



Environmental Impact Statement

Hunter Street West – Over Station Development



Environmental Impact Statement

Sydney Metro West

Hunter Street West Over Station Development

Concept State Significant Development
Application

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Declaration

Project details
Project Name: Hunter Street West – Over Station Development
Application Number: SSD-46246214
Project Address: 296 George Street, 300 George Street, 312 George Street, 314-318 George Street, 5010 De Mestre Place, 5 Hunter Street, 7-13 Hunter Street, 9 Hunter Street and De Mestre Place, Sydney.
Applicant details
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Applicant Address: Sydney Metro West, PO Box K659, Haymarket, NSW 1240.
Details of person by whom this EIS was prepared
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Declaration by registered environmental assessment practitioner
Name: Ashleigh Ryan
Registration number: 59156
Organisation registered with: Planning Institute of Australia

Declaration	<p>The undersigned declares that this EIS:</p> <ul style="list-style-type: none"> • Has been prepared in accordance with Clause 192 of the Environmental Planning and Assessment Regulations 2021 • Contains all available information relevant to the environmental assessment of the development, activity or infrastructure to which the EIS relates • Does not contain information that is false or misleading • Addresses the Planning Secretary's environmental assessment requirements (SEARs) for the project • Identifies and addresses the relevant statutory requirements for the project including any relevant matters for consideration in environmental planning instruments • Has been prepared having regard to the Department's State Significant Development Guidelines – Preparing an Environmental Impact Statement • Contains a simple and easy to understand summary of the project as a whole having regard to the economic, environmental and social impacts of the project and the principles of ecologically sustainable development • Contains an accurate summary of the findings of any community engagement • Contains an accurate summary of the detailed technical assessment of the impacts of the project as a whole
Signature	
Date	22 November 2022

Glossary and abbreviations

Term	Definition
BCA	Building Code of Australia
Biodiversity Act	<i>Biodiversity Conservation Act 2016</i>
Biodiversity and Conservation SEPP	<i>State Environmental Planning Policy (Biodiversity and Conservation) 2021</i>
CBD	Central Business District
CIV	Capital investment value
Concept SSDA	A concept development application as defined in section 4.22 the EP&A Act, as a <i>development application that sets out concept proposals for the development of a site, and for which detailed proposals for the site or for separate parts of the site are to be the subject of a subsequent development application or applications</i>
Council	City of Sydney Council
CSPS	Central Sydney Planning Strategy 2016-2036
CSSI	Critical State Significant Infrastructure
Detailed SSDA	The SSD Application(s) to be made after the Concept SSDA, to seek consent for the design and to physically carry out the proposal
Draft Design Guidelines	Draft Hunter Street Station OSD Design Guidelines
DEX Strategy	Sydney Metro West Design Excellence Strategy
DPE	Department of Planning and Environment
EIS	Environmental Impact Statement
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EP&A Regulation	<i>Environmental Planning and Assessment Regulation 2021</i>
FSR	Floor Space Ratio as defined in the <i>Sydney Local Environmental Plan 2012</i>
GFA	Gross Floor Area as defined in the <i>Sydney Local Environmental Plan 2012</i>
GANSW	NSW Government Architect
Heritage item	An item of environmental heritage listed in Schedule 5 of the <i>Sydney Local Environmental Plan 2012</i> or on the State Heritage Register under the <i>Heritage Act 1977</i>
Integrated station development	Combined station, over station development, and public domain works
LSPS	Local Strategic Planning Statement
NLA	Net Lettable Area
OSD	Over station development

Term	Definition
Planning Proposal request	A request to Council as a Planning Proposal authority to prepare a Planning Proposal to amend the planning controls within the <i>Sydney Local Environmental Plan 2012</i>
Planning Systems SEPP	<i>State Environmental Planning Policy (Planning Systems) 2021</i>
Resilience and Hazards SEPP	<i>State Environmental Planning Policy (Resilience and Hazards) 2021</i>
Scoping Report	A report prepared by the applicant to inform the setting of project-specific SEARs for a State significant development application
SDCP 2012	Sydney Development Control Plan 2012
SEARs	The Planning Secretary's environmental assessment requirements for the preparation of an Environmental Impact Statement for a State significant development application
SEPP	State Environmental Planning Policy
SSD	State significant development as defined by section 4.36 of the <i>Environmental Planning and Assessment Act 1979</i>
SSDA	State significant development application
SLEP 2012	<i>Sydney Local Environmental Plan 2012</i>
Stage 1 CSSI Application	Concept and Stage 1 CSSI Approval
Stage 2 CSSI Application	SSI-19238057 for major civil construction and enabling works between The Bays and the Sydney CBD, including demolition, tunnelling, and station excavation for new metro stations (including Pyrmont Metro), associated with the Sydney Metro West railway line
Stage 3 CSSI Application	SSI-227-65520 to carry out rail infrastructure, including fit-out of tunnels, construction, fit-out, and operation of metro stations and surrounding precincts and operation of the Sydney Metro West line
Sydney Metro	The applicant for the State significant development application
Sydney Metro West	Construction and operation of a metro rail line and associated stations between Westmead and the Sydney CBD as described in section 1.2
Transport and Infrastructure SEPP	<i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i>
TfNSW	Transport for New South Wales

Summary of EIS

Introduction

Sydney is expanding and the NSW Government is working hard to deliver an integrated transport system that meets the needs of customers now and in the future.

Sydney Metro is Australia's biggest public transport program. Services on the North West Metro Line between Rouse Hill and Chatswood started in May 2019 on this new stand-alone metro railway system, which is revolutionising the way Sydney travels.

The Sydney Metro West program of works is shown in Figure 0-1 and includes:

- Sydney Metro North West – opened in May 2019
- Sydney Metro City & Southwest – currently under construction with services to begin in 2024
- Sydney Metro West – currently under construction and due to open in 2030
- Sydney Metro – Western Sydney Airport – currently under construction and due to open when the airport opens for passenger services.

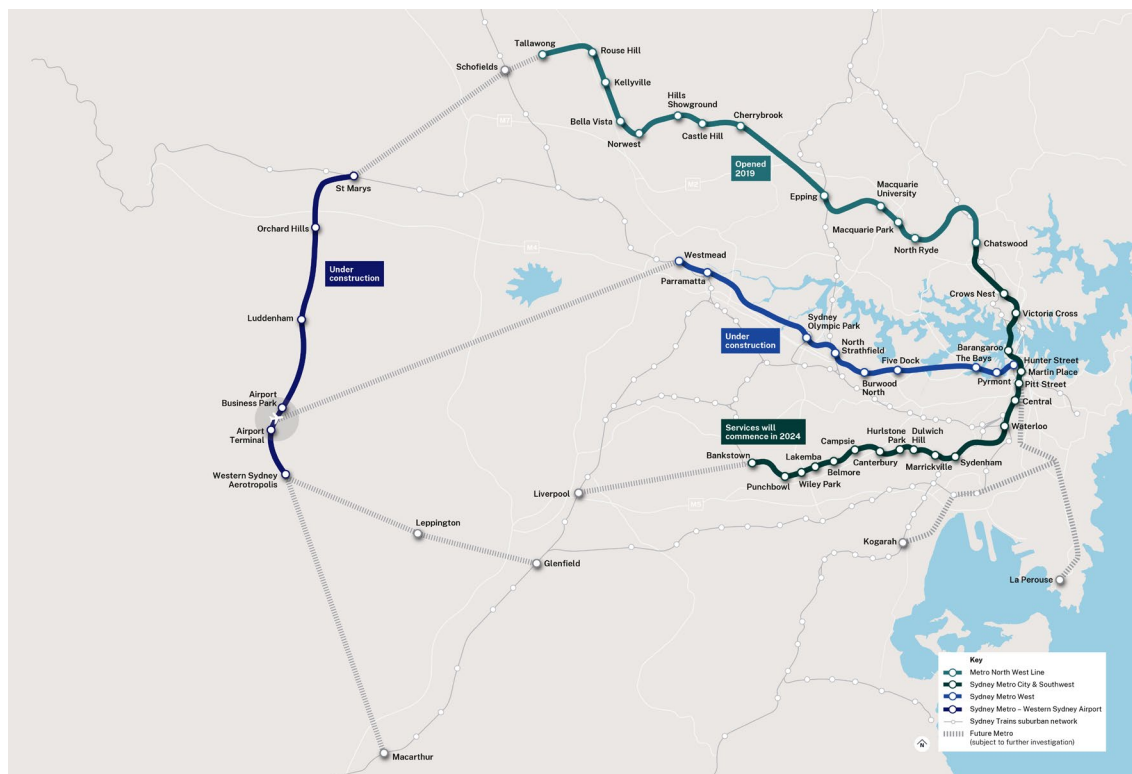


Figure 0-1 Sydney Metro network map

The delivery of Sydney Metro West is critical to keeping Sydney moving, and will:

- comprise a new 24-kilometre metro line with stations confirmed at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock, The Bays, Pyrmont and Hunter Street
- have a target travel time of about 20 minutes between Parramatta and the Sydney CBD
- link new communities to rail services and support employment growth and housing supply
- relieve the congested T1 Western Line, T9 Northern Line, and T2 Inner West & Leppington Line

- double the rail capacity between Parramatta and the Sydney CBDs
- significantly boost economic opportunities for Greater Parramatta
- support new residential and employment zones along the Greater Parramatta to Sydney CBD corridor, including at Sydney Olympic Park and The Bays – providing improved transport for the additional 420,000 new residents and 300,000 new workers forecast to be located within the corridor over the next 20 years
- allow customers fast and easy transfers with the T1 Western Line at Westmead, T9 Northern Line at North Strathfield, and the Sydney Trains suburban rail network and Sydney Metro in the Sydney CBD
- allow for transfers with the future Parramatta Light Rail Stage 1 at Westmead and Parramatta, as well as the planned Parramatta Light Rail Stage 2 at Sydney Olympic Park
- create an anticipated 10,000 direct and 70,000 indirect jobs during construction.

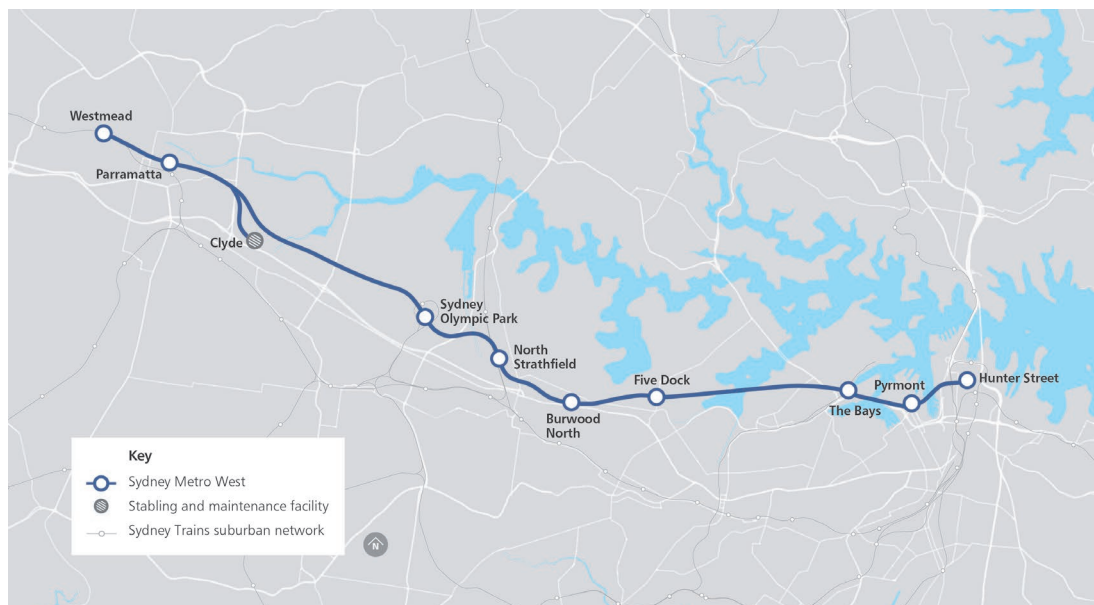


Figure 0-2 Sydney Metro West map

Sydney Metro West is being assessed as a staged critical State Significant Infrastructure (CSSI) application under section 5.20 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and comprises the following applications:

- the Concept and major civil construction work for Sydney Metro West between Westmead and The Bays, including station excavation and tunnelling, associated with the Sydney Metro West railway line (Concept and Stage 1 CSSI Application) was approved on 11 March 2021
- all major civil construction and enabling works between The Bays and the Sydney CBD, including demolition, tunnelling, and station excavation for new metro stations associated with the Sydney Metro West railway line (Stage 2 CSSI Application) was approved on 24 August 2022.
- rail infrastructure, including fit-out of tunnels, construction, fit-out, and operation of metro stations and surrounding precincts and operation of the Sydney Metro West line (Stage 3 CSSI Application).

