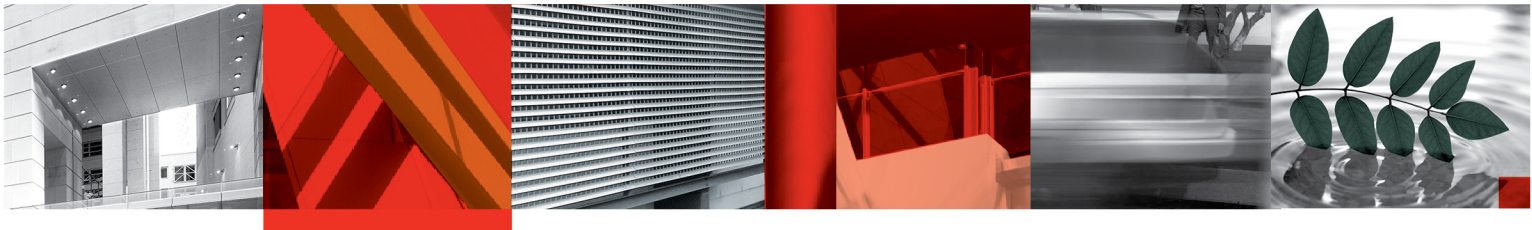


Section 75W Modification Environmental Assessment Report



One Carrington Street

Concept Plan (Mod 2)

Submitted to the Planning and Infrastructure
On Behalf of Sovereign Wynyard Centre Pty Limited

March 2014 ■ 12721

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1.0 Introduction

This Environmental Assessment Report (EAR) for modifications to the approved Concept Plan for One Carrington Street (formerly referred to as the CityOne Development) is submitted to the Minister for Planning and Infrastructure in accordance with section 75W of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

The Concept Plan was approved by the Planning Assessment Commission, as delegate of the Minister for Planning and Infrastructure under section 75O of the EP&A Act on 3 April 2012 subject to a series of conditions (MP09_0076). The approved Concept Plan provides for the upgrade of the eastern accessways to Wynyard Station and a retail/commercial development.

The proposed modification seeks to incorporate the adjoining property at 285 George Street into the Concept Plan site and to integrate the further refinements to the Concept Plan that have come about through a design excellence process undertaken post approval of the Concept Plan.

This report has been prepared by JBA on behalf of Sovereign Wynyard Centre Pty Limited or its nominee (herein after referred to as Brookfield) based on plans provided by Make +Architectus at **Appendix A** and supporting technical information. The report describes the proposed modification and the reasons it is required and includes an assessment of the potential environmental impacts.

1.1 Background

1.1.1 Thakral's CityOne Concept Plan

On 3 April 2012, the Planning Assessment Commission, as delegate of the Minister for Planning and Infrastructure, granted Concept Approval to MP 09_0076 for Thakral Holding's 'CityOne development', comprising the upgrade of the eastern access ways to Wynyard Station, and retail and commercial development.

The Concept Plan was approved, subject to the Terms of Approval and Modifications in Schedule 2, Further Environmental Assessment Requirements in Schedule 3, and Statement of Commitments in Schedule 4 of the Concept Approval.

The Concept Plan approval provides for:

- upgrade of the eastern access ways to Wynyard Station including retail areas and concourse layout;
- building envelope to a maximum height to RL159.7 AHD on the land between Carrington Street and George Street;
- use of the site for a mixed use development including commercial offices, business premises, shops, general retail food and drink premises, health/medical centre, public amenities, transport facilities; and tenant car parking;
- development of former Shell House including refurbishments for the purpose of commercial and retail use.

Condition A5 states that the Floor Space Area (FSA) for the site shall not exceed:

- 79,370m² – the section of site being development located east of Carrington Street; and
- 5,926m² – the section of site being development located west of Carrington Street (excludes the paid ticket area and platform areas).

A representation of the approved concept plan indicative building envelope is shown in **Figure 1**.

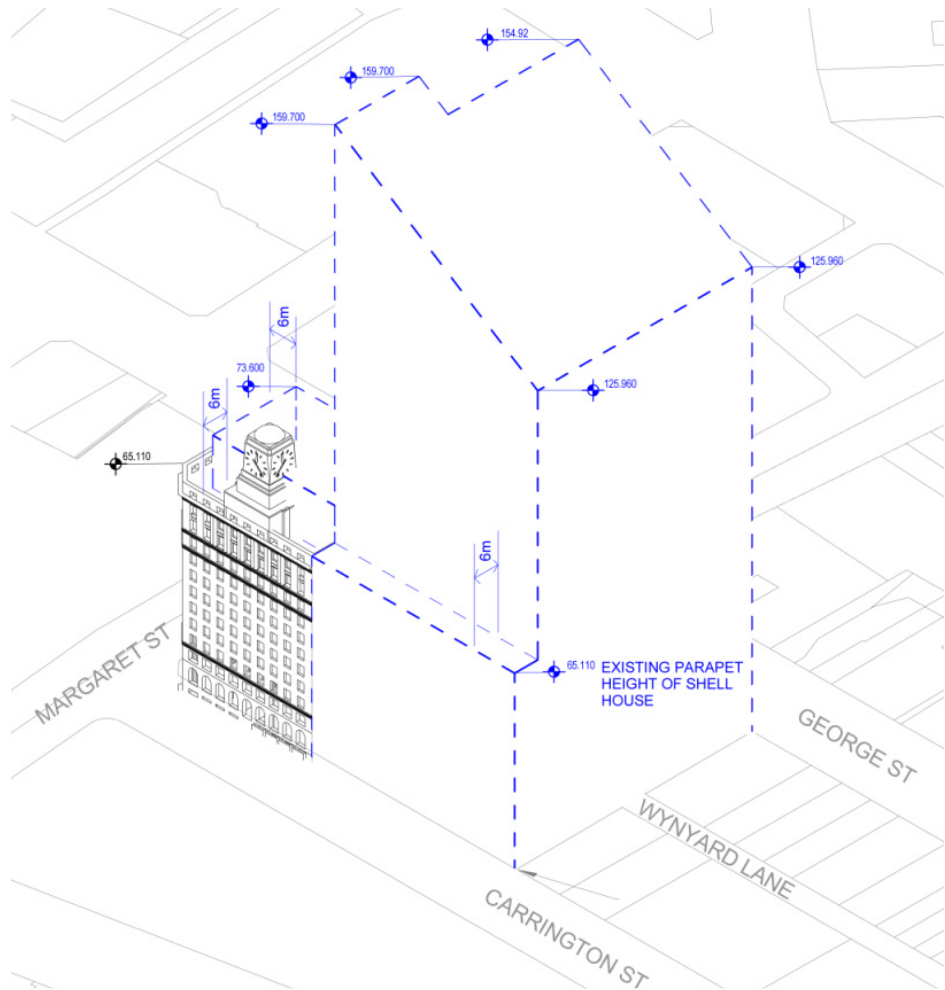


Figure 1 – Representation of the CityOne approved building envelope

1.1.2 Brookfield and Concept Plan (Mod 1)

Following approval of the CityOne development, Brookfield acquired Thakral Holdings and commenced the process of preparing the detailed design of 'Stage 1' of the Concept Approval, being all of the Concept Plan site located to the east of the eastern boundary of Carrington Street. Brookfield engaged Architectus, as the new executive architect, to assist with developing this next stage.

