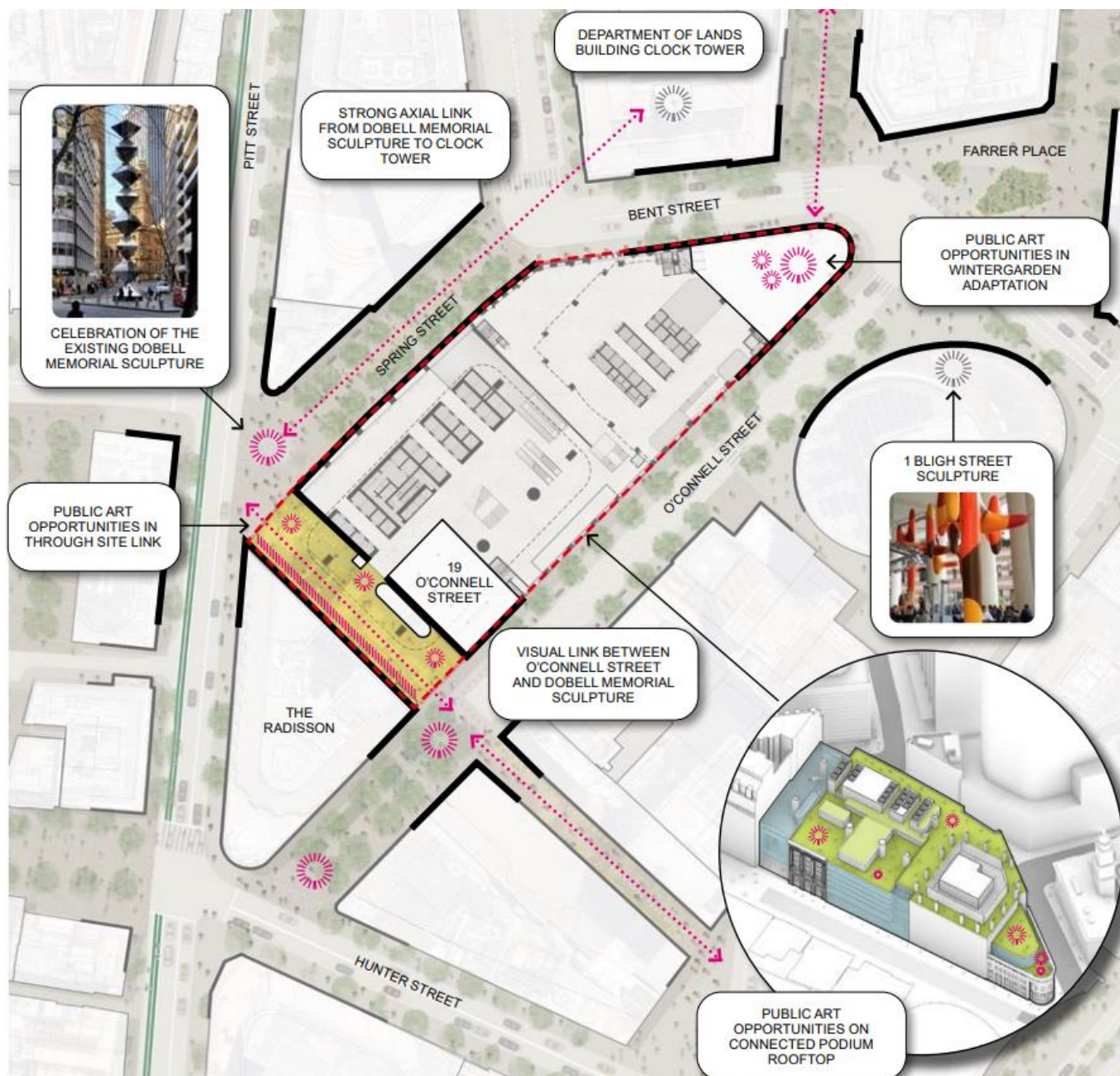
Source: Stewart Architecture + Matthew Pullinger

### 8.3.5 Public Art

It is anticipated that across the precinct there will be several opportunities for the integration of public art, building on the themes of the site and stitching in with existing public art in the local area. Public art plays a key role in increasing activation, establishing strong visual connections with the precinct and contribute to the broader cultural landscape of the northern Sydney CBD.

The ends of the through-site link at both Spring Street and O'Connell Street will provide various public art opportunities across the precinct (refer to **Figure 35**). Public art of various mix medias is envisaged across the precinct is envisaged, with integration of public art including a Connection with Country, celebrating the important stories and voice of Aboriginal communities. The future public domain strategy will form part of a design competition and detailed DA. The draft site-specific DCP includes specific provisions to ensure thoughtful public art is integrated within the precinct.





**Figure 38** *Public Art opportunities*

Source: Stewart Architecture + Matthew Pullinger Architect

## 8.4 Overshadowing

Stewart Architecture + Matthew Pullinger Architect have prepared a shadow analysis of the proposal which is provided in **Appendix A**. This analysis demonstrates the shadow cast by the proposed envelope at the equinoxes as well as the winter solstice at hourly intervals between 9:00am and 3:00pm, therefore demonstrating the worst-cast scenario.

Under the CSPS, additional height and floor space must be balanced with the protection of sensitive and important public spaces to ensure the solar access to these areas are not unreasonably compromised. Specifically, the shadow analysis has been informed by:

- No additional overshadowing between 14 April and 31 August to Pitt Street Mall, which is protected between 10:00am and 2:00pm;
- The Martin Place Sun Access Plane between 1 September and 31 between 12:00pm- 2:00pm as the intended period of protection;



- The Hyde Park Sun Access Plane protecting solar access all year round between 10:00am and 2:00pm as the intended period of protection; and
- The Domain Sun Access plane protecting solar protecting solar access all year round between 9:00am and 2:00pm as the intended period of protection.

The shadow study has illustrated that the proposed envelope:

- Sits below the Pitt Street Mall No Additional Overshadowing control and therefore in turn is within the Martin Place, Hyde Park and Domain Sun Access Planes and the intended periods of protection; and
- Satisfies the objectives of Clause 6.18 (Overshadowing of certain public places) of the Sydney LEP 2012 and thereby deemed to have been satisfied. These objectives are:
  - a) *to prevent additional overshadowing of valued public places that are used as areas for passive recreation by the public, workers and visitors in Central Sydney, and*
  - b) *to protect significant, new and planned public places from future overshadowing.*

In the context of a growing global city, some reduction in sunlight to public spaces is inevitable as smaller, older buildings are replaced with new buildings designed to the City's height limits. The City's expanded floor space capacity and its success in terms of economic output, job creation and vitality will affect solar access to some degree, especially during winter months, to some extent. The City of Sydney has undertaken years of extensive work, however, to ensure that upper limits are prescribed and the most important public spaces are protected at the necessary times throughout the year.