Integrated station and precinct development

All Sydney Metro West stations are being designed to integrate with their surrounding areas to make vibrant and attractive places that reflect the unique context and future aspirations for each place.

The CSSI Concept and Stage 1 approval foreshadowed integrated station and precinct developments, however the details of future OSDs were not included in CSSI Concept Approval. The Stage 3 CSSI approval will allow for construction of station boxes that include physical provisions to enable future OSDs.

The vision is for integrated station and precinct development that could provide a range of uses. Integrating a mix of uses and development into the station precinct would contribute to the success of places by:

- encouraging precinct activation and use of Sydney Metro West across different times of the day and week
- creating opportunities to provide facilities which meet customer and community needs, attracting people to stations
- allowing stations to successfully integrate into their urban context and to contribute positively to the character of places at the stations.

Sydney Metro is proposing over and/or adjacent station developments at Westmead, Parramatta, Sydney Olympic Park, Burwood North, The Bays, Pyrmont and Hunter Street stations. Sydney Metro will continue working closely with the local community and stakeholders so that station precincts become welcoming hubs that build on the local character.

Planning approval approach

This Environmental Impact Statement (EIS) has been prepared to accompany a Concept State Significant Development application (Concept SSDA) for over station development (OSD) at Hunter Street Station west site. This EIS has been prepared by Sydney Metro and is submitted to the NSW Department of Planning and Environment (DPE) pursuant to Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

This Concept SSDA seeks consent for a concept proposal, within the meaning of section 4.22 of the EP&A Act for the proposed land uses, maximum building envelope, maximum building height, maximum gross floor area, and maximum car parking provision. The proposed development will comprise commercial premises within a new building to be constructed above the Hunter Street Station western site, and commercial and retail premises within the podium. A separate Concept SSD application will be undertaken for the proposed OSD at the Hunter Street station eastern site.

Figure 0-3 illustrates the planning approval processes relevant to Hunter Street Station and development. The proposed development would be subject to a Detailed SSDA post the determination of this Concept SSDA. The detailed building design will respond to the design considerations established by this Concept SSDA. The *Sydney Local Environmental Plan 2012*, as sought to be amended by the concurrent Planning Proposal - Sydney Metro West Hunter Street Station Sites, Sydney (PP-2022-867), guides the planning decisions for Hunter Street Station precinct.

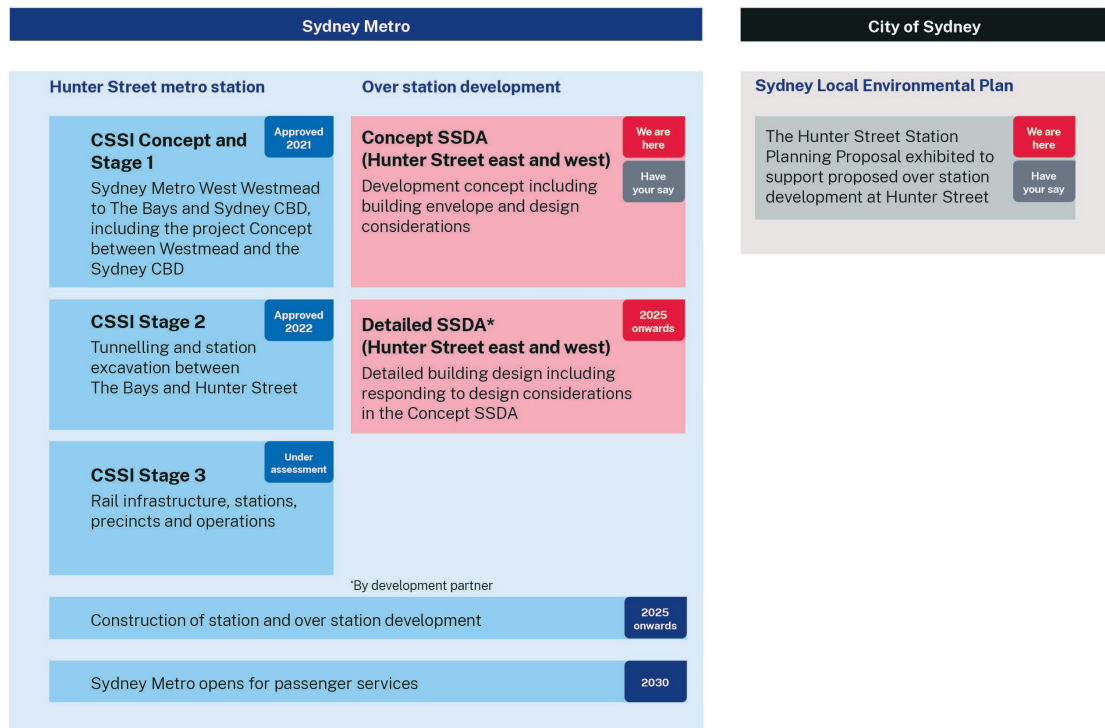


Figure 0-3 Planning approval pathways

Site location and context

The Hunter Street Station is in the northern part of the Sydney CBD, within the commercial core precinct of Central Sydney and within the Sydney local government area (LGA).

The Hunter Street Station includes two sites – the west site and east and separate concept SSDAs are being prepared for the OSD associated with each station. This Concept SSDA relates to the west site only (refer to Figure 0-4).

The proposed development relates to the properties at 296 George Street (Former Skinners Family Hotel), 300 George Street, 312 George Street, 314-318 George Street, 5010 De Mestre Place (Over Pass), 5 Hunter Street, 7-13 Hunter Street, 9 Hunter Street and De Mestre Place, Sydney. The total site area is 3,736sqm.

The site is occupied by commercial office buildings, restaurants, shops, as well as a range of business premises and employment and medical/health services premises located within the Hunter Connection retail plaza, all of which, except 296 George Street (the State heritage listed Former Skinners Family Hotel), will be demolished to facilitate building the Hunter Street Station.

The site is located within the Sydney CBD commercial core, surrounded with commercial, retail, health, government, and community-based uses. The site is on the prominent corner of George and Hunter Street. The site is also adjacent to the existing CBD and South East Light Rail that extends from Circular Quay to Moore Park, Kensington and Kingsford.

The site is adjacent to several heritage items of local significance including the NSW Sports Club building at 10-14 Hunter Street, and the existing office building at 285-287 George Street (adjacent to Brookfield Place). The State heritage listed 'Tank Stream' is located on the eastern boundary of the site, however the proposed development does not include any modifications to the Tank Stream structure itself.

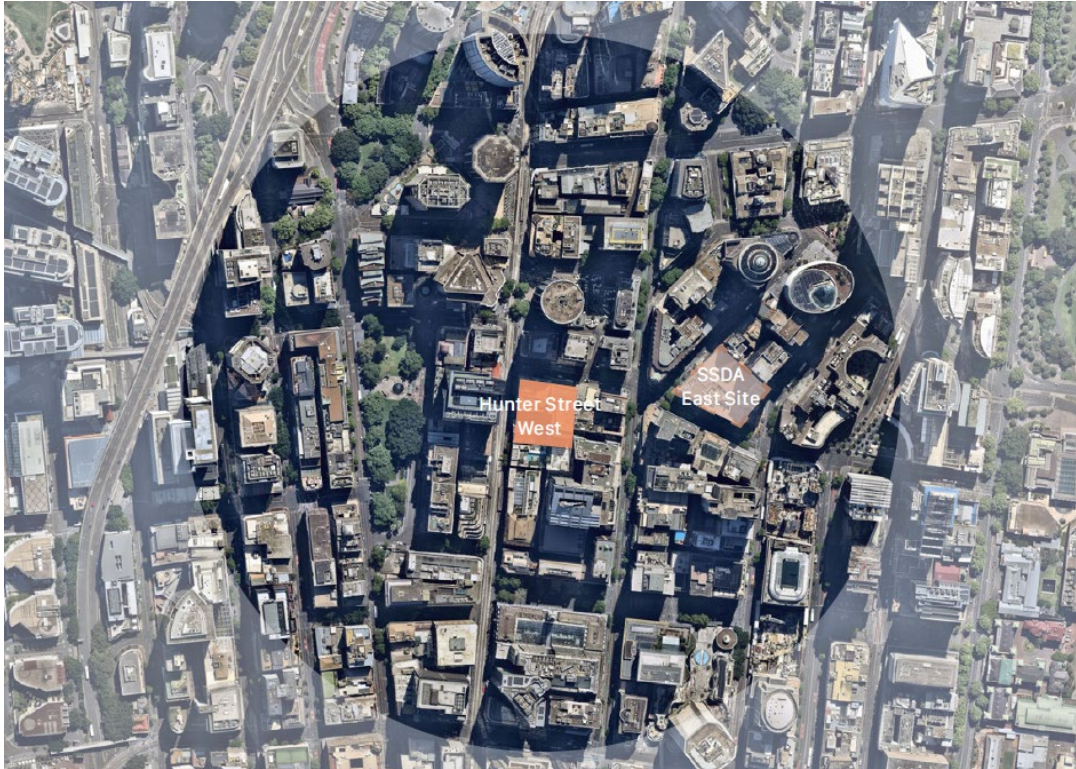


Figure 0-4 Aerial map of Hunter Street Station west site



The proposal

The Concept SSDA seeks development consent for a building envelope above the Hunter Street Station west site, that includes:

- maximum building envelope and built form parameters (including tower envelopes and building setbacks)
- maximum building height of RL 220 (about 51 storeys)
- land uses within the OSD building envelope and podium including:
- commercial land uses within the tower building envelope
- commercial and retail land uses within the building envelope for the podium
- maximum gross floor area (GFA) of 69,912m²
- provision for up to 70 car spaces on the site
- concept approval for the adaptive reuse of the existing Former Skinners Family Hotel for commercial and/or retail premises (subject to future Detailed SSDA)
- loading, vehicular and pedestrian access arrangements for the OSD
- utilities augmentation and connections where required (subject to Detailed SSDA(s)).

The location of any car parking spaces on the site to support the OSD is anticipated to be within the podium, however the exact location of car parking spaces, including any accessible and car share spaces will be the subject of future detailed design within a future Detailed SSDA.

The proposed building envelope for the OSD is a concept proposal only. Pursuant to section 4.22 of the EP&A Act, further approval(s) will be sought for the detailed design and construction of the proposed development. The future approval(s) will be required to be consistent with the Concept SSDA development parameters.

An indicative concept reference design has been prepared illustrating how the site could potentially be developed within the proposed building envelope, which is included at Appendix H of this EIS.

Project needs and benefits

The construction of Sydney Metro West represents an exciting opportunity to incorporate global best practice for placemaking and environmentally sustainable development, and to apply innovative thinking to create new city icons. The delivery of integrated station development enables Sydney Metro to be more than just a transport project, but also a defining city building opportunity that revitalises precincts and communities, leaving a legacy, and shaping Sydney for generations to come.

The proposed development will create a place-based outcome that successfully integrates transport infrastructure, ground level retail and commercial land uses.

The Hunter Street Station acknowledges growth opportunities within Central Sydney and seeks to establish parameters to attract more businesses in a well-connected location reducing reliance on private transport modes whilst continuing to ensure the growth of Sydney CBD.

The Concept SSDA proposal provides for an optimised outcome at the site and a balanced and feasible option as it will:

- establish the maximum gross floor area and land uses for the site
- recognises growth opportunities for additional commercial floor space within the Sydney CBD to support the employment capacity and economic development of the Eastern Harbour City
- provides for a future built form to ensure that setbacks respond to surrounding buildings, particularly the retained Former Skinners Family Hotel, as well as minimise overshadowing to the public domain, including Martin Place and Pitt Street
- encourage activated street frontages to increase the level of ground level interaction and vibrancy.

Key impacts and mitigation measures

The key issues identified in the SEARs have been assessed in detail, with specialist reports underpinning the key findings and recommendations identified in the assessment of environmental impacts in section 6 of the EIS. It has been demonstrated that for each of the likely impacts identified in the assessment of the key issues will either be positive or can be appropriately mitigated.

A summary of the key impacts and mitigation measures is outlined below.

Built form and urban design

The proposed building envelope has been designed to provide an appropriate response to the surrounding context, while also enabling the delivery of a high-quality development at the site.

The future Detailed SSDA for the OSD would need to propose buildings consistent with the building envelope prescribed in this Concept SSDA. The detailed design of the OSD would also be guided by the draft Design Guidelines and Design Excellence Strategy endorsed as part of the concurrent Planning Proposal [PP-2022-867] submitted for the site.