As part of this process, Brookfield lodged its first modification to the Concept Plan (Concept Plan (Mod 1) in September 2013. Concept Plan (Mod 1) sought to modify the specified timing of some of the requirements of the Concept Approval in order to allow for the timely delivery of the approved Concept Plan. The modification made no physical changes to the Concept Plan.

Concept Plan (Mod 1) was approved on 24 March 2014. A copy of the modified Concept Approval is included at **Appendix B** for information purposes.

1.1.3 Architectural Design Competition

In September – October 2013 Brookfield held an Invited Architectural Design Competition for the Stage 1 site in accordance with the City of Sydney's Competitive Design Policy and Concept Plan Future Environmental Assessment Requirement 1 Design Excellence. The design competition was held in order to deliver the highest quality architectural and urban design solution for the development.

Expressions of Interest were sought from twelve prominent international and local architectural firms selected by the Proponent. Following the EOI process, the following architects were invited to compete in the competition:

- Make;
- Ingenhoven;
- SOM (Chicago);
- Grimshaw; and
- Bates Smart

In accordance with Competitive Design Policy, a Design Competition Jury was appointed comprising three members nominated by the proponent (Brookfield) and three members nominated by the consent authority (the Department).

The Design Competition Jury met during the week of 30 September 2013 through to 4 October 2013. At the conclusion of the deliberation process, the jury progressively excluded schemes based on how successfully they had met the requirements of the brief. The jury then resolved that two submissions each provided schemes that could be worthy of progressing subject to both clarification and further development of their respective schemes. The two shortlisted submissions were Ingenhoven and Make.

The two shortlisted firms were to be invited to provide a further design presentation addressing key questions and issues to some specific matters that were identified during the first round of presentations. Following consideration of the schemes, the Design Competition Jury selected the Make scheme as the winner of the Design Competition for the following reasons:

- the scheme and overall concept achieves the main objective of the Design Competition being 'Design Excellence';
- providing a scheme with a well resolved façade and tower composition;
- an open, strong and direct public connection to Wynyard Station and thoroughfare between Carrington and George Street; and
- a respectful consideration of Shell House into the broader development.

It was noted, discussed and agreed by the Design Competition Jury that the selected scheme would be further enhanced by consideration and development of the following:

- Maximising the volume of space and natural light penetration through the ground plane in order to increase the visibility of Wynyard Park from George Street and to ease the pedestrian flows and increase sight lines between the concourse and George Street and George and Carrington Streets. This would include: increasing the height of the soffit to the underside of the plant room over, as much as is practical; ensuring clear runoff from lifts, particularly on George Street by reducing the width of the retail frontage, and also on the Carrington Street and Concourse levels (this may require some reconfiguring of the plan); if possible, introducing transparency to the lift pits as discussed

during the presentation; and, if possible, increasing the width of the Carrington Street / George Street connection.

- Widening the Carrington/George Street public entries to optimise flow and sight lines (including access to disabled lifts).
- Undertake a process with relevant stakeholders to develop options for the resolution of Wynyard Lane access in the context of the final scheme. In this process the jury encourages the development of an active and safe lane way by pursuing opportunities for small retail tenancies and, if possible, pedestrian connection and transparency to George Street.
- The visibility of the clock tower on Shell House by pedestrians in Hunter Street be further studied and, if required, adjustments be made to the structures on the roof of Shell House to be reviewed to maintain or increase this.

Following completion of the Design Competition process Make were appointed as the design architects for the project. The matters noted for further consideration above have been, where possible, incorporated into the proposed modifications to the Concept Plan.

1.1.4 Purchase of 285 George Street

In late 2013 Brookfield commenced the process of purchasing the adjoining property at 285-287 George Street (herein after referred to as 285 George Street) as it provided the following significant advantages to the development:

- The Transit Hall could be reconfigured to address the Design Competition Jury's recommendation to increase the volume of space and natural light penetration through the ground plane in order to increase the visibility of Wynyard Park from George Street and to ease the pedestrian flows and increase sight lines between the concourse and George Street and George and Carrington Streets.
- A wider entry space could be provided on George Street, addressing the Design Competition Jury's recommendation to widen the George Street public entry to optimise flow and sight lines (including access to disabled lifts). The widened entry also assists with the management of pedestrian movements and contributes to the civic scale of the Transit Hall.
- It enables the future building to cantilever, adding drama to the architecture of the tower form, particularly when viewed from Hunter Street
- The property extends through to Wynyard Lane, thereby providing the opportunity for greater activation.
- As a heritage item, 285 George Street could be physically conserved and integrated into an important civic space.

1.1.5 Concept Plan (Mod 2)

In order to incorporate 285 George Street into the Concept Plan, and to integrate the further refinements to the Concept Plan that came about through the design excellence process, a second modification to the Concept Plan is required.

Accordingly this modification application (herein referred to as Concept Plan (Mod 2)) seeks approval for:

- Inclusion of 285 George Street, Sydney and an area above Wynyard Lane, within the Concept Plan site.

- An increase in the maximum GFA proportionate to that permissible on 285 George Street and provision for end of journey floor space to be excluded from the calculation of GFA.
- Expansion of the Concept Plan Envelope to provide for a tower cantilever over 285 George Street and an additional area of Wynyard Lane.
- Retention of Wynyard Lane as a one way street.
- An increase in the maximum tenant car spaces proportionate to that permissible on 285 George Street.

It is noted that Concept Plan (Mod 2) has been lodged concurrently with the State Significant Development Application for the detailed design and construction of Stage 1 of the Concept Plan.

2.0 Site Description

2.1 Concept Plan Boundary

The Concept Plan site is generally referred to as the land between George and York Streets including Thakral House, the Menzies Hotel, Shell House, Wynyard Park, stratum above and below Wynyard Lane and stratum underneath Carrington Street, York Street and Wynyard Park, Sydney.

It is proposed as part of Concept Plan (Mod 2) to increase the Concept Plan site area to include 285 George Street. Accordingly this section provides additional site analysis for 285 George Street. It should be read in conjunction with the site analysis prepared as part of the Concept Plan Environmental Assessment Report.

It is noted that for the purposes of the next stage of development under the Concept Plan the site has been divided into two stages. 'Stage 1' of the development relates to all of the Concept Plan site located to the east of the eastern boundary of Carrington Street. 'Stage 2' of the development relates to the land west of, and under, Carrington Street. The amendments proposed in this Modification Application only relate to the Stage 1 area of the development.

Figures 2 and 3 illustrate the Concept Plan boundary as originally approved and the additional sites to be included as part of this Modification Application.