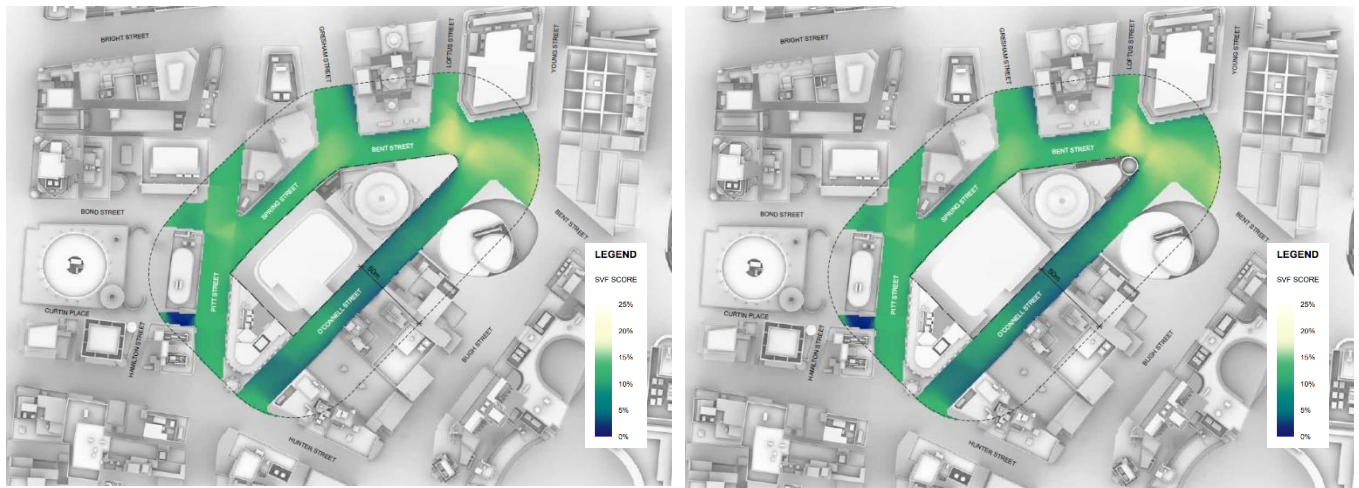
It is in this context that the proposed planning envelope has been carefully designed in accordance with the CSPA and the Sydney LEP 2012 solar access and overshadowing controls protecting key public places. The future detailed design of the building will be articulated within the planning envelope and therefore will likely result in a reduced shadow impact. A detailed solar access and overshadowing analysis will be included as part of a detailed development application.

## 8.5 Skyview assessment

A Sky View Factor Report has been prepared by Stewart Architecture + Matthew Pullinger Architect (refer to **Appendix K**) to compare the sky view opportunity of the proposed planning envelope against the base case envelope constructed under Schedule 12 of the Sydney DCP 2012. Sky view factor (SVF) is provided as a value from 0 to 1, where SVF of 0 denotes no sky being visible and 1 denotes the sky is complete visible to the horizon in all directions.

A total of 12,597 test points were analysed to assess the SVF of the site. An analysis was undertaken at an area of analysis to 50 metres from the site, which finds there will be marginal change to sky visibility between the base case scheme and the proposed scheme. The analysis compares the SVF generated by the proposed envelope and compares it to the SVF generated by the base case envelope which follows Schedule 12.2 Procedure B of the Sydney DCP 2012.

The base case scheme provides an average SVF value of 12.832058%, while the proposed scheme provides an SVF value of 12.832135%, resulting in an overall improvement in sky visibility of SVF value of 0.000077% (refer to **Figure 39**). Given that on average, there is an improvement to the SVF factor, the proposed envelope is deemed to be better than the base case envelope and represents a sky view factor pass. A comparison of the sky view factor score between the base case scheme and proposed envelope is illustrated in **Figure 39**.



**Base Case Sky view factor** **Proposed envelope sky view factor**

**Figure 39** Base Case and Proposed envelope sky view factor score comparison

Source: Stewart Architecture + Matthew Pullinger Architect

## 8.6 Wind assessment

A Pedestrian Wind environment Study has been prepared by MEL Consultants and is made available at **Appendix I**. The assessment consisted of a wind tunnel study on a 1/400 scale model of the proposed development to determine the likely environmental wind impacts of the proposed planning envelope. The wind conditions were assessed with respect to Safety standards as well as Walking, Standing and Sitting comfort standards.

The scale model of the development and surrounding buildings was tested in a model of the natural wind generated by flow over roughness elements augmented by vorticity generators at the beginning of the wind tunnel working section. The surrounding buildings include all built and under construction buildings in the immediate vicinity.

The wind tunnel testing quantified the wind conditions for the proposed planning envelope and compared the results against the base case envelope. The planning envelope was shown to achieve equivalency or better average gust equivalent mean (GEM) wind speed for all the Test Locations tested than the base case envelope.

The average 5% exceedance GEM wind speed over all the Test Locations for the cases tested is summarised in **Table 12**.

**Table 12** Average GEM wind speed across all Test Locations

Test case	Average GEM wind speed (m/s) across all Test Locations
Proposed envelope	3.58
DCP Base Case	3.62

## 8.7 Visual impact

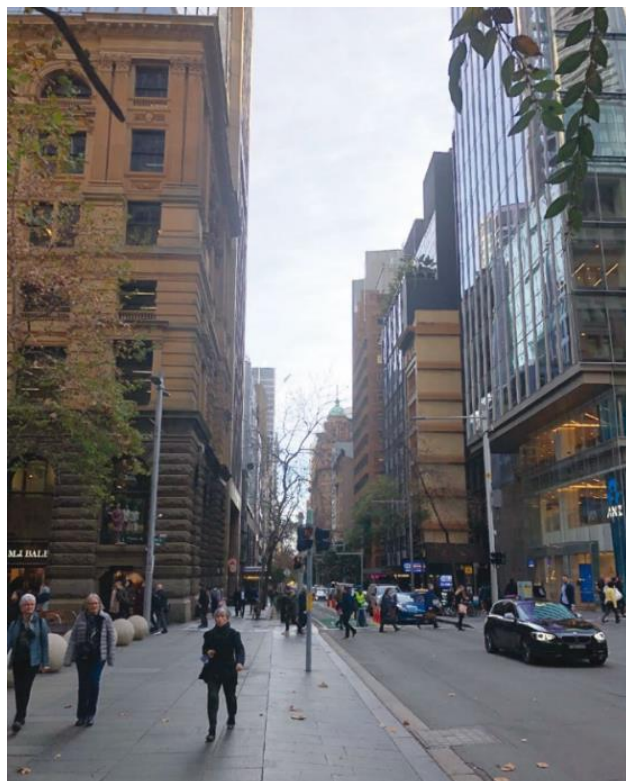
A series of key views have been provided in the Design Report incorporating the proposed envelope in the existing and future context (refer to **Appendix A**). The Sydney DCP 2012 and Sydney LEP 2012 identify key public views within Central Sydney which should be preserved and take priority over private views. These views are generally from parks and other key public places that take in important buildings or landscapes and should be protected by new development. The site is not impacted by any of these views, nonetheless, it is visible from several key locations both within and surrounding Central Sydney.

Given the context of the site, there are two scales of views relevant to the proposed planning envelope. These comprise views from the immediate proximity surrounding the site, and broader views towards the site from key locations such as the Sydney Harbour Bridge and Sydney Harbour.

### Immediate View Analysis

The view study completed in the Design Report at **Appendix A** provides views from several key pedestrian vantage points around the site. The identified views are analysed as follows:

- **Pitt Street** – The envelope provides a generous setback to the Radisson Blu Hotel cupola (approx. 50m) and presents a simple extruded geometry and chamfered corner (refer to **Figure 37**). This presents as a calm and recessive backdrop to the heritage listed building, enabling the significance of the building to be appreciated.
- **Loftus Street** – The view from Loftus Street is into the highly established northern and central CBD, with an established character of tall buildings. Notably, the proposed envelope sits within the context of several other planned future developments or development sites and represents a cohesive and unobtrusive series of additions to the CBD skyline (refer to **Figure 38**).
- **O'Connell Street** – The view from O'Connell Street is not materially impacted, with the existing street wall and proposed podium similar in scale. The addition of a tower component setback 8m from the street wall is in keeping with the contextual and proposed tall buildings and does not meaningfully impact the visual character of the area (refer to **Figure 39**).



**Figure 40** View analysis – Pitt Street

Source: Stewart Architecture + Matthew Pullinger Architect





**Figure 41** View analysis – Pitt Street

Source: Stewart Architecture + Matthew Pullinger Architect



**Figure 42** View analysis – Loftus Street

Source: Stewart Architecture + Matthew Pullinger Architect





**Figure 43** View analysis – O'Connell Street

Source: Stewart Architecture + Matthew Pullinger Architect

### Broader Vantage Points

The O'Connell Precinct forms part of a cluster of new tall buildings anticipated in the northern area of the Sydney CBD. As such, the new towers place in the future skyline is a consideration and the potential towerscape is important to understand. **Figure 41** illustrates the proposed building in the context of other existing and planned towers, demonstrating the achieving of one of the aims of the CSPS to provide a 'tower cluster' in this northern CBD location. The proposed building sits harmoniously with the surrounding buildings, and will provide a positive addition to the skyline for the following reasons:

- it does not adversely affect the amenity of Sydney Harbour, rather providing an opportunity for a new building to reinforce the shape and prevailing character of the Sydney CBD when viewed from the water;
- it is well scaled in respect of surrounding heights, fitting well in the stepped heights of buildings across the northern edge of the CBD;
- it sits within a broader skyline already characterised by tall buildings, with height centrally located in the CBD;
- it forms part of a cluster of future tall buildings that will contribute positively to the skyline and assist in redefining the skyline as established under the CSPS; and
- it, alongside other existing and proposed buildings, closes a gap in tall buildings on the northern edge of the CBD created by recently completed development on the western (Salesforce Tower) and eastern edges (AMP Tower) – reinforcing the prominence of the Sydney CBD as the economic heart of Australia.