Solar and daylight access

The Built Form and Urban Design Report (Appendix E) includes sky view factor analysis, which assesses the proposed envelope for the impact on daylight levels in the public domain surrounding the site against a base case massing as per Schedule 12 of the Sydney Development Control Plan 2012 (SDCP 2012). The sky view factor analysis demonstrates that the proposed building envelope for the site results in an improved sky view factor of 0.000203 compared to a 'base case building envelope'. The proposed building envelope is consistent with the equivalence testing requirements outlined in the Central Sydney Planning Strategy (CSPS), SDCP 2012 for tower cluster sites, and the draft Design Guidelines demonstrating the proposed controls will result in an acceptable amenity outcome for pedestrians and the public realm.

Wind impact

A Pedestrian Wind Environment Impact Assessment has been provided at Appendix N. The report provides a qualitative assessment to evaluate the wind conditions at the site and nearby surrounding environment. This included an assessment of a total of 52 locations within and around the site as part of the wind tunnel testing.

The results of the assessment indicate that wind speeds are generally compliant with the intended usage of each area of the proposed development. All the comply with the safety and comfort criteria outlined by the City of Sydney, with the exception of one location (location 35) that exceeds the prescribed comfort rating. This location is at the northern end of the Richard Johnson Square. It is noted that the location currently experiences wind conditions that exceed the wind speed criteria for seating. However, the proposed development reduces the predicted wind speed at this location, when compared to the baseline investigations (reduction of 0.2 m/s), and therefore it is deemed to be acceptable.

Overshadowing

The Built Form and Urban Design Report includes a solar and overshadowing analysis (Appendix E). The analysis details that the proposed building envelope would result in a larger extent of overshadowing compared to the existing buildings on the site due to their increased built form between 9:00am and 3:00pm during the winter solstice, equinox, and summer solstice.

As a result of the proposal a small portion of additional overshadowing at Wynyard Park is proposed at 9:00am on 21 December. This is outside of protected areas of sunlight for this open space and will have a negligible impact on the useability and amenity of Wynyard Park in mid-summer.

The proposal partially overshadows the existing mixed use residential building at 1 Hosking Place between 2:45pm and 3pm on 21 June. The analysis demonstrates that the proposed building envelopes for the Hunter Street Station OSDs would retain an acceptable level of solar access to the residential apartments at 1 Hosking Place between 12:15pm and 2:45pm on 21 June (more than two hours in duration).

The proposal does not have the potential to cause additional overshadowing over Hyde Park Barracks, however the proposal has the potential to cause additional overshadowing within the buffer zone to the Barracks for approximately 60 minutes between 3.00pm and 4.00pm on 21 June. As outlined within the Historic Heritage Impact Statement at Appendix Z, the Hyde Park Barracks Conservation Management Plan (2018) does not address potential overshadowing. The Historic Heritage Impact Statement confirms that this partial overshadowing to the roof of the heritage item and to the buffer zone is unlikely to cause significant impact to the heritage item.

The First Government House Site will not be subject to potential additional overshadowing as a result of future development. Overall, as there is no proposed

works within the boundary of Governors' Domain and Civic precinct, the potential minor overshadowing caused by the proposal is not likely to have a significant impact on the National Heritage Values.

Visual impact

A Visual Impact Assessment has been prepared (Appendix O) which assess a series of photomontages from 11 key vantage points in the public domain. Of the 11 views analysed seven were rated as a low, three were rated as medium and one rated as a medium-high level of visual impact. A large extent of visual change and high levels of visual effects does not equate to a high visual impact.

The regulatory context of the site, with or without the changes contemplated in the Planning Proposal request, provide for tall tower forms on and around the site similar to the envelope proposed, and as such the commensurate level of visual effects and impacts are contemplated by the controls. Therefore, the proposal can be supported on visual impacts grounds.

Transport and access

The traffic modelling undertaken shows that impacts to future intersection performance are anticipated to be negligible, and the road network will operate within acceptable level of service thresholds. The number of car trips generated by the proposed development is negligible. The proportion of trips made by public transport is expected to significantly increase and become the primary form of travel to and from the site.

Sydney Metro is seeking approval for provision of up to 70 car spaces between the eastern and western sites. The number on each site will be determined in a future Detailed SSDA. Vehicular access to the proposed development including to a ground level loading dock would be provided from Hunter Street. Loading dock provisions would be acceptable subject to implementing mitigative measures. The proposed car parking, bicycle parking and end of trip facilities on the west site is anticipated to be provided within the podium.

An assessment of construction vehicles movements associated with the proposal and will be undertaken as part of the future Detailed SSDA.

Noise and vibration

An Acoustic and Vibration Impact Assessment Report has been prepared to assess the potential construction and operation noise and vibration impacts associated with the OSD, and to consider the amenity of future occupants of the buildings. The highest construction noise levels were predicted at the closest receivers surrounding the site during construction. The nearest residential receiver is approximately 100 m south from the construction works, so construction noise impacts will be limited. An exceedance of up to 23 dB has been predicted at a few of the nearest commercial receivers. These impacts would need to be managed throughout the implementation of a Construction Noise and Vibration Management Plan which will accompany the subsequent Detailed SSDA.

Noise intrusion into the future OSD during operation from noise sources such as mechanical equipment, road traffic, and the metro, would be able to be sufficiently mitigated subject to further detailed design works. Indicative design solutions have been provided based on a preliminary assessment to attenuate noise levels and achieve compliance with the design criteria. It is considered that the proposal is capable of achieving compliance with the relevant acoustic criteria.

Heritage

A Historic Heritage Impact Assessment has been prepared (Appendix Z) which assesses the impact of the proposed development on the heritage items within and in

the vicinity of the site. Overall, the proposed development has minimal heritage impact on heritage items within the site boundary and in the vicinity. The design is responsive to potential impacts caused by its scale and function and incorporates built form response (such as setback) to balance those impacts by improvement to the streetscape permeability and sightlines.

A Conservation Management Plan is currently being prepared for the Former Skinners Family Hotel, which will guide the future adaptive reuse of the hotel as part of the Detailed SSDA.

The assessment also recommends provision for the interpretation of archaeological findings from the surface demolition and excavation proposed in Stage 2 CSSI as public art in the proposed development. This integration of archaeological findings, if appropriate, into public art can be detailed in future Detailed SSD Application(s).

Construction Management

A Construction Management Statement (CMS) has been prepared to address how construction of the project would manage impacts to surrounding public domain, developments, pedestrians, existing road network and public transport and Sydney Metro users. The potential impacts associated with the two potential staging scenarios for construction of the integrated station development are considered, with the CMS providing mitigation measures for the impacts of each stage. Detailed consideration of construction related impacts would occur as part of the Detailed SSD Application(s).

Other environmental impacts

The EIS also assesses the impact of the proposed development with reference to the following environmental issues and finds the expected impacts to be acceptable:

- streetscape and public domain
- integration with Sydney Metro station infrastructure
- reflectivity
- utilities, infrastructure and services
- geotechnical and contamination
- crime prevention through environmental design (CPTED)
- waste
- accessibility
- social and economic impacts
- biodiversity
- stormwater and flooding

No major risk or consequences were identified. Measures have been identified in Appendix D to manage and mitigate any minor potential impacts.

Conclusion and justification

This EIS provides a comprehensive assessment of the environmental, social, and economic impacts of the concept development envisaged within this Concept SSDA. This EIS has addressed the requirements of the SEARs (Appendix A), as well as the relevant requirements contained at the *Environmental Planning and Assessment Regulation 2021* (EP&A Regulation).

The proposed development can be supported and approved for the following reasons:

- The proposal demonstrates consistency with the strategic planning framework governing the Greater Sydney Region and Sydney CBD and specifically, the CSPS. The CSPS seeks additional commercial floor space capacity in Central Sydney while also delivering improved public domain outcomes.
- The proposal will generate jobs both during construction and operation which will have flow on effects to the local and broader domestic economy.
- The proposal supports planned growth within the Sydney CBD, expanding the 30-minute cities, and increasing all-day accessibility to the Sydney CBD.
- By enhancing amenity and activation of the street frontages and existing through-site links compared to existing development, the proposal will enhance the public domain surrounding the site.
- The proposed development will create a place-based outcome that successfully integrates transport infrastructure, open space, ground level retail and commercial land uses.
- The proposal provides for a future built form to ensure that setbacks respond to surrounding buildings, particularly the retained Former Skinners Family Hotel, as well as minimise overshadowing to the public domain, including Martin Place and Pitt Street.
- The proposal encourages activated street frontages to increase the level of ground level interaction and vibrancy.
- The proposal will not have any major environmental or built form impacts. Measures to manage and mitigate any potential minor impacts have been identified in Appendix D.

Next steps

Sydney Metro is seeking approval from the Minister for Planning for the proposed building envelope for the OSD at the Hunter Street Station west site. Next steps in the process include:

- exhibition of this EIS for a minimum of 28 days and invitation for the community and stakeholders to make submissions
- consideration of submissions – submissions received by the Secretary of the NSW Department of Planning and Environment would be provided to Sydney Metro who may then be required to prepare and submit:
 - a Submissions Report, responding to issues raised in the submissions
 - an Amendment Report (if applicable), outlining any proposed changes to the proposal to minimise its environmental impacts or to deal with any other issues raised
- determination by the Minister for Planning including, if approved, any conditions of approval.

Consultation with the community and stakeholders would continue throughout the detailed design and construction phases.

1 Introduction

1.1 Background

1.1.1 Sydney Metro West

Sydney is expanding and the NSW Government is working hard to deliver an integrated transport system that meets the needs of customers now and in the future.

Sydney Metro is Australia's biggest public transport program. Services on the North West Metro Line between Rouse Hill and Chatswood started in May 2019 on this new stand-alone metro railway system, which is revolutionising the way Sydney travels.

The Sydney Metro program of works is shown in Figure 1-1 and includes:

- Sydney Metro North West – opened in May 2019
- Sydney Metro City & Southwest – currently under construction with services to begin in 2024
- Sydney Metro West – currently under construction and due to open in 2030
- Sydney Metro – Western Sydney Airport – currently under construction and due to open when the airport opens for passenger services.

The Sydney Metro network is shown in Figure 1-1.

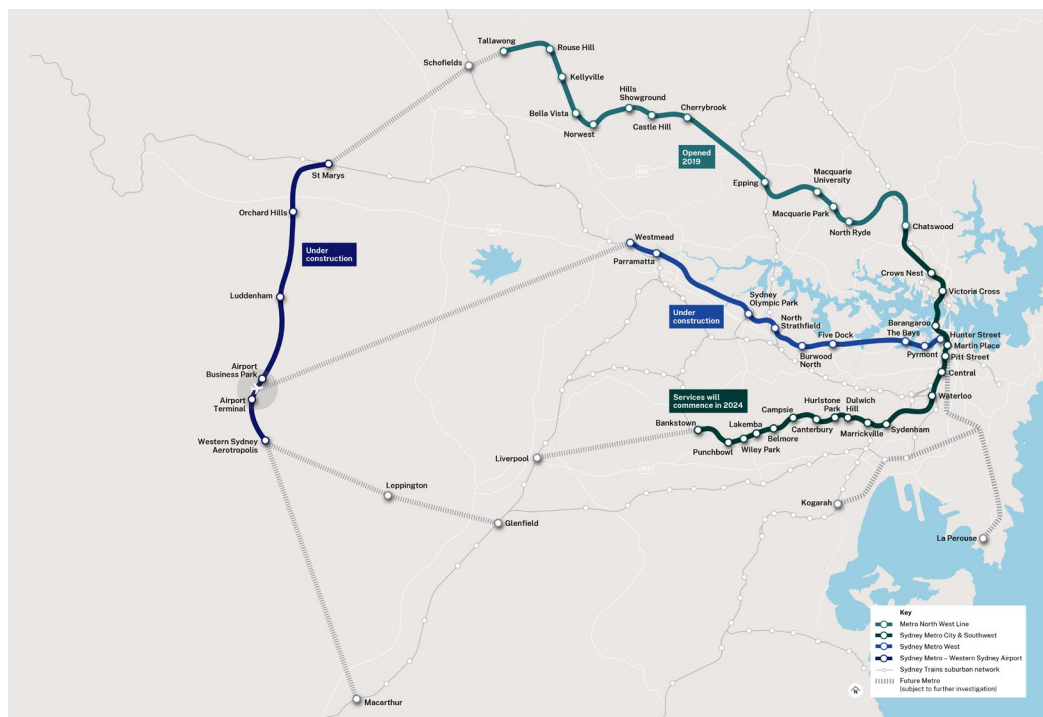


Figure 1-1 Sydney Metro network map

The delivery of Sydney Metro West is critical to keeping Sydney moving, and will:

- comprise a new 24-kilometre metro line with stations confirmed at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock, The Bays, Pyrmont and Hunter Street
- have a target travel time of about 20 minutes between Parramatta and the Sydney CBD

- link new communities to rail services and support employment growth and housing supply
- relieve the congested T1 Western Line, T9 Northern Line, and T2 Inner West & Leppington Line
- double the rail capacity between Parramatta and the Sydney CBDs
- significantly boost economic opportunities for Greater Parramatta
- support new residential and employment zones along the Greater Parramatta to Sydney CBD corridor, including at Sydney Olympic Park and The Bays – providing improved transport for the additional 420,000 new residents and 300,000 new workers forecast to be located within the corridor over the next 20 years
- allow customers fast and easy transfers with the T1 Western Line at Westmead, T9 Northern Line at North Strathfield, and the Sydney Trains suburban rail network and Sydney Metro in the Sydney CBD
- allow for transfers with the future Parramatta Light Rail Stage 1 at Westmead and Parramatta, as well as the planned Parramatta Light Rail Stage 2 at Sydney Olympic Park
- create an anticipated 10,000 direct and 70,000 indirect jobs during construction.