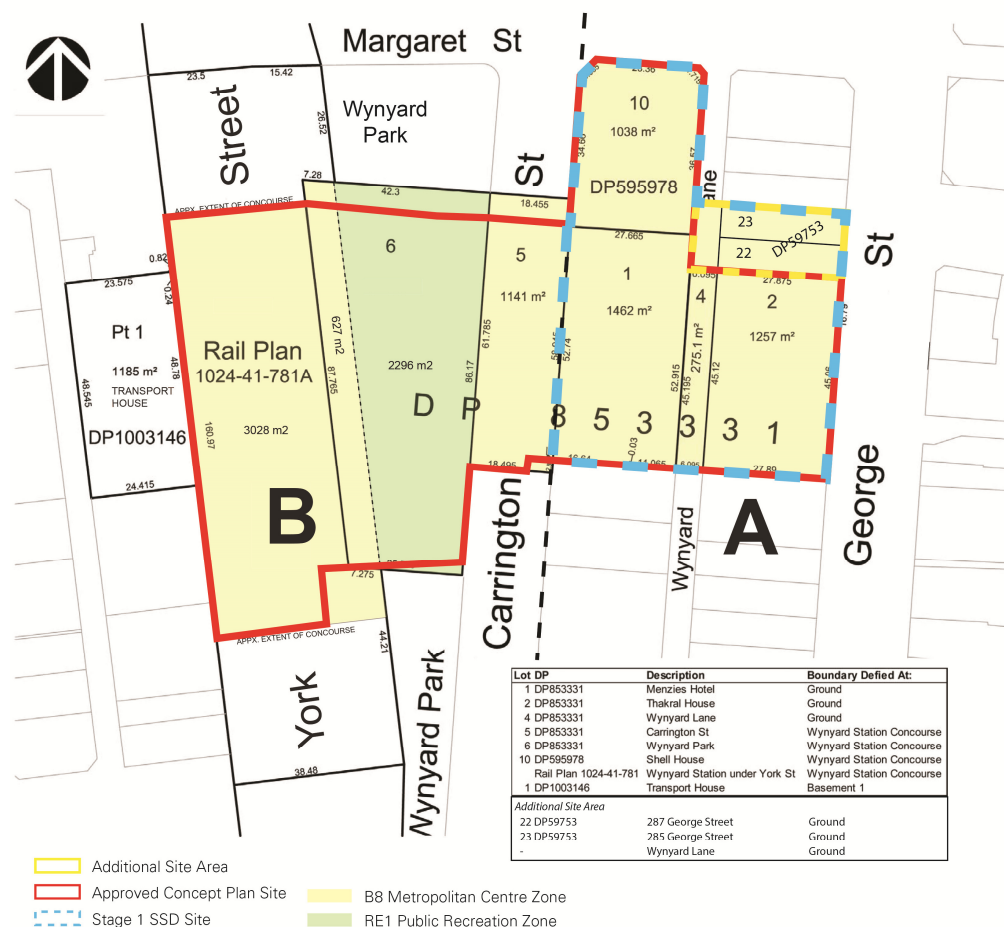


Figure 2 – Approved and proposed Concept Plan boundary



Figure 3 – Aerial photo of approved Concept Plan site showing additional site area

2.2 285 George Street

285-287 George Street, Sydney is legally described as Lot 22 in DP 56723 and Lot 23 in DP 59753. It is bounded by George Street to the east, Wynyard Lane to the west, 283 George Street to the north, and Thakral House (part of the Concept Plan site) to the south.

285 George Street has an area of 420.1m² and is rectangular in shape. A survey drawing of 285 George Street is included at **Appendix C**.

The land is occupied by a seven storey building known as Former Beneficial House (see **Figure 3**). The existing building has an approximate GFA of 3,080m². Former Beneficial House is listed as a local heritage item under LEP 2012. It was constructed in 1923 and is a seven storey load bearing brick building originally designed as a department store and offices by Hardy Wilson, of Wilson, Neave & Berry, in the Inter-War Georgian Revival style with a Commercial Palazzo form.

The ground floor has five stone arches on George Street and is currently occupied by two retail tenancies. The ground floor interiors feature decorative plaster ceilings with timber panelled walls and columns.

The upper level offices have been heavily modified with plasterboard stud walls and suspended acoustic ceiling tiles. Above ground level the façade is plain face-brick with multi-paned timber framed windows.



Figure 4 – 285 George Street

2.3 Legal Description of the Site

The legal description and ownership of each allotment which comprises the Concept Plan site (as modified) is detailed in **Table 1**. RailCorp, Wynyard Properties Holdings Limited (a subsidiary of Brookfield) and Kapau Holdings Pty Limited own land which comprises the Concept Plan site.

Table 1 – Development site

Site/lot "name"	Development Site Area	Owner	Description
Stage 1 – East of Carrington Street			
Former Shell House <i>Lot 10, DP 595978</i>	1038 m ²	THL Wynyard Centre Pty Limited (now known as Sovereign Wynyard Centre Limited)	An 11 storey commercial office building built in 1938. In 1979 was converted to hotel rooms as an extension of the Menzies Hotel. Shell House is a listed heritage item in the Sydney LEP.
The Menzies Hotel <i>Lot 1, DP 853331</i>	1462 m ²	RailCorp - Occupied by Brookfield subject to the Wynyard Centre Lease.	A14 storey hotel, completed in 1963. It provides no direct public access to the Station or retail levels that pass beneath it.
301 George Street <i>Lot 2, DP 853331</i>	1257 m ²	RailCorp - Occupied by Brookfield subject to the Wynyard Centre Lease.	A 13 storey commercial office building completed in 1962, with retail space on the ground and first basement levels.
Wynyard Lane (stratum lots above and below road level) <i>Lot 4, DP 853331</i>	275 m ²	RailCorp - Occupied by Brookfield subject to the Wynyard Centre Lease. Crown land below RailCorp stratum	Stratum lot that runs above Wynyard Lane between Thakral House and the Menzies Hotel. Also includes stratum lots below Wynyard Lane.
Wynyard Lane (air space above road level) <i>Public Road</i>	-	City of Sydney	Airspace above Wynyard Lane
285-287 George Street <i>Lot 22 in DP 56723 and Lot 23 in DP 59753</i>	420 m ²	Kapau Holdings Pty Limited	An 8 storey commercial building built in 1923, with retail space on ground level. 285 George Street is a listed heritage item in the Sydney LEP 2012.
Subtotal	4,452 m²		
Stage 2 – West of and including Carrington Street			
Concourse under Carrington Street <i>Lot 5, DP 853331</i>	1141 m ²	RailCorp	Stratum lots at concourse area
Concourse under Wynyard Park <i>Lot 6, DP 853331</i>	2923 m ²	RailCorp - Occupied by Thakral subject to the Wynyard Centre Lease.	Stratum lots at concourse area.
Concourse under York Street <i>Rail Plan 1024-41-781</i>	3028 m ²	RailCorp	Stratum lots at concourse area
Wynyard Park	Same as Lot 6, DP 853331 (already included in site area)	RailCorp / Crown Land	The portion of the lot located above Lot 6, DP 853331 that includes a triangular urban park and access points to Wynyard Station. Wynyard Park is a listed heritage item in the Sydney LEP.
Subtotal	7092 m²		
TOTAL AREA	11,544 m²		

3.0 Description of Proposed Modifications

The proposed modifications to the approved Concept Plan are described in this section and in the Section 75W Design Statement prepared by Make + Architectus at **Appendix D**.

The proposed modified envelope drawings are provided at **Appendix A** and revised indicative floor plans are provided at **Appendix E** for information only.

Specifically Concept Plan (Mod 2) seeks the following modifications:

- Inclusion of 285 George Street, Sydney and an area above Wynyard Lane, within the Concept Plan site.
- An increase in the maximum GFA proportionate to that permissible on 285 George Street and provision for end of journey floor space to be excluded from the calculation of GFA.
- Expansion of the Concept Plan Envelope to provide for a tower cantilever over 285 George Street and an additional area of Wynyard Lane.
- Retention of Wynyard Lane as a one way street.
- An increase in the maximum tenant car spaces proportionate to that permissible on 285 George Street.

The above changes necessitate amendments to Schedules 1-3 of the Concept Approval, which are identified in Sections 3.2 - 3.3 and **Appendices G** and **E**.