View from Jeffrey Street Wharf, Kirribilli



View from Sydney Harbour Bridge

**Figure 44** Reference scheme from key view points of the Sydney skyline

Source: Stewart Architecture + Matthew Pullinger Architect



## 8.8 Heritage assessment

A Statement of Heritage Impact (SOHI) has been prepared by Megan Jones Architect (Refer to **Appendix J**). The report considers the potential impacts of a future proposal built in accordance with the proposed controls on heritage items located within and surrounding the precinct. The report has been prepared in accordance with the NSW Heritage Manual. The philosophy and process adopted is that guided by the Australia ICOMOS Burra Charter 1999 (revised 2013).

### 8.8.1 19-21 O'Connell Street

The existing building at 19-21 O'Connell Street is listed as a state (01019) heritage item under the NSW Heritage register, and a local (I1904) heritage item under the Sydney LEP 2012.

The building demonstrates heritage significance largely from its sandstone façade and the contribution it makes to the O'Connell Street streetscape. The building is associated with the development of the Public Trustee in NSW, and is of social significance because of its association with the management of estates of deceased persons. It is the first office building purchased specifically to accommodate the Public Trustee and is still being used as Head Office of the organisation. 19-21 O'Connell Street is an extraordinary exemplar of the Inter-War Free classical style of architecture designed by the well-known architects Ross & Rowe.

Notably, the building has undergone substantial internal alterations and external modifications, however, remains a significant representative example of an Inter War Commercial Palazzo style office building that makes a valuable contribution to the streetscape of O'Connell Street.



**Figure 45** 19-21 O'Connell Street, Sydney

Source: Ethos Urban

In considering the impact of the proposed envelope 19-21 O'Connell Street, the SOHI concludes that the building will maintain its aesthetic contribution and legibility to the streetscape and public domain. Megan Jones has confirmed

that the architectural resolution of the new podium on O'Connell Street will enhance the overall streetscape presence of the 19 – 21 O'Connell Street building and the tower envelope provides sufficient horizontal and vertical setbacks to O'Connell Street to maintain its integrity within the public domain. Notably, the indicative design has been assessed, and is considered to demonstrate a positive relationship between the existing building and future development.

Further, the indicative reference design demonstrates that the future development and 19-21 O'Connell Street can be seamlessly integrated without reducing the prominence and heritage significance of the building. Megan Jones has recommended that the future re-adaptive use of the building must ensure a sense of the original/early floorplate and structural grid is retained.

To ensure the prominence and significance of 19-21 O'Connell Street is retained and enhanced, the draft site-specific DCP includes provisions relating to the future design and required articulation of a future tower above the building.

### 8.8.2 Former 'Chatsworth House' and the Former 'Orient Line Building' facades

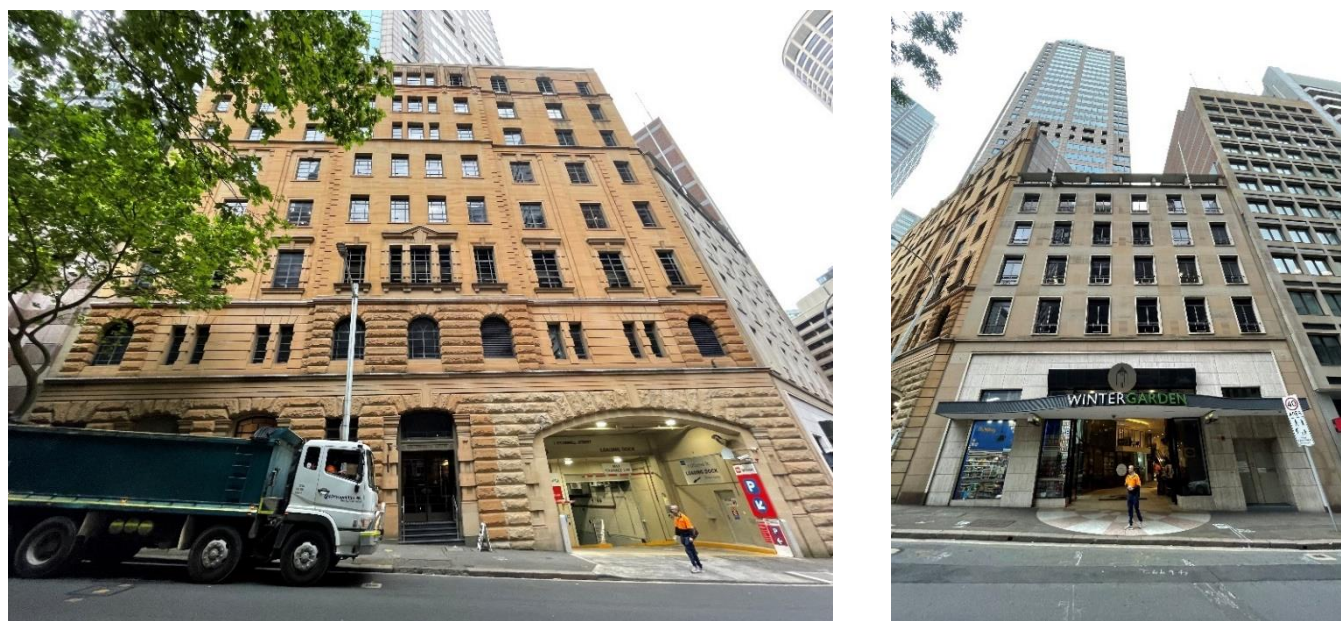
The following facades are locally listed heritage items under the Sydney LEP 2012:

- Former "Chatsworth House" façade, 1-7 Bent Street (I1900); and
- Former 'Orient Line Building' façade, 2-6 Spring Street (I1901).

Notably, these facades form part of the 1 O'Connell Street, however only the remnant facades are heritage listed and are to be retained.

The eight-storey sandstone façade of Chatsworth House is designed in a stripped classical style, featuring a combination of rusticated and ashlar sandstone, classically derived mouldings, string courses and quoining and multi-paned steel-framed windows. The façade is considered heritage significant due to the quality of the design and detailing, representing an excellent example of the inter-war period. Its relationship to the major group of Government Offices in the city from the Victorian period, all of sandstone construction is also significant. The facade is significant for its street architecture value terminating the axis of Gresham Street and as part of Bent Street.

The seven-storey façade of the Orient Line Building (later Macknade House) is a seven storey inter-war building constructed with a steel and concrete framed façade which retains the character of simple regular window openings with Juliette balconies. The façade uses subtle material colours from the Portland stone, sandstone, travertine and granite, and a classical elegance which is reminiscent of Scandinavian and Italian architectural examples from that era. Internal spaces and structures of both Chatsworth House and the Orient Line Building were demolished in the late 1980s as part of 1 O'Connell Street.



**Figure 46** Former 'Chatsworth House' and the Former 'Orient Line Building' facades

Source: Ethos Urban



It is considered by Megan Jones that the relationship with the remnant façades of Chatsworth House and the Orient Building is conserved and respected by the proposed planning envelope. The SOHI concludes that the proposed Spring Street and O'Connell Street podium envelope is of an appropriate height and scale that can deliver high architectural design that will enhance the existing heritage facades and make an overall positive contribution to the public domain.