The main elements of Sydney Metro West are shown in Figure 1-2.

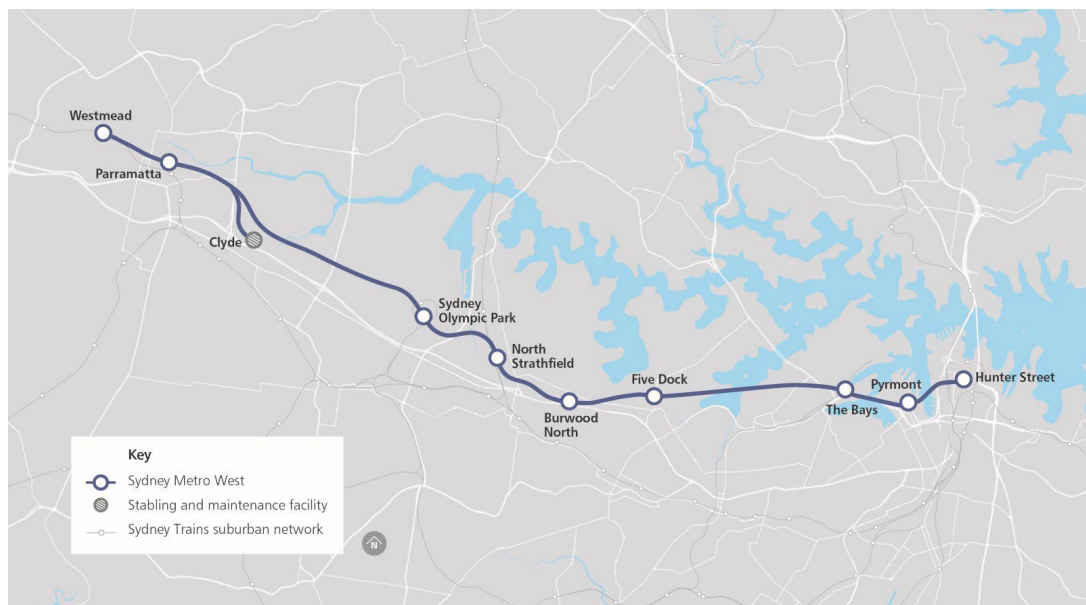


Figure 1-2 Sydney Metro West map

Sydney Metro West is being assessed as a staged critical State Significant infrastructure (CSSI) application under section 5.20 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and comprises the following applications:

- The Concept and major civil construction work for Sydney Metro West between Westmead and The Bays, including station excavation and tunnelling, associated with the Sydney Metro West railway line (Stage 1 CSSI Application) was approved on 11 March 2021.
- All major civil construction and enabling works between The Bays and the Sydney CBD, including demolition, tunnelling, and station excavation for new metro stations associated with the Sydney Metro West railway line (Sage 2 CSSI Application) was approved on 24 August 2022.

- Rail infrastructure, including fit-out of tunnels, construction, fit-out, and operation of metro stations and surrounding precincts and operation of the Sydney Metro West line (Stage 3 CSSI Application).

Integrated station and precinct development

The CSSI Concept and Stage 1 approval foreshadowed integrated station and precinct developments, however the details of future OSDs were not included in CSSI Concept Approval. The Stage 3 CSSI approval will construct the station boxes that include physical provisions to enable future OSDs.

The vision is for integrated station and precinct development that could provide a range of uses. Integrating a mix of uses and development into the station precinct would contribute to the success of places by:

- Encouraging precinct activation and use of Sydney Metro West across different times of the day and week.
- Creating opportunities to provide facilities which meet customer and community needs, attracting people to stations.
- Allowing stations to successfully integrate into their urban context and to contribute positively to the character of places at the stations.

Sydney Metro is proposing over and/or adjacent station developments at Westmead, Parramatta, Sydney Olympic Park, Burwood North, The Bays, Pyrmont and Hunter Street stations. Sydney Metro will continue working closely with the local community and stakeholders so that station precincts become welcoming hubs that build on the local character.

Planning approval approach

This Environmental Impact Statement (EIS) has been prepared to accompany a Concept State Significant Development application (Concept SSDA) for over station development (OSD) at Hunter Street Station. This EIS has been prepared by Sydney Metro and is submitted to the NSW Department of Planning and Environment (DPE) pursuant to Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

The SSDA seeks consent for a concept proposal, within the meaning of section 4.22 of the EP&A Act. It seeks consent for the proposed commercial land uses, concept building envelope of the OSD including a maximum building envelope, maximum building height, maximum gross floor area, and maximum car parking provision. The proposed development will comprise commercial premises within a new building to be constructed above the Hunter Street Station western site, and commercial and retail premises within the podium built form (the podium built form up to the transfer slab level is not part of this Concept SSD and is under the Stage 3 CSSI approval).

1.1.2 Hunter Street Station

The Hunter Street Station is in the northern part of the Sydney CBD, within the commercial core precinct of Central Sydney and within the Sydney local government area (LGA). The Hunter Street Station includes two sites – the west site and the east site. This EIS relates to the west site only.

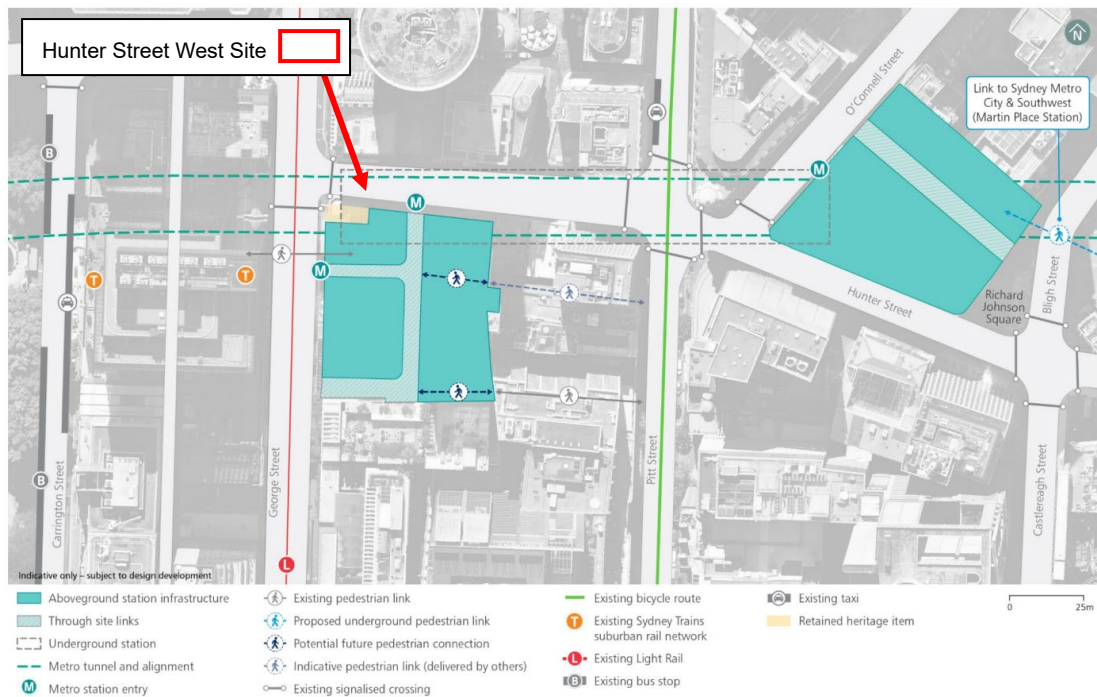


Figure 1-3 Indicative layout and key design elements – Hunter Street Station

The precinct surrounding Hunter Street Station is characterised by a broad mix of uses including offices, retail, hotels, entertainment and night-life, as well as open space such as The Royal Botanic Garden, the Domain and Hyde Park. The precinct supports the largest office sub-market in Australia, favoured by financial, legal, property and technology services. It is well connected to Greater Sydney through the network of suburban train lines, light rail, buses and ferries.

Hunter Street Station would provide direct access to the commercial core of the Sydney CBD. The metro station would also enable interchange with existing public transport networks, including Sydney Metro City & Southwest, the existing Sydney Trains suburban rail network, light rail and bus networks.

Major civil construction work including station excavation and tunnelling at Hunter Street Station was assessed and approved under the Stage 2 CSSI Application. The construction activities required to complete the Hunter Street Station and precinct ready for operation are currently under assessment under the Stage 3 CSSI Application.

The Stage 3 CSSI Application includes the following related to the Hunter Street Station:

- fit-out of tunnels including rail systems for metro train operations
- construction, fit-out and operation of metro station buildings and the surrounding metro precinct
- space for non-station uses at the metro station (e.g. retail and commercial)
- provisioning for over station development within the metro precinct
- the structural elements and provision for utilities and services for non-station uses (e.g. retail and commercial facilities)
- transport network modifications such as new interchange facilities and integration with other transport nodes
- operation and maintenance of the Sydney Metro West line
- subdivision of the site.

Hunter Street Station would include a series of precinct and interchange elements such as:

- underground pedestrian connections to the Sydney Trains network at Wynyard and Sydney Metro City & Southwest at Martin Place
- through-site links at the proposed station entries
- built elements and provision of utilities and services to provide space for future non-station uses (e.g. retail, commercial and/or community facilities) including within the eastern and west sites. The OSDs and non-station uses within the OSDs are part of this Concept SSDA and the Concept SSDA for the east site. Detailed design and fit out of the OSDs would be subject to future detailed SSDAs.

Sydney Metro are continuing to investigate opportunities, in consultation with stakeholders, to upgrade the existing Richard Johnson Square at the corner of Bligh Street and Hunter Street.

The Stage 3 CSSI Application also includes the following to support the future OSD:

- structural elements to enable the construction of future over station development, up to a podium level that future development would be constructed above
- space for future lobbies, lift cores, access, parking, loading docks and building services for future over station development
- subdivision.

1.1.3 Planning Proposal request

A Planning Proposal request has been submitted to the City of Sydney Council to amend the planning controls that apply to both the eastern and western Hunter Street Station sites under the *Sydney Local Environmental Plan 2012* (SLEP 2012). The new controls are proposed in order to increase the floor space ratio (FSR) control that applies to the site and to seek approval of a Sydney Metro Design Excellence Strategy for the Sydney Metro West to apply to the future OSD on the site, with additional requirements to be included as site-specific provisions that address the following objectives:

- Contribute towards the establishment of an integrated transport hub within the Sydney CBD which strengthens Sydney's rail network and improves connectivity.
- Facilitate future development that promotes design excellence and is consistent with the objectives of the Central Sydney Planning Framework.
- Deliver high quality employment generating floor space that aligns with the objectives for development within the tower cluster areas (identified within the Central Sydney Planning Framework).
- Deliver employment density alongside the delivery of significant new public transport infrastructure which services the site and surrounding CBD precinct.

The Planning Proposal seeks to insert new site-specific provisions under Division 5 of the Sydney LEP 2012. The new site-specific provisions support the proposed increase in the floor space ratio (FSR) development standard that will apply to the site. The new site-specific provisions require development that seeks to utilise this additional FSR above the existing Sydney LEP 2012 development standards, to achieve other public benefits and built form outcomes including facilitating the delivery of a non-residential building that would:

- comprise a maximum building height of between RL 148.2 and RL 220.0 (as it varies to comply with the relevant sun access plane controls)

- include a maximum FSR of 18.8:1, measured above ground level, on the site
- include the adaptive reuse of the existing Former Skinners Family Hotel for commercial and/or retail premises
- include employment and other non-residential land uses
- require the mandatory consideration of a site-specific Design Guideline within the site-specific SLEP 2012 controls to guide the assessment of the development consent sought under the future Concept SSDA (and subsequent Detailed SSDAs)
- limit the provision of up to a maximum of 70 car parking spaces on the site (a total of 70-spaces are to be provided between the eastern and western Hunter Street Station sites, with the number on each site to be determined in a future detailed SSDA)

The Planning Proposal will also establish an alternative approach to design excellence approach that responds to the physical and procedural requirements for the integration of the OSD with the Hunter Street Station and broader Sydney Metro West project.