3.1 Proposed Modification to the Approved Development

The proposed modification seeks to make a range of modifications to the approved building envelope.

3.1.1 Site Boundary

Brookfield is in the process of purchasing 285 George Street, Sydney. It is therefore proposed to amend the Concept Plan site boundary to include 285 George Street (Lot 22 in DP 56723 and Lot 23 in DP 59753) which results in a corresponding increase in the site area by 420.1m² from 11,124m² up to 11,544m².

Brookfield is also seeking to expand the Concept Plan site boundary to the north cantilevering over a larger area of Wynyard Lane that extends beyond the current stratum. This land is currently part of the Wynyard Lane road reserve owned by the City of Sydney and will require a boundary adjustment to the existing stratum over part of Wynyard Lane (see Section 3.1.4).

The proposed modifications to the Concept Plan site boundary are illustrated in **Figures 2** and **3**.

3.1.2 Floor Space Area / Gross Floor Area

As the site area has increased as a result of the inclusion of 285 George Street, the maximum permissible GFA of the development is also proposed to increase. It is noted that no corresponding increase in GFA is sought for the increase in site area as a result of expanding the stratum over Wynyard Lane.

With an additional site area of 420.1m² from 285 George Street (see **Appendix C**), the proposed maximum GFA for the 'Stage 1 site' (being development located east of Carrington Street) has increased by 5,251m² to 84,621m². The additional GFA reflects the maximum floor space ratio (FSR) provided under LEP 2012 of 12.5:1. It is noted that the existing building comprises approximately 3,080m² of GFA, therefore the additional GFA to be located within the tower envelope is only 2,171m².

The proposed modification also seeks approval for up to an additional 3,463.2m² of GFA to be excluded from the total GFA for the End of Trip Facilities that will be provided within the basement. This exclusion of this GFA is sought on the basis that the development would be eligible for this bonus area under clause 6.6 End of journey floor space in LEP 2012. Rather than excluding the end of journey facilities from GFA, the LEP provides for additional GFA equal to the amount of end of journey floor space up to 0.3:1. However, as the Concept Plan was approved with a maximum GFA it is proposed that the GFA for End of Trip Facilities up to 3,463.2m² (0.3:1 of the Concept Plan site area) be excluded.

The proposed modification also seeks to replace 'Floor Space Area' (FSA) with 'Gross Floor Area' (GFA) to reflect the current 'standard instrument' floor space definition under LEP 2012. Modifications to existing approvals to replace the definition have been supported by the City of Sydney for a number of development applications for similar developments (such as 333 George Street, 200 George Street, and 5 Martin Place) since LEP 2012 was introduced. The change in definition ensures that future applications under the Concept Plan operate under one consistent definition.

3.1.3 285 George Street Cantilever

The introduction of 285 George Street into the site provides the opportunity for the tower to have greater articulation and drama by respectfully cantilevering over the heritage building below.

The extended envelope commences from RL 53 and provides an 8m side setback from the property to the north, and 6m front setback from George Street. No additional height is proposed, with the extended envelope adopting the approved RL154.92. The modified building envelope drawings prepared by Make +Architectus are provided at **Appendix A**. A perspective illustrating the additional volume of the building envelope is illustrated in **Figure 5**.

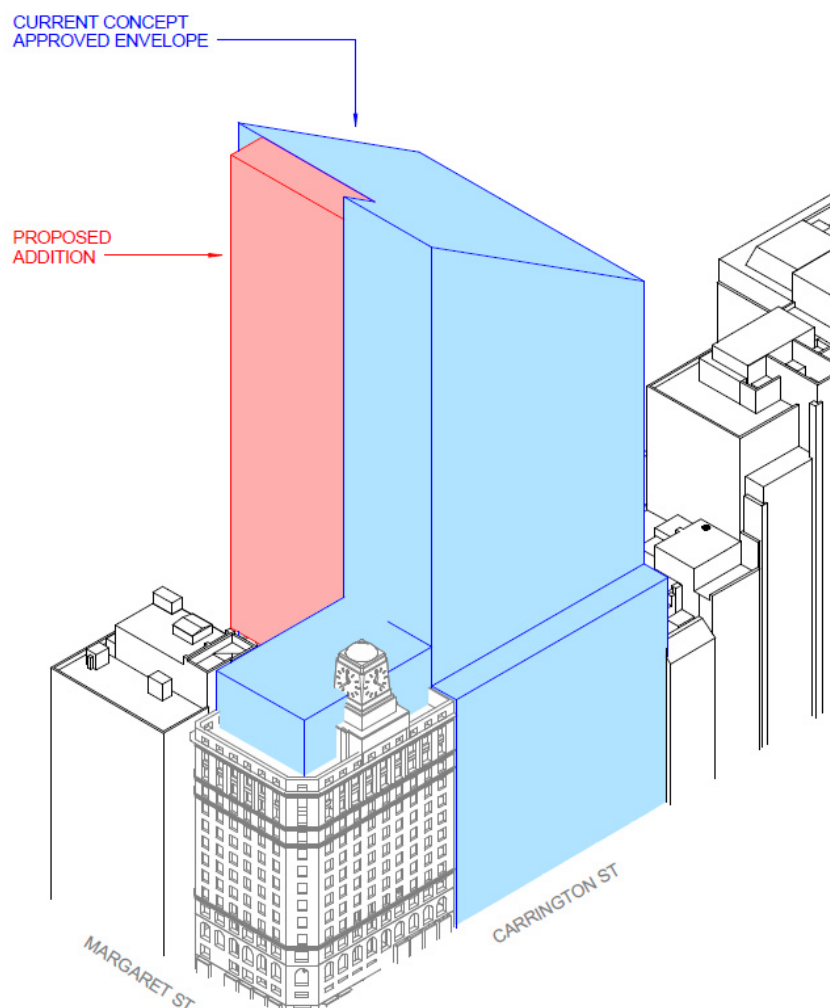


Figure 5 – Perspective illustrating the approved and proposed Concept Plan envelope

3.1.4 Wynyard Lane

The Design Competition Jury recommended that a process with relevant stakeholders be undertaken to develop options for the resolution of Wynyard Lane access in the context of the final scheme. This process, which is detailed below, has led to the need to modify the Concept Plan to keep Wynyard Lane open to traffic and reconfigure the indicative pedestrian access to the concourse accordingly.

The indicative design in the approved Concept Plan relied on pedestrians travelling from George Street to the paid concourse to physically cross Wynyard Lane. In order to prevent pedestrian / vehicle conflicts within the lane, the then proponent of the Concept Plan, Thakral, committed to working with relevant stakeholders to close the laneway to vehicular traffic.

As part of preparation of the Stage 1 SSD Application, further studies were undertaken by the consultant team to examine the feasibility of closing the central section of Wynyard Lane to allow unimpeded pedestrian flow in an east west direction across Wynyard Lane consistent with the indicative design illustrated in the Concept Plan. However, the advice from three independent traffic engineers (refer **Appendix F**) is that closure of the lane would result in two way traffic which the lane is not physically able to accommodate due to its width.

In order to resolve the issue a 'Working Group' was formed comprising Planning & Infrastructure, Transport for NSW, City of Sydney, RMS and Brookfield. The Working Group met on three occasions to explore the potential options for resolving the problem. The group eventually agreed that the lane must remain open to vehicular traffic and the Concept Plan must be modified to accommodate it.