### 8.8.3 Former Sydney Morning Herald building (current Radisson Blu Hotel), 66 Pitt Street

Although not located within the precinct, the Former Sydney Morning Herald Building is a state (00586) heritage item in the NSW State Heritage Register and local (I1915) heritage item listed in the Sydney LEP 2012. The site is located directly adjacent to the precinct, along the western boundary and is now occupied by the Radisson Blu Hotel.

The building is an iconic building, considered one of the best 'corner buildings in Sydney. It is a powerful reminder of the success and prosperity of the publisher-owners, John Fairfax & Sons, and of the dominant role of newspapers in society at that time, before the advent of the electronic media. The building, with its rounded corner treatment on the prominent narrow-vee site provides a good and clearly visible element in the townscape. It is considered an aesthetically significant and fine example of the Inter War Commercial Palazzo style, then popular for office buildings of this type, with many intact external elements and some preserved interiors.



**Figure 47** Former Sydney Morning Herald Building (current Radisson Blu Hotel)

Source: Ethos Urban

The SOHI concludes that the visual relationship of the new tower on the adjoining Radisson Blu Hotel has been respected by ensuring that its historic tower on the corner of Hunter and Pitt Street retains its legibility and differentiation in views from the public domain. Specifically, the proposed planning envelope:



- Has sufficient horizontal and vertical set back to allow the Radisson Blu Hotel to maintain its legibility and integrity within the streetscape and in the ground plane.
- Provides a generous setback (3 metres from the boundary with Radisson Blu Hotel and a minimum set-back of 47 metres from the corner tower element).
- The height, architectural resolution and detailing design of the adjacent podiums on Spring and O'Connell Street will help to differentiate the street walls and tower of the Radisson Blu Hotel.

#### 8.8.4 Other heritage

There are a number of heritage listed items within the vicinity of the precinct. The key heritage items in the vicinity include:

- Former Manufactures House, 12-14 O'Connell Street (I1902- local item)
- Former Bank of NSW, 16 O'Connell Street (I1903 - local item)
- Former Department of Lands Building, 22-33 Bridge Street (00744 – State item) (I1683 – local item)
- Former Department of Education Building, 35-39 Bridge Street (00726 – State item) (I1684 – local item)
- Palm Trees in Farrer Place (I1759 – local item)
- Australia Square including Tower, Plaza Building and Forecourt (I1764 – local item)
- Former Liverpool & London & Globe building (I2288 – local item)

Having regard to these items, the SOHI concludes that the proposal can be supported on heritage grounds for the following reasons:

- The proposal generates an opportunity to deliver a development that better relates to the heritage rich site context. Specifically, the podium height and geometry has taken cues from surrounding buildings of historical significance.
- The proposed podium envelope aligns with the established fine grain streetscape along O'Connell Street and Spring Street, to ensure the presence of surrounding heritage items are enhanced and retained.
- The proposed tower envelope provides sufficient setbacks to ensure the legibility and integrity of adjacent heritage buildings including the Former Department of Lands Building, Australian Square Plaza and Former Liverpool & London & Globe building are retained.
- The proposed podium rooftop terrace will create new views to appreciate the existing heritage rich area.
- The new through site-link will provide a direct connection to the public domain within Australia Square. The new Spring Street podium with high architectural quality and materials will replace existing commercial buildings. This will enhance the setting of the Plaza Building rather than detract from it.

The SOHI will be a responsive document and will be utilised to inform the competitive design process and detailed design.

## 8.9 Sustainability

An Environmental Sustainability Report has been prepared by Lendlease and is made available at **Appendix H**. The report outlines the proposed measures to meet and exceed criteria set by the City of Sydney.

The O'Connell Precinct will exceed minimum environmental sustainability requirements in order to deliver the envisaged precinct outcomes and objectives. The Proponents are aligned in a transformational Mission Zero journey to Absolute Zero by 2040 which includes:

- Aspiring to have zero Scope 1 emissions including being fossil fuel free.
- Being powered by renewables.
- Aspiring to have zero Scope 3 emissions from the materials and services purchased.
- Aspiring to have zero Scope 3 from tenant emissions.

These targets apply to both construction processes and to Lendlease managed assets. Achieving these targets will exceed minimum requirements including:

- Meeting and exceeding the City of Sydney's Net Zero Energy targets including buildings that operate beyond 5.5 Star NABERS Energy.

- An aspiration to be fossil fuel free in construction.
- An electrified precinct with no natural gas and an aspiration to zero Scope 1 diesel emissions in operation.
- A minimum reduction in embodied carbon of 40% with the development being a Climate Active carbon neutral certified product.
- Green lease structures that ensure all tenants are fossil fuel free and powered by renewables.
- Climate Active carbon neutral certified in operation.

Beyond renewable and carbon commitments, the precinct will be:

- Capable of 4 Star NABERS Water with the capability of being 5 Stars if a city or utility non-potable water supply was made available to the site.
- 6 Star Green Star Buildings v1b certified.
- WELL Platinum Shell & Core v2 certified.

The proposed environmental sustainability development strategy is detailed in **Table 13**. The initiatives and responses to these targets will be developed through the project, but are captured in the provisions of the site-specific DCP.

**Table 13** *Environmental sustainability development strategy*

Element	New Development	1 O'Connell Street
Operational energy	<ul style="list-style-type: none"> <li>• Meet the City's new Net Zero</li> <li>• Energy targets</li> <li>• Fossil fuel free building with electrified space heating, hot water, and cooking</li> <li>• 5.5 Star NABERS Energy</li> <li>• 100% powered by renewables</li> <li>• Climate Active carbon neutral certified in operation</li> </ul>	<ul style="list-style-type: none"> <li>• While not required for the level of proposed refurbishment, we will meet the City's new Net Zero Energy targets</li> <li>• Fossil fuel free building with electrified space heating, hot water, and cooking</li> <li>• 5.5 Star NABERS Energy • 100% powered by renewables Climate Active carbon neutral certified in operation</li> </ul>
Upfront Carbon and Resource Use	<ul style="list-style-type: none"> <li>• 40% reduction in embodied carbon</li> <li>• Climate Active carbon neutral certified product in construction (A1-A5)</li> <li>• Reporting life cycle carbon impacts of demolishing existing buildings and rebuilding with new</li> </ul>	<ul style="list-style-type: none"> <li>• Climate Active carbon neutral certified product in construction (A1-A5)</li> </ul>
Operational Water	<ul style="list-style-type: none"> <li>• 4 Star NABERS Water and capable of 5 Stars if a city / utility non-potable water supply is made available</li> </ul>	<ul style="list-style-type: none"> <li>• 4 Star NABERS Water and capable of 5 Stars if a city / utility non-potable water supply is made available</li> </ul>
Green Star	<ul style="list-style-type: none"> <li>• 6 Star Green Star Buildings v1b with focus on high Indoor Environmental Quality (IEQ) and Amenity for occupants</li> </ul>	<ul style="list-style-type: none"> <li>• 6 Star Green Star Performance</li> </ul>
WELL	<ul style="list-style-type: none"> <li>• Platinum Shell &amp; Core</li> </ul>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>

The existing 1 O'Connell Street building has been progressively improved over the past 10+ years with the building operating at 5 Star NABERS Energy pre-COVID 19 - a 65%+ reduction on 2010 energy intensity levels. The precinct proposes to supply 1 O'Connell Street with fossil fuel free space heating and cooling from a precinct energy plant. A commitment is also made to electrify the hot water plant for 1 O'Connell Street, with the potential to achieve 5.5 Star NABERS Energy in operation representing a 20%+ reduction in electricity equivalent energy use.

The plan for the precinct is to aspire for Absolute Zero in operation from practical completion, noting the 1 O'Connell Street component cannot fully transition until the new development and infrastructure is complete. This will require the precinct to strive for a level of performance beyond the City's Net Zero targets that will consider:

- Exploring the opportunities to challenge industry norms and standards to unlock the 33%+ reduction in energy use needed to consider 6 Star NABERS Energy for the new tower.
- Exploring broader use of on-site renewable generation where proven to be safe, economical and highest and best use of precious resources relative to off-site renewable energy generation.
- An aim to adopt fossil fuel free emergency backup power systems in lieu of conventional diesel.