The Planning Proposal request also clarifies the application of clause 6.11 of SLEP 2012 relating to heritage floor space. As per the terms of the Planning Proposal request, if gazetted an amount 2.25:1 of heritage floor space will be required to be allocated to the development. This provision of heritage floor space is consistent with the existing provisions outlined in clause 6.11 of SLEP 2012.

The Planning Proposal request was submitted to the City of Sydney Council and Central Sydney Planning Committee (CSPC) in May 2022, and a Planning Proposal report along with the draft Design Guidelines for the Hunter Street OSDs (draft Design Guidelines), Design Excellence Strategy, public benefit offer, and supporting information was approved by the City of Sydney Council and CSPC on 19 September 2022 for Gateway Determination. The NSW Department of Planning and Environment (DPE) issued a Gateway Determination for the Planning Proposal on 28 October 2022 stating that an amendment to SLEP 2012 to facilitate the OSD at the Hunter Street Station site should proceed, subject to conditions requiring public exhibition of the Planning Proposal.

The proposed Concept SSDA is consistent with the draft site-specific provisions under the Planning Proposal. The detailed assessment of the Concept SSDA against the proposed provisions in the Planning Proposal is contained within Appendix B.

1.2 Proposal overview

This EIS has been prepared to accompany a Concept SSDA for the OSD at the Hunter Street Station west site. This EIS has been prepared by Sydney Metro (the applicant for SSD-46246214) and is submitted to the DPE pursuant to Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

The Concept SSDA seek consent for a building envelope above the Hunter Street Station west site for the OSD, that includes:

- maximum building envelope and built form parameters (including tower envelopes and building setbacks)
- maximum building height of RL 220 (about 51 storeys)
- land uses within the OSD building envelope and podium including:
- commercial land uses within the tower building envelope
- commercial and retail land uses within the building envelope for the podium

- provision for up to 70 car spaces on the site
- maximum gross floor area (GFA) of 69,912sqm
- concept approval for the adaptive reuse of the existing Former Skinners Family Hotel (subject to future Detailed SSDA)
- Loading, vehicular and pedestrian access arrangements for the OSD
- Utilities augmentation and connections where required (subject to Detailed SSDA(s)).

The site in its regional setting is provided in Figure 1-4 Regional Setting Map below, illustrating the proposed development site within the broader regional context of the Sydney CBD.



Figure 1-4 Regional Setting Map

The vision for Hunter Street Station and its surrounds is to create:

“A landmark station that reinforces the commercial heart of the global Eastern Harbour City, unlocking public transport capacity and catalysing new economic opportunities with Greater Parramatta (Central River City).” (Stage 3 CSSI Application).

The Stage 3 CSSI Application identifies the following place and design principles for Hunter Street Station:

- reinforce Sydney's global standing by significantly improving public transport accessibility between the Eastern Harbour City and the Central River City, enhancing job-to-job connections and catalysing economic growth
- establish an integrated transport hub in this northern CBD precinct, strengthening Sydney's rail network and linking important destinations to deliver a more connected city
- deliver highly efficient interchanges between metro and other public transport modes, with capacity to support high volumes of pedestrians aboveground and underground, while delivering a high-quality customer experience
- facilitate integrated station developments that promote design excellence and contribute to the unique attributes and character of this CBD North location, aligned with the Central Sydney Planning Framework
- deliver a design that promotes active street frontages to support a vibrant public domain in the heart of the Sydney CBD, which delivers a high-quality station address to George Street – the CBD's north-south pedestrian boulevard.

The Concept SSDA supports the implementation of the place and design principles outlined in the Stage 3 CSSI Application, and the OSD will be well integrated with the design of the station.

This SSDA seeks consent for a concept proposal, within the meaning of section 4.22 of the EP&A Act. It seeks consent for the proposed commercial land uses across the tower and podium (including commercial land use within the podium built form which is part of the Stage 3 CSSI application), concept building envelope of the OSD including a maximum building envelope, maximum building height, maximum gross floor area, and maximum car parking rate. Future development approvals would be sought for the detailed design and construction of the proposed development. The future approval will be required to be consistent with this Concept SSDA.

The detailed design and fit-out of the metro station infrastructure will be integrated with the proposed development to facilitate a cohesive station and precinct development. To enable this, the podium of the Hunter Street West site is included in the Stage 3 CSSI Application and approval for the podium envelope is not sought under this proposal. Approval for the land uses within the podium (commercial, retail and station uses) associated with the proposed development is sought under this Concept SSDA.

1.2.1 Proposal objectives

The objectives for the proposed development build upon the objectives of the Planning Proposal request prepared for the Hunter Street Station sites. The objectives for the proposed development are to:

- contribute towards the establishment of an integrated transport hub within the Sydney CBD which strengthens Sydney's rail network and improves connectivity.
- facilitate future development that promotes design excellence and is consistent with the objectives of the Central Sydney Planning Framework.
- deliver high quality employment generating floor space that aligns with the objectives for development within the tower cluster areas (identified within the Central Sydney Planning Framework).
- provide a robust framework to inform future Detailed SSDAs for the OSD, including draft Design Guidelines, established building envelope plans, and conceptual land uses for the site.

- deliver employment density alongside the delivery of significant new public transport infrastructure which services the site and surrounding CBD precinct.

1.2.2 Interface with Hunter Street Station

The detailed design and fit-out of Hunter Street Station infrastructure will be integrated with the proposed development to facilitate a cohesive station and precinct development.

Approval for the podium envelope and land uses within the podium that directly relate to the operation and function of Hunter Street Station (including public domain work and future through-site links) is being sought in the Stage 3 CSSI Application, currently under assessment by DPE. It is anticipated that at the time of the construction of the OSD that the construction of the podium envelope proposed under the Stage 3 CSSI Application would have been completed and/or under construction, allowing for construction to proceed for the OSD.

This Concept SSDA seeks consent for the proposed land uses (such as retail and commercial uses) within the podium that directly relate to the commercial tower OSD as illustrated in Figure 1-5. As such, the built form identified in orange at the lower levels of the building in Figure 1-5 is not the subject of this Concept SSDA and instead will be determined through the Stage 3 CSSI Application.

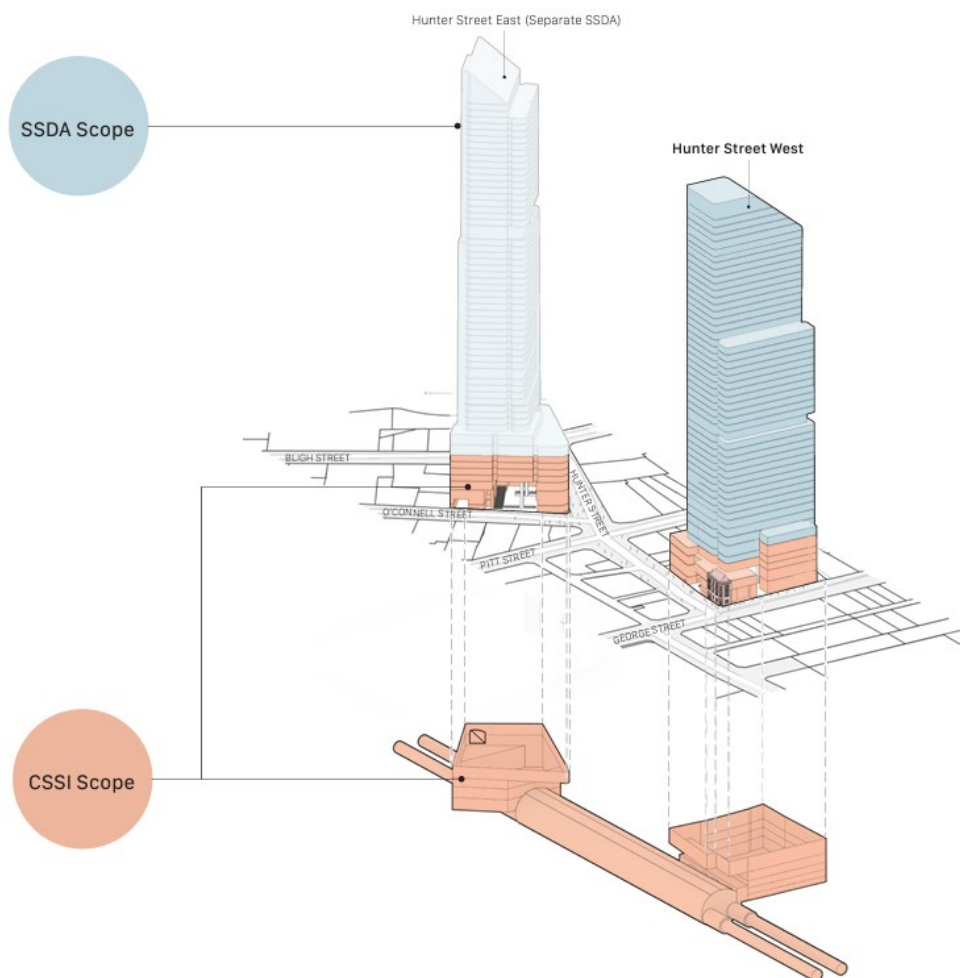


Figure 1-5 Overview of planning pathway and scope

1.3 Purpose and structure of this Environment Impact Statement

The purpose of this EIS is to support Sydney Metro's application to the Minister for Planning for approval of this proposal as State significant development under Part 4 of the EP&A Act. It addresses the environmental assessment requirements of the Secretary of DPE, being the Secretary's Environmental Assessment Requirements (SEARs) dated 8 August 2022.

The structure and content EIS are outlined in Table 1-1.

Table 1-1 Structure and content EIS

Chapter	Description
Chapter 1 Introduction (this chapter)	Outlines the key elements of Sydney Metro West and this proposal, including its strategic context and objectives, as well as the purpose of this Environmental Impact Statement.
Chapter 2 Strategic context	Provides justification of the proposed development and establishes the strategic context of the proposal
Chapter 3 Project description	Provides a description of the proposed development and adjacent station development.
Chapter 4 Statutory context	Provides an outline of the statutory approvals framework, including applicable legislation and planning policies.
Chapter 5 Engagement	Outlines stakeholder and community engagement carried out to date, including during the preparation of this Environmental Impact Statement.
Chapter 6 Assessment of impacts	Provides a detailed summary of the results of the assessment of potential impacts of the project.
Chapter 7 Justification of the project	Provides a conclusion including justification for this proposal and an assessment of whether this proposal has achieved the objectives of Sydney Metro West and met the objects of the EP&A Act.
Appendices	
Appendix A	SEARs Compliance Table
Appendix B	Statutory Compliance Table
Appendix C	Stakeholder and Community Engagement Table
Appendix D	Mitigation Measures
Appendix E	Built Form and Urban Design Report
Appendix F	Architectural Renders
Appendix G	Building Envelope Drawings

Chapter	Description
Appendix H	Reference Scheme Drawings
Appendix I	Demarcation Plans
Appendix J	Interim Clause 4.6 Variation Request
Appendix K	Design Excellence Strategy
Appendix L	CPTED Report
Appendix M	Reflectivity Impact Assessment
Appendix N	Pedestrian Wind Assessment
Appendix O	Visual Impact Assessment
Appendix P	ESD Report
Appendix Q	Transport and Access Report
Appendix R	Biodiversity Development Assessment Report (BDAR) Waiver
Appendix S	Noise and Vibration Impact Assessment
Appendix T	Site survey
Appendix U	Integrated Water Management Plan
Appendix V	Flooding Assessment
Appendix W	Contamination Report
Appendix X	Waste Management Plan
Appendix Y	Aboriginal Cultural Heritage Assessment Report
Appendix Z	Historic Heritage Impact Assessment
Appendix AA	Social Impact Assessment
Appendix BB	Utilities and Infrastructural Servicing Assessment
Appendix CC	Construction Management Statement

2 Strategic context

2.1 Justification for the project

The construction of Sydney Metro West represents an exciting opportunity to incorporate global best practice for place-making and environmentally sustainable development, and to apply innovative thinking to create new city icons. The delivery of integrated station and precinct development enables Sydney Metro to be more than just a transport project, but also a defining city building opportunity that revitalises precincts and communities, leaving a legacy, and shaping Sydney for generations to come.