In light of the above, the design of the pedestrian link through the site has been amended such that the link now crosses under and over Wynyard Lane, maintaining the separation of both car and vehicular movements and avoiding potential conflicts (see **Figure 6**).

The amended indicative design, which incorporates 285 George Street, now provides retail uses fronting the laneway to maximise its activation.

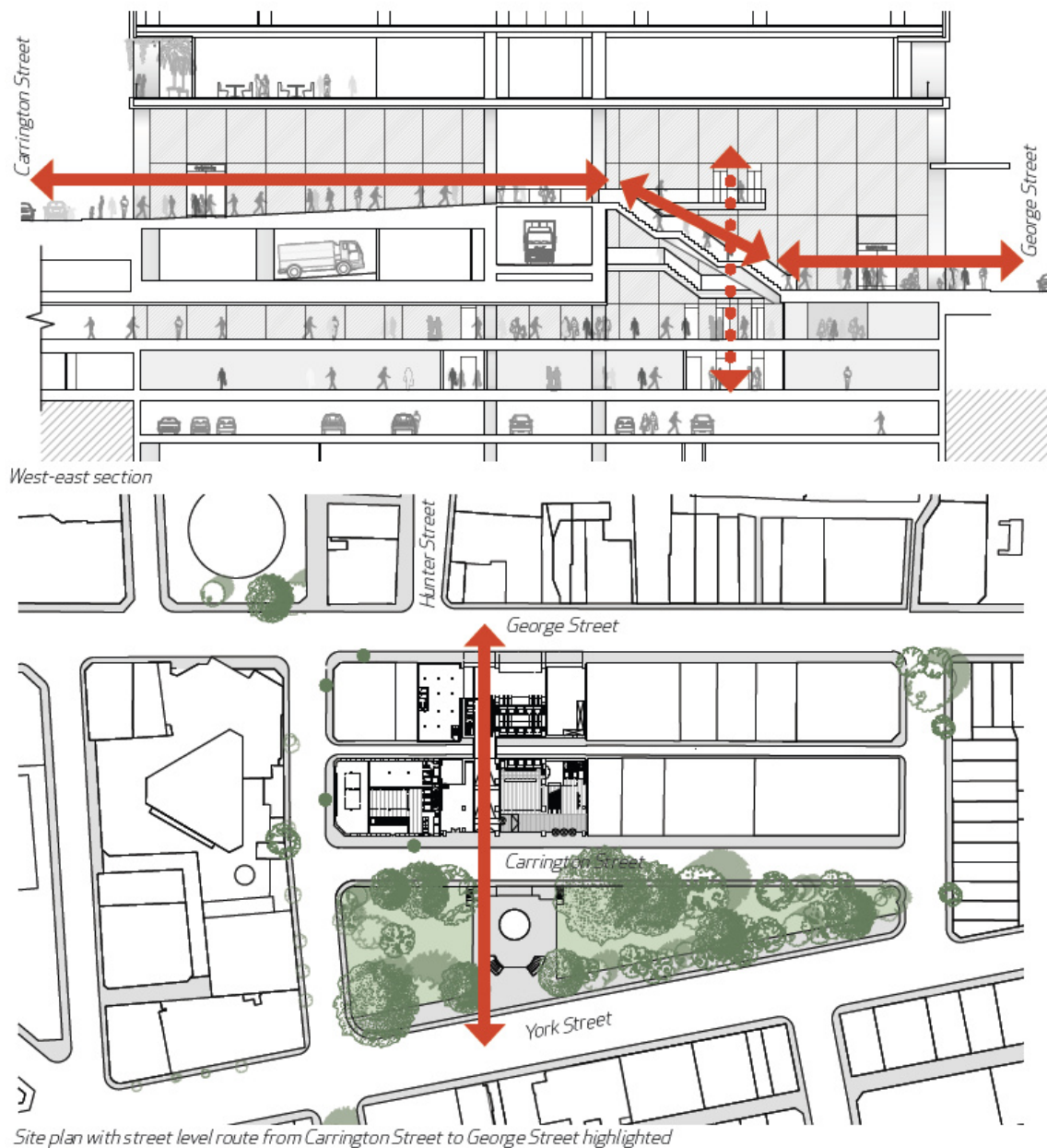


Figure 6 – Section and plan illustrating pedestrian movements over and above Wynyard Lane

3.1.5 Wynyard Lane Stratum

The proposed modification seeks to make three changes to the site boundary as it relates to Wynyard Lane, specifically:

- Lowering the height of the clearance above Wynyard Lane from 6m to 4.5m for part of the laneway (see **Figure 7** and **Appendix H**). The lowered clearance is necessary in order to provide pedestrian access over Wynyard Lane between the Transit Hall and Carrington Street, and to maximise the view corridor through to Wynyard Park from George Street. The remainder of the stratum height laneway
- Introducing the area above Wynyard Lane, north of the existing stratum boundary in order to align with the cantilever over 285 George Street (see **Figures 7** and **8** and **Appendix H**). The additional area provides the opportunity for the new cantilever over 285 George Street to also extend over Wynyard Lane to align with the tower floorplate fronting Carrington Street, reinforcing Make's 'four interlocking blocks' design that underpinned the Design Competition winning scheme.
- Lowering the height of the Stratum below Wynyard Lane by 6.595m (see **Figure 7** and **Appendix H**) to allow for the basement car parking to be located beneath the retail stratum. The relocation of the basement car parking into this part of the site is proposed to minimise the significant excavation previously planned under the heritage listed Shell House, thereby minimising removal of original fabric and potential structural damage.