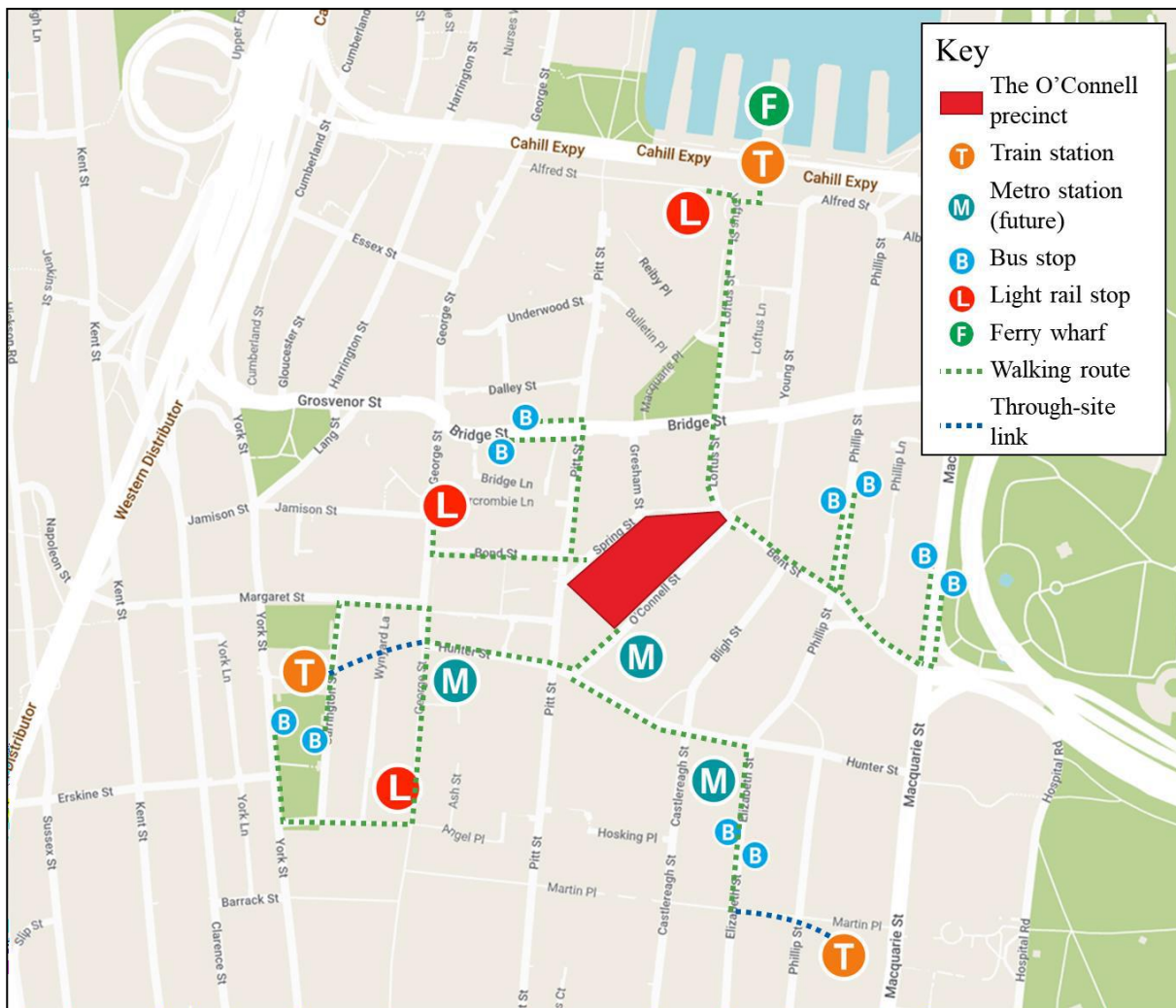
- Adopting the lowest Global Warming Potential (GWP) refrigerants available while maintaining energy efficiency and safety requirements.
- Tenant leases with Green Lease provisions and financial mechanisms for the entire building to be Carbon neutral in operation in perpetuity, inclusive of office and retail tenants.
- Commercial and retail tenant cooking will be transitioned to be fossil fuel free by 2030.
- Exploring the provision of tenant supplementary chilled water for the new tower tenants to maximise tenant energy efficiency, enable lower GWP refrigerant options to be selected, and centrally manage the risk of refrigerant leaks.

## 8.10 Traffic and transport

### 8.10.1 Existing conditions

#### Public transport

The precinct is located in proximity to train, bus, light rail and ferry services. The location of key public transport stops near the precinct and walking routes to these stops are shown in **Figure 48**.



**Figure 48** Key public transport stops in the vicinity of the site

Source: Arup



## 8.10.2 Mode share & trip generation

### Vehicle trip generation

Vehicle trip generation of the precinct is expected to be influenced by the parking provided on the various basement levels. The precinct is proposing a low provision that would limit private vehicle use and encourage access via public transport and walking and cycling. A maximum of 136 parking spaces is expected, in line with the Sydney LEP 2012, however, the final provision of parking will be subject to confirmation in the subsequent detailed design.

The precinct is expected to generate an additional 2 vehicle trips during the AM peak hour and 0 vehicle trips during the PM peak hour. These trips are not expected to have a significant impact on the surrounding road network.

### Person trip generation and mode share

The report establishes mode shares for workers travelling to work in the Sydney Inner City, and together with the vehicle trip generation outlined above, estimates the expected mode share for the precinct, as shown in **Table 14**. The precinct is expected to generate an additional 1,396 person trips during the AM peak hour and 1,169 person trips during the PM peak hour.

**Table 14** Expected mode share

Mode of travel	Existing site			The precinct			Net change	
	Expected mode share	Trips		Expected mode share	Trips		Trips	
		AM peak hour	PM peak hour		AM peak hour	PM peak hour	AM peak hour	PM peak hour
Train	58%	834	695	59%	1,665	1,398	831	703
Bus	22%	316	264	23%	652	546	336	282
Ferry	3%	42	36	3%	84	71	42	35
Light rail	1%	14	12	1%	28	24	14	12
Rideshare and taxi	2%	14	12	1%	28	24	14	12
Car, as driver or passenger	2%	25	25	1%	13	13	-12	-12
Motorcycle	1%	14	12	1%	28	24	14	12
Bicycle	4%	57	47	4%	115	94	58	47
Walked only	7%	99	83	7%	200	166	101	83
<b>Total</b>	<b>100%</b>	<b>1,415</b>	<b>1,186</b>	<b>100%</b>	<b>2,813</b>	<b>2,360</b>	<b>1,398</b>	<b>1,174</b>

## 8.10.3 Road network assessment

The precinct is proposing minimal parking which would limit private vehicle use and encourage access via public transport, walking and cycling. The expected number of private vehicle, rideshare and taxi trips is 41 trips in the AM peak hour and 37 trips in the PM peak hour. These trips represent a minor net increase of up to 2 vehicles in the AM peak hour and no additional vehicles in PM peak hour when compared to the existing site. This is a minimal contribution in the context of the existing road network.

## 8.10.4 Public transport assessment

In the AM peak hour, the precinct is expected to generate approximately 831 additional train/metro trips, 336 additional bus trips and 56 additional ferry/light rail trips. In the PM peak hour, the precinct is expected to generate approximately 703 additional train/metro trips, 282 additional bus trips and 35 additional ferry/light rail trips. The precinct is well-placed to take advantage of future Sydney Metro City and Southwest services at Martin Place Station and Sydney Metro West services at Hunter Street Station. Sydney Metro forecasts estimate that Sydney Metro City and Southwest services are expected to increase the capacity of train services across Sydney from 120 an hour today to up to 200 services an hour beyond 2024. Therefore, the impact of the precinct on train/metro capacity is expected to be satisfactorily accommodated by this significant increase in services.

Similarly, there exists a large number of services available within walking distance of the precinct and the commitments outlined in the *Greater Sydney Services and Infrastructure Plan* to increase capacity and reduce journey times across the city-serving public transport network. As such, the impact of the precinct on bus, ferry and light rail capacity is expected to be negligible.