The development outcome sought by the Concept SSDA would support continued population and employment growth in the Sydney CBD over the coming decades. As part of this anticipated growth, the provision of commercial floor space would also facilitate a significant opportunity to amalgamate small and irregular allotments to deliver high quality commercial floor plates that otherwise would not be achievable on the site.

The Concept SSDA also facilitates the redevelopment of an existing site in Central Sydney which is currently underutilised and promote the efficient use of land, unlocking opportunities which support longer term economic and employment growth. The OSD would facilitate substantial improvements to amenity, public domain upgrades and activation of the surrounding streets.

The Hunter Street Station precinct would provide new places for people to work, shop and visit. This approach will support the NSW Government's planning strategies and objectives to grow high-value jobs, provide workers with better access to employment, and create liveable and sustainable centres.

2.2 Strategic context

The following table provides an overview of the consistency of the proposed development with the relevant strategic plans.

Table 2-1 Overview of the Strategic Policy Framework

Strategy	Comment
NSW Premier's Priorities	<p>The NSW Premier's Priorities comprise a set of 15 priorities that aim to deliver on key policy matters, including:</p> <ul style="list-style-type: none">• A strong economy• Highest quality education• Well-connected communities with quality local environments• Putting customer at the centre of everything we do• Breaking the cycle of disadvantage. <p>Two of the priorities are particularly relevant to this concept proposal as detailed below.</p> <p>A strong economy</p> <p>The proposed development would create substantial additional employment during the construction phase of the development.</p> <p>Furthermore, the proposal will provide over 65,000m² of commercial floor space and over 900m² of retail floor space that will create employment spaces for a significant number of employees. This increase in employment density is proposed alongside the delivery of</p>

Strategy	Comment
	<p>significant new public transport infrastructure servicing the site and surrounding precinct.</p> <p>The large floor plates that can be delivered on the site provide a highly flexible and adaptable commercial office proposition that can meet a variety of tenant needs and emerging trends for office layouts, from large scale global corporate tenants to smaller and more agile operations. Therefore, the provision of office developments will further increase competition and choice for high quality commercial floor space for businesses and contribute to Sydney CBD's global status as an employment centre.</p> <p>Well-connected communities with quality local environments</p> <p>The site is in a highly accessible CBD location with excellent connectivity to public spaces and public transport links to Greater Sydney. The proposed development will help to deliver jobs and retail services within the Sydney CBD, and that is within 10 minutes' walk of a number of quality green, open and public spaces.</p>
<p>Greater Sydney Region Plan: A Metropolis of Three Cities</p>	<p>The <i>Greater Sydney Region Plan</i> (Region Plan) provides the overarching strategic plan for growth and change in Sydney. It is a 20-year plan with a 40-year vision that seeks to transform Greater Sydney into a metropolis of three cities - the Western Parkland City, Central River City and Eastern Harbour City.</p> <p>The proposed Concept SSDA responds to the Harbour CBD's focus on innovation and global competitiveness to underpin its continued growth, backed up by the significant Sydney Metro West project.</p> <p>The following objectives are relevant to the proposed development:</p> <p>Objective 1. Infrastructure supports the three cities</p> <p>The proposed development is located immediately above the transport infrastructure, in a location which would encourage use of the Sydney Metro project by future building occupants.</p> <p>Objective 4. Infrastructure use is optimised</p> <p>The proposed development would provide for employment opportunities in a location where use of the future metro line can be optimised, as well as the broader Sydney public transport network as principal modes of transport.</p> <p>Objective 12. Great places that bring people together</p> <p>The proposal would play a key role in the creation of a high quality commercial development and would contribute to the creation of a great future in the central business core of Sydney.</p> <p>Objective 14. A Metropolis of three cities – integrated land use and transport creates walkable and 30-minute cities</p> <p>The proposal integrates retail and commercial land uses which will deliver equitably enhanced opportunities through providing jobs and services within the CBD and as part of a highly connected network.</p> <p>The proposal will maximise opportunities presented by the Sydney Metro Hunter Street Station to improve business to business connections and support the 30-minute city.</p> <p>The proposed development will improve the extent of ground floor activation, by enabling station entrances on key building frontages that are directly accessible and visible by pedestrians, in addition to providing retail and other active uses at the public domain interfaces of the podium. This will support a diversity of uses for competitive</p>

Strategy	Comment
	<p>services and entertainment opportunities, ensuring activity throughout the day and night.</p> <p>The proposal will deliver high sustainability outcomes generally consistent with the City of Sydney's expectations for high density development proposed within tower cluster areas in Central Sydney. The proposal will deliver improved sustainability outcomes than the existing or previous building stock on the Hunter Street Station west site.</p> <p>Objective 22. Investment and business activity in centres</p> <p>The proposed development would facilitate business investment in Sydney CBD through the provision of retail and commercial services in a highly accessible and sought after location.</p> <p>Objective 24. Economic sectors are targeted for success</p> <p>The proposal provides a significant amount of office and retail floor space (over 65,000m² of commercial floor space and over 900m² of retail floor space) which strengthens the Harbour CBD's economy globally and nationally.</p>
<p>Our Greater Sydney 2056: Eastern City District Plan</p>	<p>The Eastern City District Plan covers the LGAs of Sydney, Woollahra, Waverley, Randwick, Bayside, Inner West, Burwood, Strathfield and Canada Bay.</p> <p>Planning Priorities that directly relate to the proposed development include:</p> <p>E1 - Planning for a city supported by infrastructure</p> <p>The proposal directly benefits from the development of the Sydney Metro Hunter Street Station by locating additional commercial land uses and additional commercial floor space above a transport infrastructure. The development aligns with the place-based infrastructure service which encourages active transit methods such as walking and cycling and to maximise the efficient use of the existing transport and future new capacity of the new metro station.</p> <p>E6 – Creating and renewing great places and local centres and respecting the District's heritage</p> <p>The proposed envelope provides tower setbacks and heritage interface zones that respond sensitively to the local character and heritage items in and around the station precinct.</p> <p>E7 – Growing a stronger and more competitive Harbour CBD</p> <p>The proposed development will help facilitate significant new premium quality commercial office space within Central Sydney to maximise the competitive advantage of this part of Sydney and attract high quality employment opportunities.</p> <p>E10 - Delivering integrated land use and transport planning and a 30-minute city</p> <p>By locating additional commercial land uses above Hunter Street Station west site, the proposal contributes to the vision for a 30-minute city. Further, the proposal is considered sustainable as it is likely to result in a high proportion of trips by public transport, walking and cycling trips to reduce emissions and health.</p> <p>E11 – Growing investment, business opportunities and jobs in strategic centres</p> <p>The proposal will deliver a new commercial building in Sydney's CBD district that has the potential to accommodate up to 4374 jobs once</p>

Strategy	Comment
	<p>operational and will generate around 271 jobs during the construction phase. The site is in a highly accessible location with direct connection to Sydney Metro and other public transport modes. The scale of the commercial office floor space and floor plates proposed will enhance the viability of the Harbour CBD as the primary employment hub for the State.</p> <p>E19 – Reducing carbon emissions and managing energy, water, and waste efficiently</p> <p>The proposal will deliver a commercial office building with high sustainability outcomes, that meet and exceed the best practice energy performance nominated by the City of Sydney's new commercial development in the tower cluster areas of Central Sydney.</p> <p>The proposed development will target the following minimum sustainability rating targets:</p> <ul style="list-style-type: none"> • 6-star Green Star Buildings • 6-star NABERS Energy for Offices rating (base building) (Commitment Agreement) (without GreenPower) • 4.5-star NABERS Water for Offices. <p>In combination with the Sustainability Rating Strategy, performance targets have been identified for the proposed development to align with the Green Star Climate Positive Pathway.</p> <p>Future detailed design of the OSD will aim to achieve ambitious ecological sustainable development targets including meeting the City's net zero energy requirements.</p>
<p>Future Transport Strategy</p>	<p><i>Future Transport Strategy</i> sets the strategic directions for Transport to achieve world-leading mobility for customers, communities, businesses and guide land use and transport planning across NSW. The Future Transport Strategy takes the impact on COVID-19 pandemic, drought, bushfire, flood impact into account alongside population growth and global megatrends. It includes ground breaking ideas to revitalise our six cities (Lower Hunter and Greater Newcastle City, Central Coast City, Illawarra-Shoalhaven City, Western Parkland City, Central River City and Eastern Harbour City), connect regional communities, encourage thriving local neighbourhoods, and build on our economic success.</p> <p>The vision and objectives relevant to the site and the proposed development are outlined below.</p> <p><i>Thriving places - Enhancing liveability for customers and communities</i></p> <p>The proposal is an urban renewal project that will revitalize commercial development in the CBD, providing modern and transport integrated development to improve place outcomes.</p> <p><i>Maximising the use of our network - Releasing the potential of our infrastructure</i></p> <p>The site benefits from being located directly above the future Hunter Street Station which forms an important station in the Sydney Metro West project. The strategic location of high grade commercial floor space delivers economic benefits for Sydney by enhancing connectivity between businesses, housing and people. The OSD boasts proximity to future public transport opportunities for site users/visitors, which supports public transport patronage and active modes of transport.</p>

Strategy	Comment
Building Momentum: State Infrastructure Strategy 2018-2038	<p>The proposal therefore maximise the use of metro network and allows opportunities for more priority for public transport.</p> <p><i>Building Momentum</i> is a strategy for the future delivery of infrastructure prepared by Infrastructure NSW. This strategy sets out a number of key directions for NSW, which aim to assist with the development of high-quality infrastructure which meets the needs of Sydney over the next 20 years.</p> <p>The proposed development is aligned with the key recommendations of this strategy as it involves the efficient use of surplus development potential created through the Sydney Metro West project. Specifically, the following points are noted:</p> <ul style="list-style-type: none"> • The proposal will deliver additional jobs in coordination with the new metro station beneath, so that capital investment keeps pace and aligns with new jobs. • Through the provision of bicycle storage and end of trip facilities, and the provision of minimal car parking, the proposal will assist in promoting the use of the existing walking and cycling networks in the area, as well as encouraging the use of the heavy and light rail metro network. • The proposal has been designed with consideration of the life cycle of the asset so that the integrated station and OSD solution is 'futureproofed', and that the life, availability and use of railway infrastructure on the site are appropriately safeguarded. • The proposal has been designed with regard to flooding and other environmental considerations, thus, ensuring that the development is not vulnerable to natural hazards and human-related threats. • The proposal brings together the best skills of the private sector in delivering the OSD. It represents an innovative approach that supports the NSW Government in funding the cost of this step change piece of public transport infrastructure and delivering a range of public benefits, integrated within the OSD.
Heritage Council Guidelines	<p>The Historic Heritage Impact Assessment prepared and is included at Appendix Z in accordance with the Heritage NSW guidelines for preparing Statements of Heritage Impact ('Statements of Heritage Impact' published in the <i>New South Wales Heritage Manual by the Heritage Office (now Heritage NSW) and Department of Urban Affairs & Planning 1996, revised 2002</i>) and the approach set out in the Burra Charter: <i>The Australia ICOMOS Charter for Places of Cultural Significance, 2013</i>.</p> <p>The report provides an assessment of key heritage impacts and establishes the future heritage management framework for the adaptive reuse of the Former Skinners Family Hotel as part of the Detailed SSDA.</p> <p>The assessment concluded that the concept tower envelope responds to its immediate context and other heritage buildings in the vicinity with consistent application of high-density design, as expressed in other parts of the Sydney CBD.</p> <p>The tower envelope aligns with the corresponding podium envelope and facilitates a responsive development form that advances the surrounding high-rise environment while retaining an appreciable street frontage. Appropriate setbacks to the tower are provided on George and Hunter Street to pull tower bulk away from the eye level. The tower responds to sun-plane controls with articulations at RL 148.2 and RL</p>