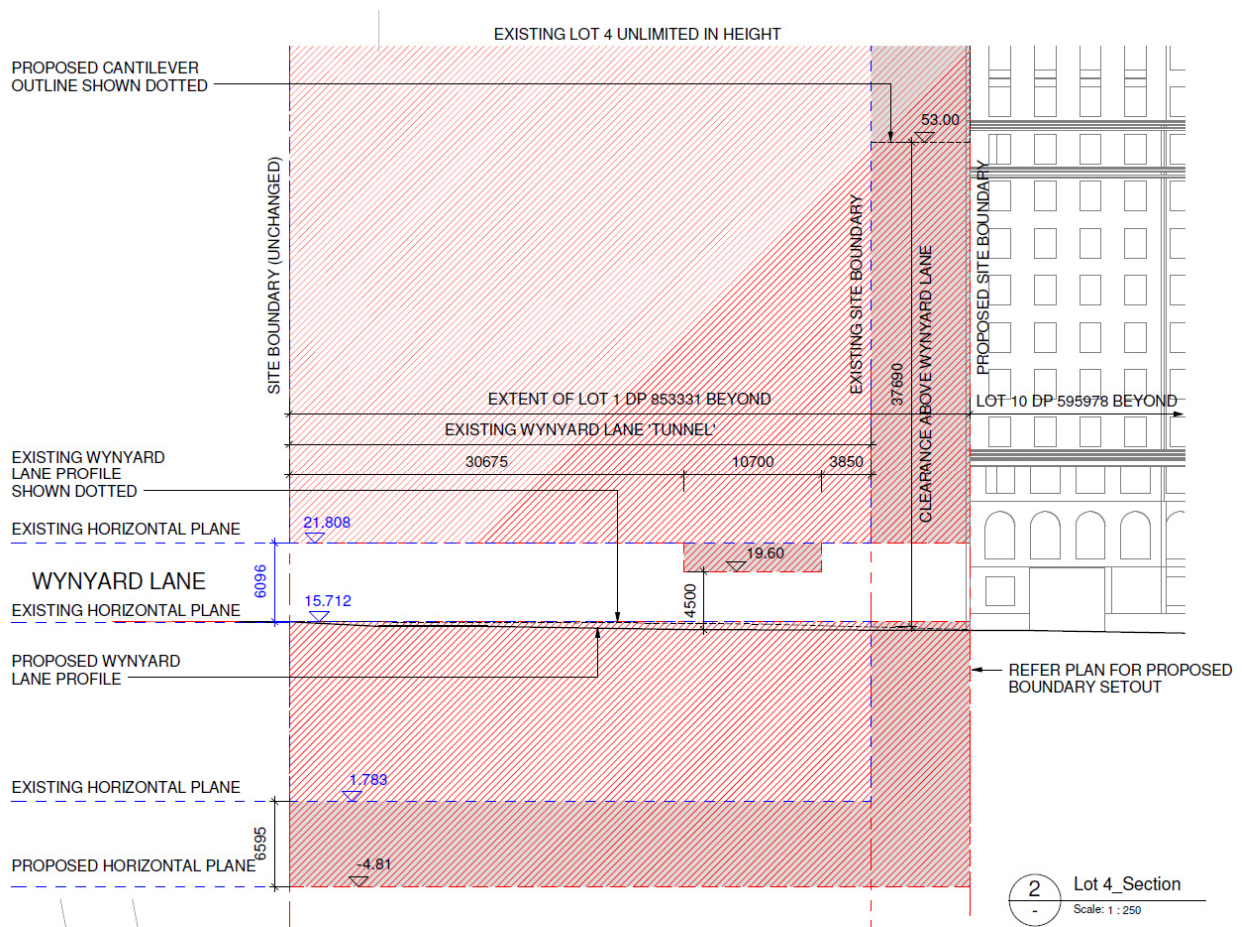


Figure 7 – Long section showing lowered clearance over Wynyard Lane

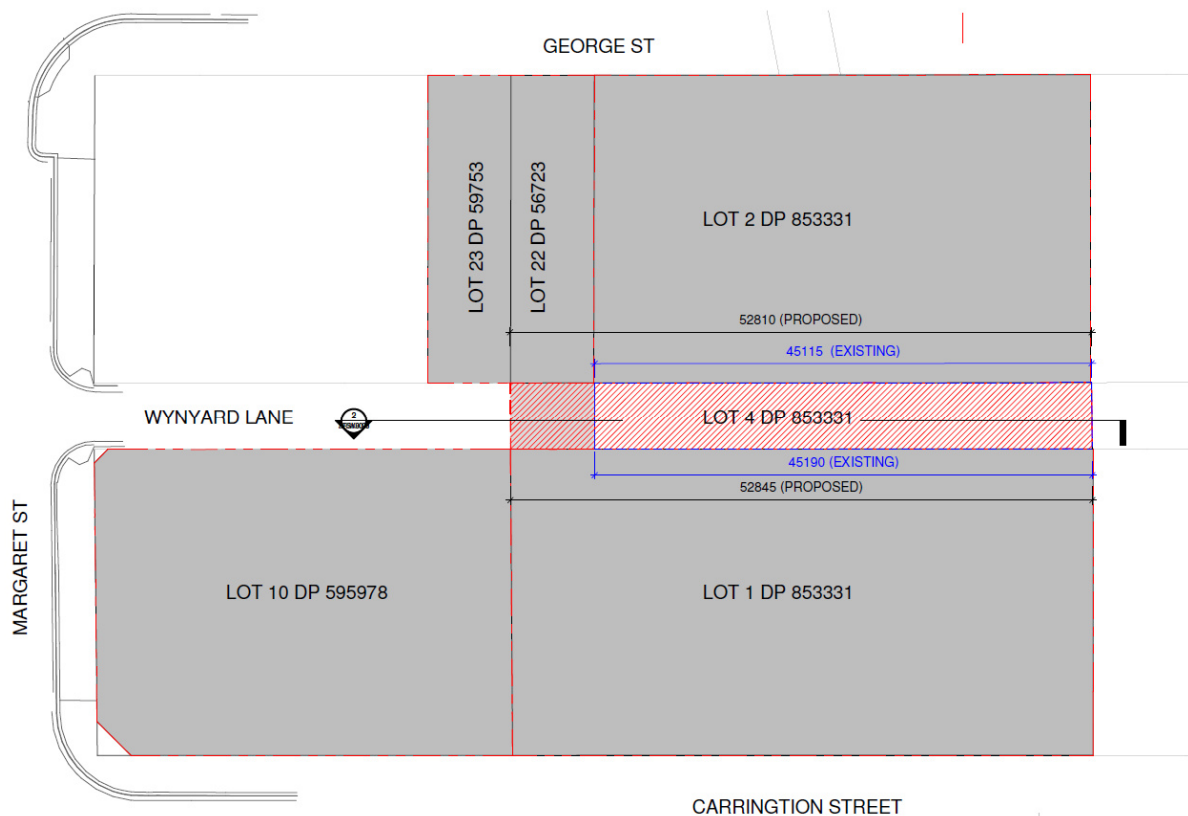


Figure 8 – Plan showing additional area above Wynyard Lane

The modifications will result in the future development being located within air / subterranean space owned by the City of Sydney. Accordingly Brookfield has commenced negotiations with the City of Sydney to purchase that space. It is also acknowledged that a future application for a readjustment to the stratum lot boundary will also be required and the amended stratum plan of subdivision registered prior to the issue of an Occupation Certificate for the tower. It is envisaged that the readjustment to the stratum will form part of a separate DA to the City of Sydney Council.

As previously noted, no increase in GFA is sought for the increase in site area as a result of expanding the stratum over Wynyard Lane.

The modified building envelope drawings prepared by Make + Architectus are provided at **Appendix A**. A perspective illustrating the additional volume of the building envelope is illustrated in **Figure 5**.

3.1.6 Tenant Car Parking

The Concept Plan approved 81 tenant car parking spaces. As a result of the increase in in site area from 285 George Street, the maximum number of tenant car spaces has been increased by 8 spaces in accordance with the car parking methodology adopted for the Concept Plan and the current car parking rate provided under clause 7.6 of LEP 2012.

3.2 Proposed Modifications to the Conditions of Consent

The proposed modifications described above necessitate amendments to Concept Approval. A tracked changes document at **Appendix G** outlines the proposed changes to the Concept Plan. A summary of the changes and explanation for each change is provided in **Table 1** below.