### 8.10.5 Walking and cycling assessment

The proposed development is expected to generate an uplift in walk only trips and cycling trips. 58 cycling trips are estimated to be generated in the AM peak hour, however surrounding cycling routes are considered to provide sufficient capacity along with the end of trip facilities within the proposed development. An assessment of existing and future walking patterns and the changes proposed in the public domain vision has been undertaken separately in the O'Connell Precinct Pedestrian Planning report, detailed at **Section 8.11**.

## 8.11 Pedestrian traffic and comfort assessment

A Pedestrian Planning Report has been prepared by Arup and is attached at **Appendix G**. The report analyses existing traffic flows on surrounding streets, estimates the likely pedestrian movements created by the proposal, and assesses the impact of increased density on the surrounding pedestrian network.

### 8.11.1 Existing movement patterns

This section represents an understanding of how people currently move around the precinct and related considerations for the building and the public realm based on two site visits in November 2019 (pre-pandemic) and August 2022. Currently there is a lack of formal pedestrian crossings over Spring Street and Bent Street aligned with pedestrians' natural desire lines, particularly north-south where there are no official pedestrian crossings.

Despite the provision of a zebra crossing on Spring Street and a signalised crossing on Bent Street just west of Bligh Street, large numbers of people were observed making informal crossings given the location of the 10 Spring Street through site link.

Site observations from November 2019, prior to the COVID-19 pandemic revealed pedestrians using the building lobbies and through-site links along O'Connell Street as a means to overcome the steep grade change from Spring Street to Pitt Street to Bligh Street. This movement is expected to be prevalent in the future given how buildings connect with the public realm.

### 8.11.2 Estimated approach summary

Without the Metro, 79% (around 5,917 people) of the commuter population is estimated to approach the precinct from O'Connell Street south, 13% via the through site link (around 949 people) and 8% (around 586 people) via O'Connell Street north.

The ultimate mode share shift to Metro is unknown, however, it is very likely that there will be a shift from train, bus and private vehicles to Metro. As an estimated have tested a 30% switch from train, bus and car to Sydney Metro once the new Metro City and Southwest and Metro West lines are operational (incorporating Martin Place and Hunter Street Stations, respectively) has been assumed. Given these assumptions, the opening of these two lines results in a 5% increase to the proportion of users entering the Site from O'Connell Street south to 84% (around 6,292 people). Of the remaining, 6% (around 476 people) enter via O'Connell Street north and 9% (around 684 people) approach via the through site link.

### 8.11.3 Walking space

#### Existing conditions

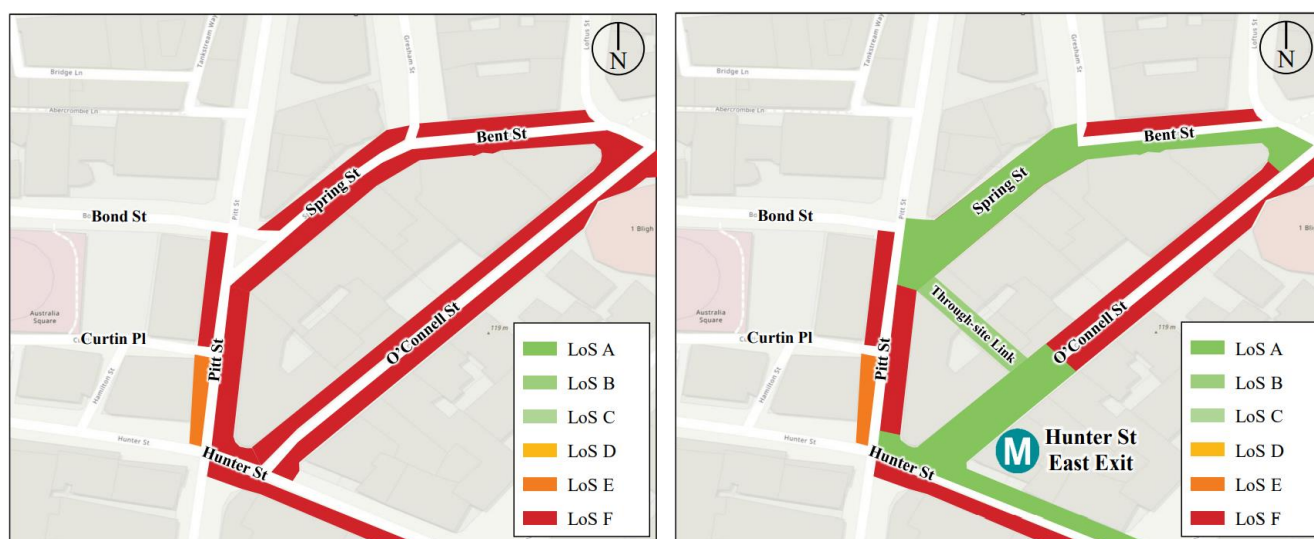
It was assumed the footpaths surrounding the Site are Type 5 footpaths. Type 5 footpaths are characterised as footpaths near transport interchanges with associated entries and overflows with a very large number of people. Given the footpath type for this area of the CBD, the majority of streets including all bounding streets (Spring, Bent, O'Connell, Pitt and Hunter Streets), fail the Level of Service (LoS) C target and operate at LoS F simply due to the available width. The minimum unobstructed walking space required to meet the LoS C target is 3.9m and the surrounding streets fall short of this dimension, as depicted at **Figure 46**.

## Future conditions (with proposal and City North Public Domain Plan)

Future improvements such as the footpath upgrades at Bent Street, Hunter Street and pedestrianisation of the southern end of O'Connell Street and Spring Street present opportunities for a potential outcome of LoS A. Although the ultimate LoS outcome is dependent on the future pedestrian volumes that will use these spaces, this finding is particularly significant in the portion of O'Connell Street just outside the future Hunter St Station east exit.

Introduction of a through-site link greatly improves the permeability of the surrounding street network and provides direct access between Hunter Street Station east and the northwest portion of the CBD. In addition, the through-site link is expected to provide connection to nearby city blocks from the current Martin Place Station and future Metro Martin Place and Hunter Street Stations.

It is assumed that street furniture outlined in the City North Public Domain Plan will not impede the walking space. Effective widths have been discounted by 400mm to account for trees where appropriate. The results of this scenario are depicted at **Figure 49**.



**Figure 49** Existing (left) and future (right) footpath LoS

Source: Arup

## 8.12 Social and economic effects

### Globally competitive Sydney CBD

The proposal 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 CBD, in line with the vision put forward in the Central Sydney Planning Strategy. The provision of approximately 155,936m<sup>2</sup> of commercial and retail space across the precinct that achieves design excellence will contribute to the City of Sydney as a principal centre for business consistent with the objectives of the SP5 Metropolitan Centre Zone.

### Maximising the benefits of new Sydney Metro

The redevelopment of this site coincides with and will support the success of two confirmed future Metro stations. These new Metro stations, one a Martin Place set to open by 2024, and another directly opposite the site at Hunter Street, set to open by 2032, will dramatically increase the public transport capacity of the area and serve as a catalyst for renewal in this area of the CBD. Delivering dense employment around these new transport hubs contributes to the realisation of the 30-minute city as put forward by the Greater Sydney Region Plan and Future Transport Strategy.

### Improved accessibility, amenity and legibility

Historically, this area of the CBD has suffered from lacklustre pedestrian amenities and legibility, in part due to the colonial grid that marks a departure from the largely regular grid of the southern CBD. Alongside the City North Public Domain Plan and the Hunter Street Metro station, the proposal will contribute to widespread pedestrian upgrades and new public spaces for this area of the CBD.



Specially, the proposal seeks to provide a through-site link, terminating opposite the Hunter Street Metro station and the future pedestrianisation of the south end of O'Connell Street.

### 8.13 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. While approval is not required at the Planning Proposal stage, an Aeronautical Impact Assessment has been prepared by Strategic Air Space and is attached at **Appendix L** to assess the likelihood of future approval is attainable. 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 DA. The applicable OLS applying across the Sydney CBD is 156m AHD.