Strategy	Comment
	<p>196.6. The shape of the tower envelope provides adequate controls for the perception of bulk, form, and shadow impacts.</p> <p>The building envelope for the site adequately responds to the Design Principles of 'Design in Context'. The podium level sympathetically anchors development on the site to an earlier historical context, allowing the tower envelope to form part of the contemporary city above without adversely impacting on the streetscape context of the Sydney CBD.</p> <p>The potential shadows over World, National and Commonwealth listed heritage places is not likely to cause a significant impact.</p> <p>Future development within the building envelope is likely to be visible from heritage items within the CBD. A subsequent Detailed SSDA will be prepared for the detailed design and construction of the OSD (which will be within the proposed building envelope), and will be prepared in consultation with experienced heritage consultants. The building envelope is not located within any significant views to or from World, National or Commonwealth heritage listed places and is not likely to cause a significant impact on the heritage values relevant to those places. Discussion on minor additional overshadowing to the roof of the GPO Building at 1 Martin Place is provided at section 6.16, however the impact is minor.</p> <p>Heritage impacts are further discussed section 6.16.</p>
Better Placed – An integrated design policy for the Built Environment of New South Wales	<p>A response to the seven applicable objectives is described in detail in the Urban Design Report prepared by FJMT (Appendix E). The proposal will form part of a highly connected transport network, improving business to business connections and supporting the 30-minute city. Commercial uses are located above the transport infrastructure of the Hunter Street Station. The new commercial spaces will assist in increasing the employment floor space within the CBD and together with the enhanced public domain, the proposal will be Better for People and Better Working.</p> <p>The provision of retail spaces, station and building entries on the ground level will positively contribute to the activation of the public domain. The proposal also considers and responds to the interface with George Street, enhancing opportunities for social interaction thereby making it Better for Community.</p> <p>The concept design has been the subject of an extensive design review that involved a collaborative, cyclical and iterative process. The concept building envelope will inform future detailed design outcome, which will accommodate a built form that is sustainable, functional, sensitive to its context and visually distinctive as encouraged by objectives of Better Placed.</p>
Connecting with Country Draft Framework	<p>The Connecting with Country Draft Framework is a system for developing connections with Country that will inform the planning, design, and delivery of projects in NSW. The framework seeks to improve the health and wellbeing of Country to achieve three strategic goals:</p> <ul style="list-style-type: none"> • Reduce the impacts of natural events such as fire, drought, and flooding through sustainable land and water use practices • Value and respect Aboriginal cultural knowledge with Aboriginal people co-leading design and development of all NSW infrastructure projects

Strategy	Comment
	<ul style="list-style-type: none"> • Ensure Country is cared for appropriately and sensitive sites are protected by Aboriginal people having access to their homelands to continue their cultural practices. <p>A response to the statement of commitment and principles for action (contained within the Connecting with Country Draft Framework) is provided below.</p> <ul style="list-style-type: none"> • Connect with Country through first languages in collaboration with local community groups and their recognised Aboriginal knowledge-holders. Incorporate shared histories of cultural landscapes into project design principles • Connect with Country by engaging with, and responding to, cultural practices led by community groups and their recognised Aboriginal knowledge holders with spiritual links to Country • Include impacts to Country and culture when evaluating economic, environmental, and social benefits and disadvantages of the project • Develop indicators to measure impacts to Country and culture during project formation.
Designing with Country Discussion Paper	<p>The <i>Designing with Country Discussion Paper</i> was finalised by the Government Architect of New South Wales (GANSW) in March 2020. GANSW's research suggests three essential elements of designing with Country: nature, people, and design.</p> <p>Reflecting on Country and Heritage has been a fundamental design principle which underpins the Concept SSDA. The Built Form and Urban Design Report (Appendix E), states the following in terms of connecting with Country:</p> <p><i>Across Sydney Metro, the design and integration of stations and precincts should respect and respond to the culture and stories embedded within the land through which they pass.</i></p> <p><i>Sydney Metro is committed to develop a 'Designing with Country' strategy which can be implemented for the Hunter Street Metro Station site. Murawin Consultants have been engaged to develop this Strategy in partnership with Sydney Metro. Through this process, the ancient spiritual significance of this site can be celebrated.</i></p> <p><i>The Strategy will:</i></p> <ul style="list-style-type: none"> - <i>Outline the policy, site and social context of the project. The strategy will respond to the Transport for NSW Reconciliation Action Plan 2019-2021 deliverables</i> - <i>Inform the development and stewardship of appropriate Aboriginal Cultural Design Principles that will be incorporated into the design, public art and heritage interpretation of the project</i> <p><i>Murawin and the design team have worked closely to develop a strategy whereby First Nations knowledge holders are connected with via a reconciliatory process of collaborative design. Through this process, the ancient spiritual significance of this site can be celebrated.</i></p>
City Plan 2036: Local strategic planning statement	<p>City Plan 2036 is the Local Strategic Planning Statement (LSPS) for the City of Sydney and links the state and local strategic plans with the planning controls to guide future development and the Local Environmental Plan review.</p> <p>The City Plan sets 13 priorities to achieve the City's Green, Global, Connected vision and guide future changes to the City's planning controls, of which the following are notably relevant:</p>

Strategy	Comment
	<p><i>11. Movement for walkable neighbourhoods and a connected city</i></p> <p>The proposed development is co-located with the new metro and will directly facilitate the development of a place-base infrastructure service which encourages active transit methods such as walking and cycling and the Sydney Metro Hunter Street Station west site. By locating additional commercial land uses above the station, the proposal contributes to the vision for a 30-minute city. Further, the proposal is considered sustainable as it increases the proportion of trips by public transport, walking and cycling trips to reduce emissions and health.</p> <p><i>12. Align development and growth with supporting infrastructure</i></p> <p>The proposal directly relates to the timely delivery of the new Hunter Street Station and in achieving the priority to provide infrastructure projects on-time and on-budget.</p> <p>The proposal will assist in promoting the use of the existing walking and cycling networks in the CBD, as well as encouraging the use of the heavy and light rail metro network.</p> <p><i>E7: Growing a stronger, more competitive Central Sydney</i></p> <p>The proposal is located within the Sydney CBD and will provide for additional and contemporary commercial floor space to support business and enterprise activities to contribute to the creation of a world class city centre.</p> <p><i>S2. Creating better buildings and places to reduce emissions and waste, and use water efficiency</i></p> <p>The sustainability framework for the project implements both the Green Star rating scheme and the NABERS rating.</p> <p>The proposed development will target the following minimum sustainability rating targets:</p> <ul style="list-style-type: none"> • 6-star Green Star Buildings • 6-star NABERS Energy for Offices rating (base building) (Commitment Agreement) (without GreenPower) • 4.5-star NABERS Water for Offices. <p>In combination with the Sustainability Rating Strategy, performance targets have been identified for the proposed development to align with the Green Star Climate Positive Pathway.</p> <p>The project minimum sustainability rating targets meet and exceed the best practice energy performance nominated in clause 7.25A of the SLEP 2012, which will help to achieve ambitious ecological sustainable development targets including meeting the City's net zero energy requirements.</p>
Central Sydney Planning Strategy	<p>The Central Sydney Planning Strategy is a 20-year growth strategy that builds upon the strategy of Sustainable Sydney 2030 and revises planning controls for Central Sydney.</p> <p>The Strategy outlines 10 key moves, of which the following are relevant:</p> <p><i>1. Prioritise employment growth and increase capacity</i></p> <p>The proposed development prioritises employment floor space and will deliver a significant amount of new commercial floor space which will contribute to the targeted increase in employment floor space within the city centre.</p>

Strategy	Comment
	<p>In addition, the proposed development will also facilitate genuine activation at street level and the lower podium levels via the provision of retail spaces.</p> <p>2. Ensure development responds to context</p> <p>The proposed building envelope has been designed to respond to the surrounding context and complies with all setbacks and design guidelines as required by the draft Hunter Street Station OSD Design Guidelines (draft Design Guidelines) prepared as part of the Planning Proposal. The draft Design Guidelines were prepared having regard to the Central Sydney Planning Strategy, the City of Sydney Draft Guideline for Site-Specific Planning Proposals, Schedule 12 of the Sydney Development Control Plan 2012 (SDCP 2012), and the context of the site including nearby heritage items, tower alignments, and prevailing street wall heights.</p> <p>5. Ensure infrastructure keeps pace with growth</p> <p>The proposed development will facilitate the delivery of a critical piece of regional infrastructure.</p> <p>6. Move towards a more sustainable city</p> <p>Ecologically Sustainable Design (ESD) principles will be applied in the design, delivery and operation of the project. The proposal will achieve the ambitious sustainability targets as set out in the draft Design Guidelines, consistent with the City of Sydney's expectations for commercial buildings within the tower cluster areas. An ESD Report (Appendix P) is prepared which supports the sustainability targets of the proposed development. ESD is discussed further in section 6.8.</p> <p>7. Protect, enhance and expand Central Sydney's heritage, public places and spaces</p> <p>The proposed development complies with the Martin Place and Pitt Street sun access plane requirements and as outlined in section 6.3.1. The proposal retains and sensitively adaptively reuses the heritage item onsite, and positively responds to the character and features of heritage items in the vicinity of the site. The site is not located within a designated special character area.</p> <p>8. Move people more easily</p> <p>The proposed development is located in close proximity to numerous multi-modal transport options and includes bicycle parking spaces/lockers for workers and visitors.</p>
<p>Sustainable Sydney 2030-2050</p>	<p>Sustainable Sydney 2030-2050 is a long-term plan prepared by the City of Sydney to achieve a green, global and connected city.</p> <p>It contains six guiding principles and ten strategic directions and targets, of which the following are relevant and will be delivered by the proposal:</p> <p>4. Design excellence and sustainable development</p> <p>The proposal will deliver ecological sustainable development on the site by establishing minimum sustainability targets for future development that aligns with the City's ambitious targets of achieving net zero energy.</p> <p>The Planning Proposal request clarifies that clause 6.21C of the SLEP 2012 continues to apply to this Concept SSDA, however in lieu of a competitive design process as required by clause 6.21D and clause 6.21E of the SLEP 2012 a design excellence strategy has been</p>

Strategy	Comment
	<p>prepared to establish an alternative design excellence process for the Hunter Street Station OSD.</p> <p>Further discussion of design excellence has been addressed in section 6.1.2.</p> <p>5. A city for walking, cycling and public transport</p> <p>The Concept SSDA will help to realise the vision for a greener global city that will improve the places, spaces and buildings serving the greater community and the visitor that it serves by providing an energy-efficient building, providing workers and visitors with access to public transport in a location that allows workers to walk and cycle to places of interest including Hyde Park and nearby cultural and entertainment hubs.</p> <p>9. A transformed and innovative economy</p> <p>The proposal will support future high quality urban design outcomes above the Hunter Street Station west site that will provide new employment opportunities. Investment into the site for premium quality office floor space will help contribute to make Central Sydney attractive for global investors and a range of tenants. The proposal will contribute to reaching the employment target to 700,000 jobs by 2036.</p>
Guide to Traffic Generating Developments (RMS)	<p>The RMS <i>Guide to Traffic Generating Developments</i> (RMS Guide) prescribe the traffic generation considerations relating to major developments. The RMS Guide establishes the grounds for traffic impact assessment in terms of daily traffic volumes and peak traffic volumes for residential, retail and commercial land uses.</p> <p>This Concept SSDA is accompanied by a Transport and Access Report (Appendix T) which considers the strategic context of this guidelines and the statutory context of the Transport and Infrastructure SEPP 2021 as the basis for assessment. Traffic generation impacts are also discussed in further detail in section 6.7.</p>
Development near Rail Corridors and Busy Roads – Interim Guideline	<p><i>Development Near Rail Corridors and Busy Roads</i> aims to facilitate the effective planning, design and assessment of development in or adjacent to rail corridors and busy roads. This guideline has been addressed in the Noise and Vibration Impact Assessment at Appendix V, which demonstrates that the proposed design is capable of meeting the requirements of the guidelines.</p>
NSW Planning Guidelines for Walking and Cycling	<p>These guidelines function to improve the consideration of walking and cycling and their role in the creation of sustainable neighbourhoods and cities. The proposed development will align with these guidelines by improving walkability and bicycle access across Sydney CBD through the provision of bicycle storage and end-of-trip facilities. This will contribute to a high-quality pedestrian and cycling environment, which is conducive to the use of active transport options by future OSD visitors.</p> <p>Details regarding the provision of bicycle infrastructure would be further developed through subsequent Detailed SSDA(s).</p>

2.3 The site and surrounding context

2.3.1 Site location

The Hunter Street Station is in the northern part of the Sydney CBD, within the commercial core precinct of Central Sydney and within the Sydney LGA. The Hunter

Street Station includes two sites – the west site and the east site. This Concept SSD relates to the west site only.

The Hunter Street west site is on the corner of George and Hunter Street. It includes De Mestre Place, the heritage listed Former Skinners Family Hotel, and land predominantly occupied by the existing Hunter Connection retail plaza. The west site is also adjacent to the existing CBD and South East Light Rail that extends from Circular Quay to Moore Park, Kensington and Kingsford. The site location is shown in Figure 2-1 Aerial map of Hunter Street Station precinct .

2.3.2 Site description

The Hunter Street west site relates to the properties at 296 George Street, 300 George Street, 312 George Street, 314-318 George Street, 5010 De Mestre Place (Over Pass), 5 Hunter Street, 7-13 Hunter Street, 9 Hunter Street and De Mestre Place, Sydney. The site's location is shown in Figure 2-1 Aerial map of Hunter Street Station precinct .