Table 1 – Summary of changes to the Concept Approval

Condition	Change
A1 Development Description	Refurbishment of 285 George Street has been included in the development description to reflect the modified Concept Plan.
A2 Development in accordance with plans and documentation	The approved Concept Plan drawings have been deleted and replaced with a consolidated set of plans reflecting the modified Concept Plan envelope. The plans referenced in the modified condition are included at Appendix A . It is noted that the indicative floor plans are not proposed to be replaced in the list of approved drawings, however updated indicative floor plans are provided at Appendix E for information.
A5 Maximum Gross Floor Area	The maximum GFA of the area of the site located to the east of Carrington Street has been increased from 79,370m ² to 84,621m ² to reflect the additional floor space from the inclusion of 285 George Street into the Concept Plan site and end of journey floor space. It is noted that the existing building at 285 George Street comprises approximately 3,080m ² of GFA, therefore the additional GFA to be located within the tower envelope is only 2,171m ² . The condition will be modified to include a note that enables GFA for End of Trip Facilities up to 3,463m ² in area to be excluded from the calculation of GFA. It is also proposed to replace 'Floor Space Area' (FSA) with 'Gross Floor Area' (GFA) to reflect the current 'standard instrument' floor space definition under LEP 2012 (see Section 3.1.2).
B3. Tenant Car Parking	As a result of the increase of the increase in site area from 285 George Street, the maximum number of tenant car spaces has been increased in accordance with the car parking methodology adopted for the Concept Plan and the rate provided under clause 7.6 of LEP 2012.
FEAR 3 Wynyard Lane	This FEAR has been removed as Wynyard Lane is no longer being considered to be used as part of the pedestrian concourse.
FEAR 9 Heritage	The FEAR has been updated to also refer to the Heritage Impact Statement prepared by GML attached at Appendix K .

3.3 Proposed Modification to the Statement of Commitments

The modifications proposed also require amendments to the approved Statement of Commitments. A summary of the changes and an explanation for each change is provided in **Table 2** below.

Table 2 – Summary of changes to the Concept Approval

Commitment (as modified)	Reason for modification
2.f. The detailed design of the development is to accommodate the existing pedestrian connections to the Hunter Connection and the Met Centre as shown on the Concept Plan Drawings prepared by Hassell . This requirement relates to the final location of the connections. During the demolition and construction stages of the project, these connections may be temporarily closed or altered in accordance with	Remove the reference to Hassell as the Concept Plan architects.

Commitment (as modified)	Reason for modification
<i>any Demolition or Construction Management Plan prepared in relation to items 11 and 12 of this Statement of Commitments. If any temporary closure (or partial closure) of the Hunter Connection or Met Centre connection is necessary, the period of temporary closure will be minimised as much is practicably possible.</i>	
7.a. Thakral will seek a separate approval from the City of Sydney Council for the closure of Wynyard Lane at both the northern and southern ends of the development site to remove all conflict between vehicles and pedestrians (other than emergency vehicle access) and allow unimpeded pedestrian flow in an east west direction across Wynyard Land, generally in accordance with the concept illustrated Option 1 of the PPR prepared by JBA dated March 2011.	Delete commitment to reflect that Wynyard Lane is no longer proposed to be closed.

Statement of Commitment 3.d requires future applications to demonstrate the manner in which the detailed design satisfies the design criteria that were included at Appendix G of the Concept Plan PPR. The proposed modifications discussed above do not necessitate any changes to the approved design criteria. Consistent with the approved Concept Plan, any future detailed application that provides an alternative solution must still demonstrate how it satisfies the intent of the design criteria.

4.0 Assessment of Environmental Impacts

This section of the report assesses Concept Plan (Mod 2). The assessment has been prepared to address the matters relevant to the proposed modified development included in the DGRs (refer to copy included at **Appendix I**). No new DGRs for the Modification Application were notified to Brookfield by the Director-General under section 75W(3) of the EP&A Act.

The development contemplated by the Modification Application is informed by the detailed specialist technical reports and assessments that accompanied the original Concept Plan.

4.1 Built Form and Urban Design

4.1.1 The Transit Hall

The addition of 285 George Street within the Concept Plan site provides the ability to widen the Transit Hall by 5m, from 20m to 25m. The increased width of the Transit Hall has a number of significant public benefits, in the form of:

- improved pedestrian capacity;
- enhanced spatial quality and sense of civic grandeur;
- increased natural light penetration;
- enhanced views to Wynyard Park from George Street;
- increased retail activation within the Transit Hall;
- integration of a heritage item into the publicly accessible space; and
- improved legibility and way-finding.

An indicative montage of the widened Transit Hall is provided at **Figure 9**.



Figure 9 – An indicative montage of the widened Transit Hall

4.1.2 Northern Cantilever

The expanded envelope over 285 George Street and Wynyard Lane provide the opportunity for the future tower to cantilever to the north. The expanded envelope delivers the following positive built form and urban design outcomes:

- it enables the future building to cantilever, adding drama to the architecture of the building, particularly when viewed from Hunter Street;
- it facilitates a more accentuated version of Make's 'interlocking blocks' design that underpinned the Design Competition winning scheme;
- it allows the development potential from the heritage item at 285 George Street to be redistributed into the tower whilst providing for the conservation and on-going use of the heritage item; and
- it provides the opportunity to redistribute some of the approved GFA in the cantilever, opening up the opportunity for additional modulation of the tower elsewhere.

The extended envelope provides an 8m above podium side setback from the property to the north, and 6m above podium front setback from George Street.

The northern above podium side setback exceeds the minimum 3m side setback required under City of Sydney's Development Control Plan 2012, thereby having no impact on the future redevelopment potential of the property to the north.

Under the approved Concept Plan no above podium setback was required to George Street. However, the modified envelope has been setback 6m from George Street to ensure there is no additional overshadowing of land to the south. The overshadowing impacts from the modified envelope are considered in further detail in Section 4.2.

The heritage impacts of the expanded envelope over 285 George Street are considered in Section 4.3.

4.1.3 Wynyard Lane

As detailed in Section 3.1 and **Appendix F**, Wynyard Lane cannot be physically closed to vehicular traffic, and the reduction in the height and extension of the tower cantilever over Wynyard Lane are necessary in order to provide:

- pedestrian access over Wynyard Lane between the Transit Hall and Carrington Street, and to maximise the view corridor through to Wynyard Park from George Street; and
- the opportunity for the new cantilever over 285 George Street to also extend over Wynyard Lane to align with the tower floorplate fronting Carrington Street, reinforcing Make's 'four interlocking blocks' design that underpinned the Design Competition winning scheme.

Achieving safe pedestrian access and maintaining the architectural integrity of the Design Competition winning scheme outweigh any negative impacts on the laneway associated with the reduced height and extended cantilever. Notwithstanding this, the impact of these modifications and the pedestrian amenity of the laneway will ultimately rely on the detailed design of the development. A photomontage of the design as submitted with Stage 1 DA illustrating the proposed treatment of the laneway is provided at **Figure 10** for information.

The addition of 285 George Street also provides the opportunity to control much of the character of the northern section of Wynyard Lane. The inclusion of the building within the Concept Plan will enable it to be opened up to the laneway to provide retail activation.



Figure 10 – An indicative montage of the Wynyard Lane

4.2 Overshadowing

Shadow Studies prepared by Architectus illustrating the approved and proposed shadows are included at **Appendix J**.

The proposed modifications to the envelope do not increase the height of the building, and only relate to infilling an area on the northern side of the building which has been setback 6m from the western boundary behind the approved envelope to further mitigate its impacts. Accordingly the Shadow Studies illustrate that the modifications will have a negligible impact on the shadow cast by the future building.

Importantly there is no additional shadow on Martin Place or the GPO Steps / Facade or Wynyard Park. The only additional shadow that does occur is negligible and only falls on the top of other commercial buildings and part of Hunter and George Streets for a short period of the day during a short period of the year.

4.3 European Heritage

A Heritage Impact Assessment has been prepared by Godden Mackay Logan (GML) and is included at **Appendix K**. A summary of the findings of the assessment are as follows:

- The cantilever will be visible in longer views of Beneficial House and its broader setting. However, the proposed setbacks for the cantilever will still allow the three-dimensional form of Beneficial House to be interpreted in views to its principal elevation from George and Hunter Streets.