The proposed planning envelope will penetrate the OLS and therefore will require approval as a controlled activity under the Airports Act 1996. The Aeronautical Impact Assessment concludes that:

- As the proposed envelope would exceed the OLS, an application for the approval of the development as a *Controlled Activity under the Airports (Protection of Airspace) Regulations 1996* (APAR) would need to be submitted to the Department of Infrastructure, Transport, Regional Development, Communications & the Arts (DITRDCA). It is noted that this approval is not required for a Planning Proposal.
- As the maximum development height would not infringe the Radar Terrain Clearance Chart (RTCC) surface, the application is technically approvable under the APAR.
- The crane management plan will take advantage of the sloping rooftop to allow use of cranes for the construction of the higher floors of the building envelope without infringing the RTCC surface.
- No barrier to approval is anticipated under the APAR for a future application for proposed planning envelope at the maximum height.

### 8.14 Flooding

A desktop flood assessment has been prepared by Arup and is attached at **Appendix M**. The assessment identifies the relevant flood requirements and guidelines, assesses the existing flood conditions, and determines the flood immunity requirements of the proposal.

The Sydney LEP 2012 does not permit development which significantly adversely affects flood behaviour resulting in detrimental increases in the potential flood affectation of other developments or properties. Arup has confirmed that there are no adverse flood impacts anticipated as result of the development which cannot be appropriately managed.

#### 8.14.1 Existing site conditions

The precinct generally falls in a north-west direction with grading influenced by the road network across the terrain. The site generally grades towards Pitt Street which forms a gully in the terrain.

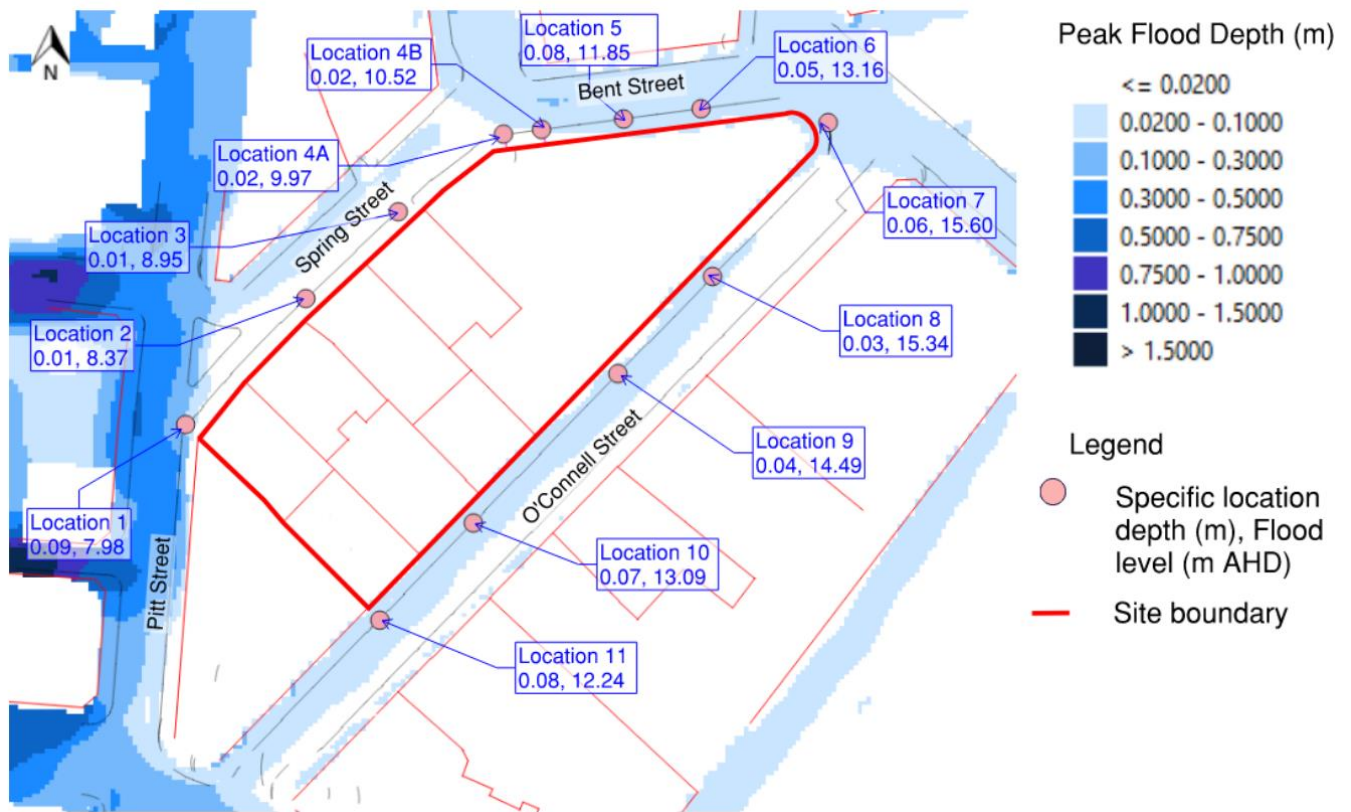
Results of the 1% annual exceedance probability (AEP) and probable maximum flood (PMF) peak flood depths and levels for the existing development are indicated in **Figure 50** and **Figure 51**, respectively. The flood model results have determined the depths including a 50% blockage factor for all pits, and no climate change factor. Sample locations were selected by Arup based upon key locations and approximate the alignment of the existing kerb.

For the 1% AEP flood event the following is noted:

- 20 – 100mm flood depth is identified in Bent and O'Connell Streets.
- Flood depths adjacent to the Spring Street site boundary are less than 20mm and are assumed to be contained within the kerb and gutter. Depths further north along Bent Street are between 20 – 100mm.

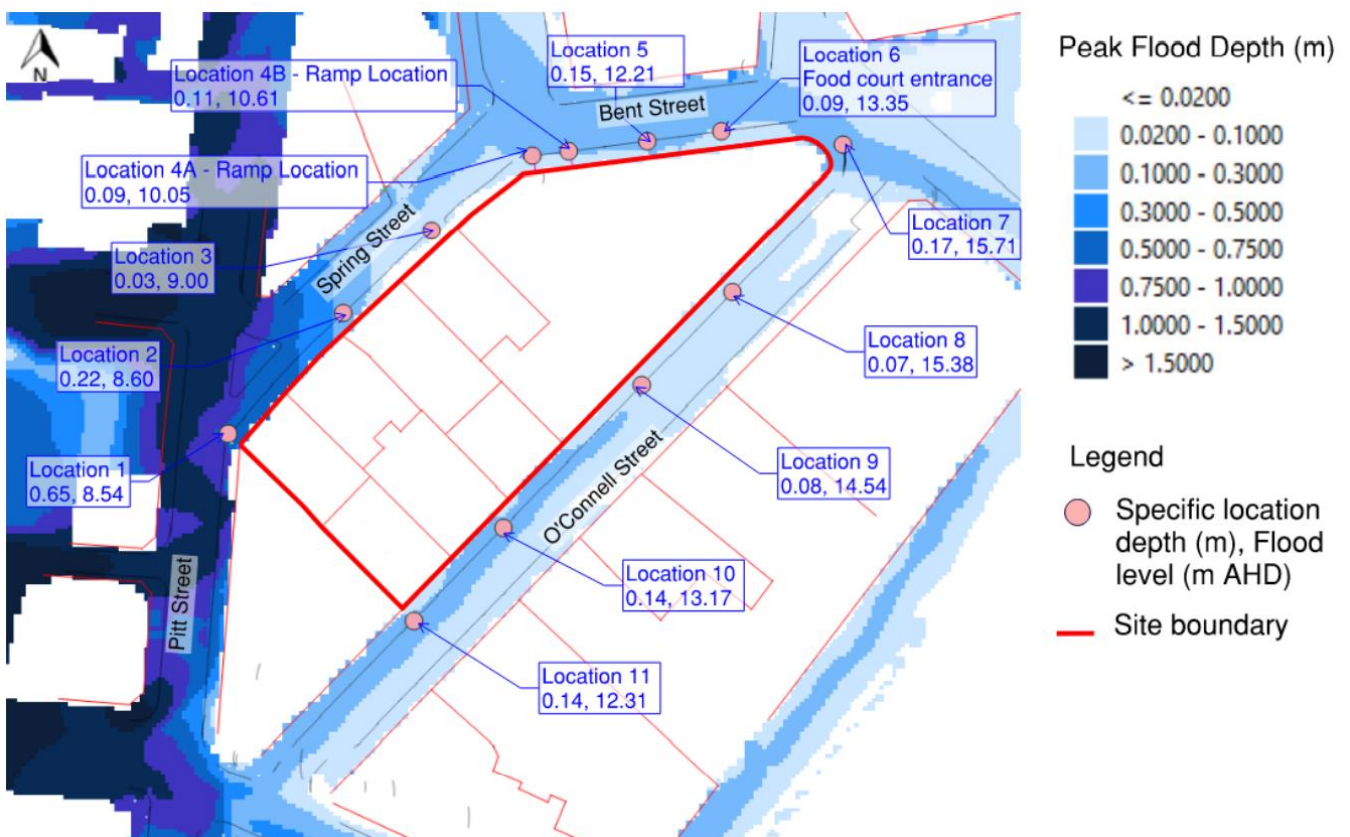
For the PMF flood event the following is noted:

- **Spring Street:** Generally up to 100 – 300mm flood depth with increasing depth of up to 750 – 1000mm near the intersection with Pitt Street
- **Bent Street:** 20 – 300mm of flood depth
- **O'Connell Street:** < 100mm flood depth at northern end. Increasing up to 150mm of flood depth at southern corner of the site boundary.



**Figure 50** Peak Flood Depths and Levels 1% AEP (existing development)

Source: Arup



**Figure 51** Peak Flood Depths and Levels Probable Maximum Flood (existing development)

Source: Arup

8.14.2 Proposed conditions

Due to the variability of flood depths across the precinct, some street frontages will be considered within the floodplain. For the purposes of determining flood planning levels (FPL), building frontages have been considered outside the floodplain where:

- a PMF flood depth <250mm (on the basis that depths of 250mm would be contained within a typical road corridor consisting of 150mm high kerb and footpath crossfall of 2.5%); or
- where the more detailed overland flow cross section analysis indicated a flood extent did not encroach to the site boundary.

A summary of floodplain classification according to location is provided in **Table 15**.

**Table 15** Floodplain classification according to location

Location (Building Frontage)	Located within the Existing Floodplain	Located outside the Existing Floodplain
Spring Street – South/ west	✓	
Spring Street – North/ east		✓
Bent Street – West (adjacent to loading dock entry)		✓
Bent Street – East		✓
O’Connell Street – South/ west	✓	
O’Connell Street – North/ east		✓

Existing retained basement vehicle entry on Bent Street

The existing basement entrance is located on Bent Street, opposite Gresham Street. The current entrance is a two-lane wide entrance, with a small pedestrian walkway on to one side. The existing opening, including its current width and threshold level, will be maintained in the proposal. This is appropriate and necessary given the opening being contained within the heritage listed façade of the 1 O’Connell Street building. However, it is likely that the vehicle crossover and footpath finishes will be upgraded in conjunction with public domain works to tie-in with existing road levels and boundary levels. With this in mind, changes to finished levels are anticipated by Arup to be minor and no worsening of existing flooding conditions are anticipated as a result of the proposal.

The basement vehicle entrance is considered outside the PMF floodplain extent. On this basis, the City of Sydney’s “Interim Floodplain Management Policy” May 2014 indicates a FPL requirement of 0.3m above the surrounding surface (typically taken as the nearside gutter invert).

The current cross section achieves a boundary level approximately 265mm above gutter invert level, indicating that FPL compliance is not achieved, but only a minor variation is necessary (i.e. 35mm). It is expected that this level is suitable and appropriate for the site, particularly in the context of the heritage listed façade and the intention to have minimal impacts and physical modifications of this feature.



## 9.0 Parts 4 – Mapping

This request for planning proposal does not include any amendments to maps. No change will be made to any maps contained in the LEP as part of this planning proposal, instead additional floor space ratio and height is proposed to be included through new site-specific provisions under Division 5 Site specific provisions of the Sydney LEP 2012 as discussed earlier in this Planning Justification Report.

Updated maps and new figures to reflect the proposed future development concept as discussed in this planning proposal are detailed in the draft site-specific DCP amendment, which has been prepared as part of this planning proposal and will be exhibited with the planning proposal.

## 10.0 Part 5 – Community consultation

The proponent 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 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 precinct.

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 for 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 comment on the proposal.

## 11.0 Part 6 – Project timeline

**Table 17** provides an indicative timeline for the Planning Proposal to be made.

**Table 16**     *Indicative project timeline*

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

## 12.0 Conclusion

This request for a Planning Proposal is submitted to the City of Sydney seeking amendments to the Sydney LEP 2012 and includes an accompanying site-specific amendment to the Sydney DCP 2012. The Request for a Planning Proposal seeks to introduce new maximum Height of Buildings and FSR development standards for the site, unlocking additional employment generating floor space, consistent with the vision and intent of the CSPA.

The request for a Planning Proposal is the first stage of the redevelopment program for site which will ultimately enable the delivery of a commercial office tower accommodating:

- A maximum height of 309.2m (RL 319.1) consistent with the Pitt Street Mall No Additional Overshadowing control.
- A maximum Floor Space Ratio (FSR) of 23.1:1 equating to 155,936m<sup>2</sup> of GFA.

The O'Connell Precinct project anticipates the holistic redevelopment of nearly an entire city block. This is a rare opportunity in Central Sydney, and poses one of the most important and significant opportunities to deliver a precinct-wide solution to the northern core of the CBD. The proposal will deliver on the vision of the CSPA, providing a new podium and tower building integrated with the existing 1 O'Connell Street building, as well as critical public domain improvements such as a through-site link. The suite of public benefits supporting the proposal will also set a new benchmark in providing a place-centric proposal that truly contributes to the city as a whole, providing a people-first solution that encourages activation and the multi-layered use of the site by all.

The request for a Planning Proposal is underpinned by a shared vision with Council to allow additional site specific uplift on this site, enabling the development of a world-leading tower which will strengthen 'Global Sydney' as a centre for economic and cultural activity. It will reiterate Sydney as Australia's pre-eminent centre for business and importantly will deliver on the City of Sydney's objective of growing the employment capacity of the City through to 2036 and beyond in the ambitious recovery of the CBD post-Covid.

This request for a Planning Proposal will establish the planning framework to facilitate:

- **Design Excellence and Sustainability** – The proposal enables a high standard of architectural and urban design to provide a recognisable and high-quality contribution to the Sydney skyline, reinforcing Sydney's status as a Global City. The proposal incorporates best practice and leading sustainability initiatives to support the improved environmental performance of commercial development in Central Sydney.
- **Solar Access and Public Domain Amenity** – The proposed envelope will not breach the Pitt Street Mall No Additional Overshadowing control and it has evolved through rigorous urban design analysis as well as Sky View Factor and pedestrian wind environment equivalency testing.
- **Site Activation and Place Making** – The existing building currently provides suboptimal street front activation. The proposal will facilitate a development that celebrates the heritage significance of 19-21 O'Connell Street, whilst activating all public domain frontages with contemporary and active ground floor uses adding vibrancy.
- **Public Domain Enhancements** – A new through-site link will connect to the significant Sydney Metro infrastructure investment and compliment the City North Public Domain Plan.
- **A contemporary workplace** – The proposal recognises that workplace design and strategy is constantly evolving, as such floor plates must be future proofed to attract and maintain key tenants. The proposal enables floor plates that have considered opportunities that are emerging in future work practice, wellbeing and sustainability, communication and digital technologies, security and mixed-use development.

Given the planning merits described above, and the significant public benefits associated with the site's redevelopment, we have no hesitation in recommending a Planning Proposal be prepared for Gateway Determination.