- The interior spaces of Beneficial House have undergone substantial change since the 1970s, resulting in little extant original fabric other than the structure, one lift shaft and potentially some of the fire stair fabric. Removal of recent and intrusive alterations, including the 1970s mezzanine level, ground floor shop fit-outs and office partitions on all floors, would allow the original open space of the building's individual floors to be revealed. This would allow for fabric and spaces of greater significance (such as the original windows and remaining window joinery) to be revealed.
- Integration of Beneficial House with the One Carrington Street development at the first three storeys would require the removal of some significant original fabric and some reduction in the spatial integrity of those areas. However, design measures such as ensuring that any opening of the building's southern wall is set back from George Street facade and maintaining a turnback section of the original brick wall will ensure the impact on the internal integrity of Beneficial House will be minimised.
- The proposal also has the potential to benefit Beneficial House through the opportunities it would provide to restore significant fabric and features of the building.

The HIA concludes that overall, the proposal has the potential to have a minor adverse impact on the heritage significance of Beneficial House. This impact could be mitigated through careful, sympathetic design and implementation of mitigation measures such as conservation works to significant fabric, photographic archival recording and interpretation.

GML make a range of recommendations for mitigating impacts on Beneficial House as part of the future Development Application:

- The policies of the 2004 CMP should be used to guide any changes proposed to Beneficial House and to ensure that the development conserves the heritage significance of the building. The CMP should also be submitted with any future Development Application for One Carrington Street to meet the recommended management guidelines provided in the building's heritage listing.
- A detailed Heritage Impact Statement should be prepared to assess the impact of the proposed One Carrington Street Development Application design on the heritage significance of Beneficial House.
- The Heritage Impact Statement should include recommendations for mitigating any heritage impacts on Beneficial House that may result from the proposal, including guidance for conserving significant fabric, archival recording, and recommendations for interpretation.
- Advice from a suitably qualified heritage architect/consultant should be incorporated into the detailed design of the proposed alterations and conservation works for Beneficial House and its relationship to the One Carrington Street tower, particularly its integration at the lower levels and the proposed cantilever.
- Opportunities for restoring significant fabric and features should be pursued in the detailed design. Conservation of significant fabric should be included in the One Carrington Street development.

FEAR 9 has been updated to reference the above recommendations.

4.4 Public Benefit

The modifications do not change the Concept Plan assessment in relation to the terms of the public benefit agreed under the Concept Plan. One Carrington is currently being assessed under the NSW Government Unsolicited Proposal framework in relation to the extension of a Ground Lease, Voluntary Planning Agreement (VPA) with Transport for NSW and a Project Delivery Agreement (PDA).

Brookfield's Proposal is currently at Stage 2 (of 3 stages) of this assessment. Details of the VPA will be notified upon conclusion of Stage 2 of the Unsolicited Proposal.

As required under Condition A6 of the Concept Approval, the proponent will demonstrate to the Director-General of Planning and Infrastructure that it has entered into a VPA with Transport for NSW prior to determination of the subject DA. The proponent will also acquire Heritage Floor Space (HFS) and make applicable section 61 contribution to City of Sydney as part of the development.

As detailed in Section 4.1, the proposed modifications introduce a range of public benefits in the form of an improved Transit Hall.

4.5 Other Assessment Issues

Table 3 provides an assessment the other issues that formed part of the Concept Plan DGRs.

Table 3 – Summary of other assessment issues

Issue	Discussion
Consistency with Statutory Plans and Policies	<p>The proposed modifications will not affect the Concept Plan's consistency with any relevant EPIs, Policies or Guidelines.</p> <p>The additional land that has been introduced into the Concept Plan site is zoned B8 Metropolitan Centre under LEP 2012 and therefore the proposed uses are permissible with development consent.</p> <p>The additional GFA and car parking associated with the introduction of 285 George Street into the Concept Plan site have been determined in accordance with the relevant development standards in LEP 2012.</p>
Impact on Adjoining Properties	<p>The proposed modifications will not have any adverse environmental impacts on any adjoining properties.</p> <p>Notably retaining Wynyard Lane as a one way vehicular street will reduce the impact of the future development on the other properties that rely on Wynyard Lane for access / loading to south of the site.</p>
Rail Infrastructure and Access	<p>The proposed modifications will provide opportunities to improve passenger circulation within the site.</p>
Bus Infrastructure	<p>The modifications do not change the Concept Plan assessment in relation to bus infrastructure.</p>
Environmental and Amenity Impacts	<p>The proposed modification will not result in any adverse additional environmental or amenity impacts outside of those considered as part of the Concept Plan.</p>
Transport and Accessibility	<p>As detailed in Section 3.1.4, keeping Wynyard Lane open will improve transport and access within the site.</p> <p>Traffic Consultants, GTA, also undertook a review of the height of the proposed clearance above Wynyard Lane and has confirmed it is acceptable for service vehicle access.</p>
Traffic Impacts	<p>The additional eight (8) car spaces provided in accordance with clause 7.6 of LEP 2012 will have no material impact on the traffic network.</p>

Issue	Discussion
Parking	Eight (8) additional car parking spaces have been provided to reflect the increase in site area, in accordance with clause 7.6 of LEP 2012.
Contributions	The modifications do not change the Concept Plan assessment in relation to contributions.
Landscaping and Public Domain	As detailed in Section 4.1.1, the proposed modifications will provide opportunities to improve the public domain within the area of the site east of Carrington Street.
Ecologically Sustainable Development	The modifications do not change the Concept Plan assessment in relation to ESD.
Drainage	The modifications do not change the Concept Plan assessment in relation to drainage.
Utilities	The modifications do not change the Concept Plan assessment in relation to utilities.
Contamination	The Environmental Site Assessment (ESA) that formed part of the Concept Plan concluded that "based on the results of the Stage 1 ESA, that no further investigation into contamination at the site is required." Whilst 285 George Street did not form part of the area considered as part of the ESA as the site has been historically used for commercial uses and is occupied by a building constructed in the 1920s, and the development does not propose any additional excavation, no further assessment is considered necessary.
Staging	The modifications do not change the Concept Plan assessment in relation to staging.

5.0 Conclusion

Concept Plan (Mod 2) seeks to incorporate the adjoining property at 285 George Street into the Concept Plan site and to integrate the further refinements to the Concept Plan that came about through the design excellence process.

This Environmental Assessment Report has demonstrated that the modifications will not have any adverse environmental impacts and will deliver an improved development outcome as it:

- provides for a widened Transit Hall, that will achieve a superior pedestrian experience through improved pedestrian flows, enhanced spatial quality, increased natural light penetration and enhanced views to Wynyard Park from George Street;
- enables the future building to cantilever, adding drama to the architecture of the building, particularly when viewed from Hunter Street;
- facilitates a more accentuated version of Make's 'four interlocking blocks' design that underpinned the Design Competition winning scheme;
- allows the development potential from the heritage item at 285 George Street to be redistributed into the tower whilst providing for the conservation and on-going use of the heritage item and integration into a publicly accessible space; and
- provides the opportunity to redistribute some of the approved GFA in the cantilever, opening up the opportunity for additional modulation of the tower elsewhere.

In light of these planning merits, it is recommended that the Concept Plan (Mod 2) be approved.