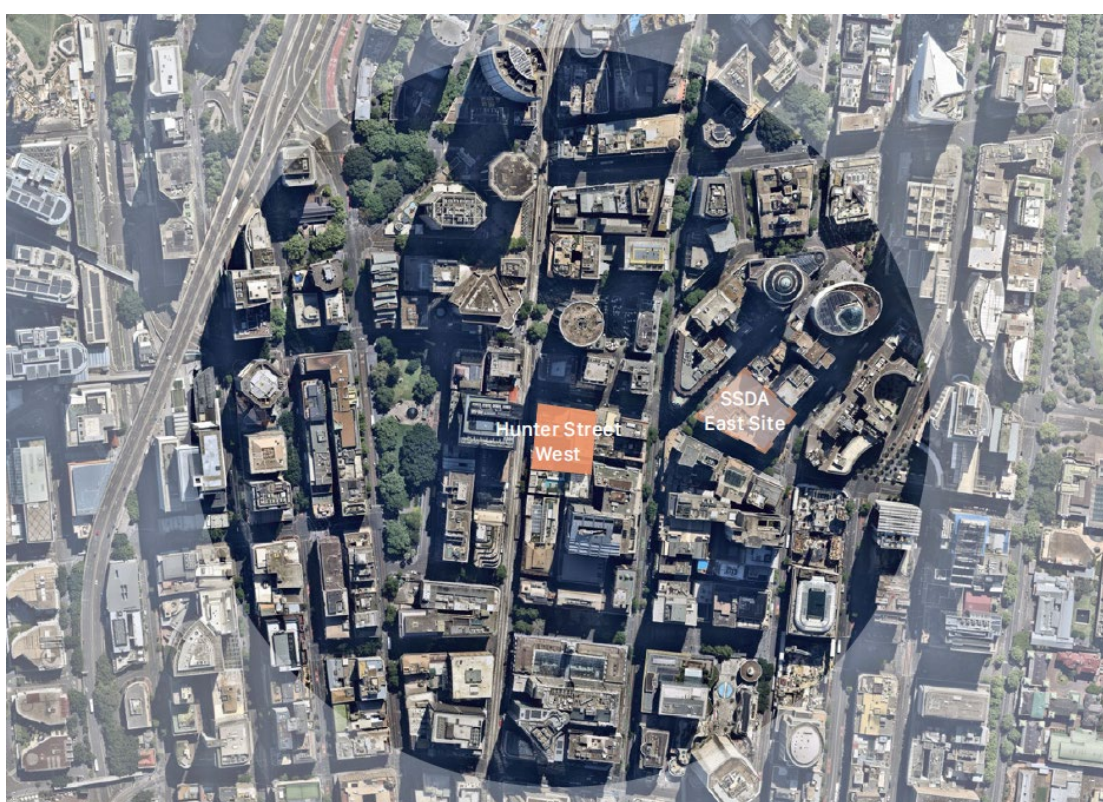


Figure 2-1 Aerial map of Hunter Street Station precinct

Table 2-2 sets out the address, and legal description of the parcels of land that comprise the site that is the subject of this EIS. The total site area is 3,736sqm. The site has frontages of around 67m to George Street and 58m to Hunter Street.

Table 2-2 Site legal description

Address	Lot and DP
296 George Street, Sydney	Lot 1, DP438188
300 George Street, Sydney	CP and Lots 1-43, SP596
312 George Street, Sydney	Lot 1, DP211120

Address	Lot and DP
314-318 George Street, Sydney	Lot 13, DP622968
5010 De Mestre Place, Sydney (Over Pass)	Lot 1, DP1003818
9 Hunter Street, Sydney	Lot 2, DP850895
5 Hunter Street, Sydney (Leda House & Hunter Arcade)	CP and Lots 1-63, SP71068
5 Hunter Street, Sydney (Leda House & Hunter Arcade)	CP and Lots 1-14, SP65054
7-13 Hunter Street, Sydney (Hunter Connection)	CP and Lots 1-53, SP50276
7-13 Hunter Street, Sydney (Hunter Connection)	Lots 57 and 58, SP61007
7-13 Hunter Street, Sydney (Hunter Connection)	Lots 54, 55 and 56, SP60441
7-13 Hunter Street, Sydney (Hunter Connection)	Lots 59, 60 and 61, SP62889
7-13 Hunter Street, Sydney (Hunter Connection)	Lots 62, 63, 64 and 65, SP69300
7-13 Hunter Street, Sydney (Hunter Connection)	Lots 66 and 67, SP77409
7-13 Hunter Street, Sydney (Hunter Connection)	Lot 2, SP50276
De Mestre Place, Sydney	N/A
TOTAL SITE AREA – 3,736sqm	

The site is occupied by commercial office buildings, restaurants, shops, as well as a range of business premises and employment and medical/health services premises, all of which, except 296 George St, will be demolished to facilitate building the Hunter Street Station (as approved as part of the Stage 2 CSSI Application). De Mestre Place enters the Hunter Connection from George Street providing access to the loading dock for delivery trucks and service vehicles.

The existing buildings occupying the site comprise a mix of commercial buildings, including the following:

- 296 George Street – An existing 3 storey building with a single level basement known as the former Skinners Family Hotel which is listed on the State Heritage Register. It is currently occupied by a retail store, and is located on the south-eastern corner of George and Hunter Streets.
- 300 George Street – A 14 storey strata-titled commercial office building completed in 1964 which is adjacent to the Former Skinners Family Hotel and opposite Wynyard Place.
- 312 George Street – Existing 3 storey building with restaurant at the ground floor.
- 314-318 George Street – Existing 6 storey commercial office building.
- 5010 De Mestre Place (Over Pass) – Stratum above ground level for a pedestrian bridge connecting George Street to Pitt and Hunter Streets via Hunter Connection.

- 9 Hunter Street – Includes a 20 storey commercial office building, and the main Hunter Street entry point to Hunter Connection.
- 5 Hunter Street – Includes Hunter Arcade and an 11 storey commercial office building known as Leda House, as well as several ground floor retail tenancies.
- 7-13 Hunter Street – Includes Hunter Connection, an underground through-site link connecting George, Pitt and Hunter Streets to Wynyard Station which is lined with retail tenancies, cafes, and other take away food and beverage tenancies.
- De Mestre Place – A laneway off George Street which includes access for loading and servicing including commercial and retail tenancies within Hunter Connection and the commercial buildings fronting George Street.

There are no parking spaces currently located on the site.

The site includes a partial underground pedestrian through-site link that connects to Wynyard Station west of George Street via the Hunter Connection.

To provide a visual point of reference, a series of photographs demonstrating the current site conditions at the site is included in Figure 2-2 through Figure 2-6.

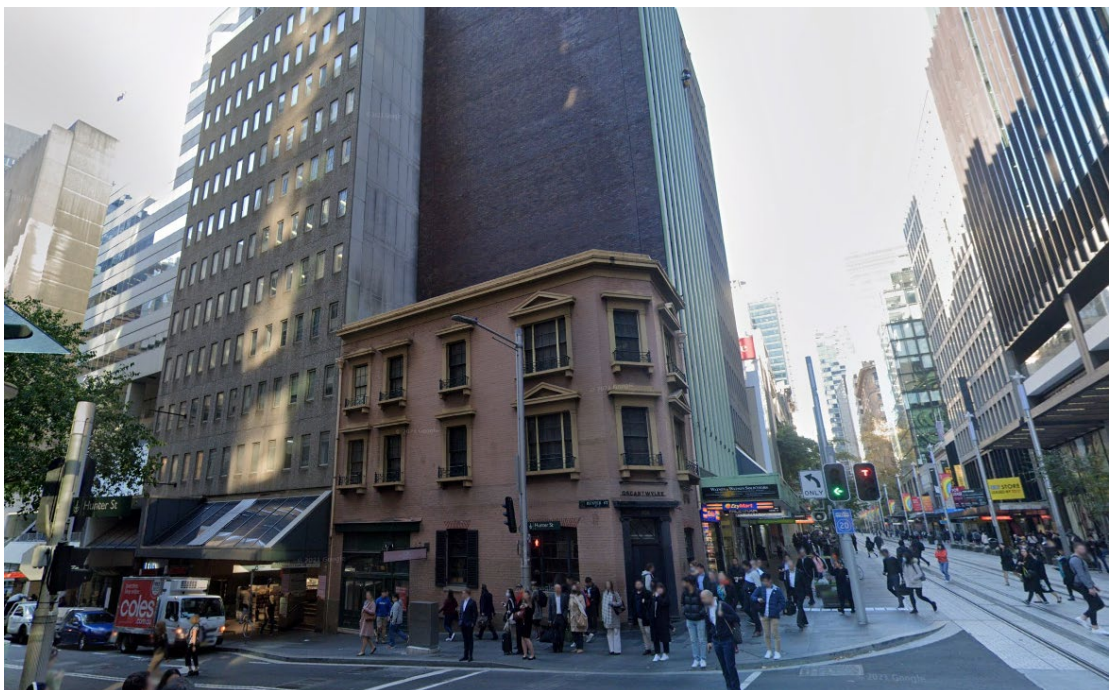


Figure 2-2 Former Skinners Family Hotel at 296 George Street

The Former Skinners Family Hotel, a State registered heritage item (I1766 in SLEP 2012), comprises a 3-storey building with a single level basement used for the purposes of retail premises. This building will be protected and retained as part of the construction of the western Hunter Street Station site integrated station development.

The original building has been substantially modified prior to its inclusion within the Hunter Street Station site area, and the existing site retains only a portion of the original building fronting the corner of Hunter and George Streets with a high degree of modification to the ground floor level.

The building was conserved in 1988 by Clive Lucas Stapleton & Partners including reconstruction of the ground floor detailing to that illustrated in the watercolour drawing of 1869-70. A Development Application (D/2017/698) approved the renovation of the retail area of the ground floor fronting George Street. The basement area has also been previously used as a retail premises.



Figure 2-3 Existing commercial buildings at 312 and 314-318 George Street



Figure 2-4 De Mestre Place, facing east



Figure 2-5 De Mestre Place with overpass above (5010 De Mestre Place)



Figure 2-6 Existing commercial building at 5 Hunter Street

2.3.3 Surrounding development

The northern part of the Sydney CBD is a highly developed commercial core with commercial, retail, health, government, and community-based uses, as well as high density residential developments.

Key buildings located in or around the Sydney CBD, include educational facilities, historic buildings and structures, law courts, public gathering spaces and places of worship. Significant areas of open space, such as the Martin Place, Chifley Square, Wynyard Park, Richard Johnson Square and the Royal Botanic Garde are located within the vicinity of the site, as well as the Sydney Opera House and the iconic Sydney Harbour Bridge.

The site is adjacent to several heritage items of local significance including the NSW Sports Club building at 10-14 Hunter Street (I1808 in SLEP 2012), and the existing office building at 285-287 George Street (adjacent to Brookfield Place) (I1765 in SLEP 2012).

The State heritage listed 'Tank Stream' (I1656 in SLEP 2012) is located on the eastern boundary of the site, however the proposed development does not include any modifications to the Tank Stream structure itself. The structure extends from King Street to Circular Quay with the State Heritage Register curtilage extending to protect an area extending to three metres from each surface of the structure along its entire length. The Tank Stream became an unofficial sewer by 1826 and an official sewer by 1857.

The Tank Stream remains a significant heritage listed Sydney Water stormwater masonry asset built in in the early nineteenth century running around 1.5 metres below the existing ground level. The Tank Stream is currently functioning as a channel which carries stormwater from the lower CBD to the harbour. The Tank Stream tunnel profile transitions from an oviform section to a larger horse-shoe section at the northern end. In addition, lengths of the Tank Stream have been replaced with reinforced concrete box sections or pipes due to above-ground developments. Typical sections of the Tank Stream are shown in Figure 2-7.

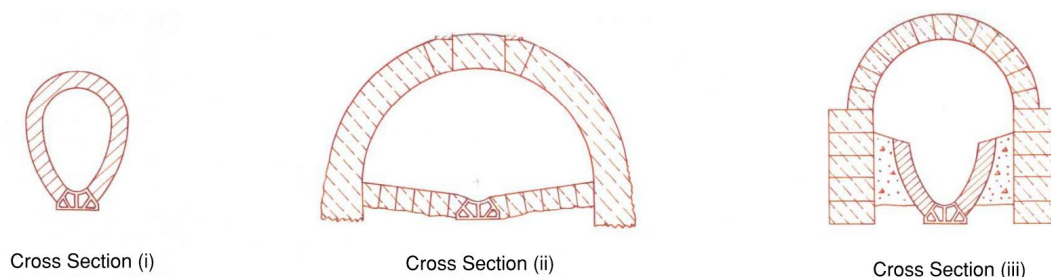


Figure 2-7 Tank Stream – Typical cross section profiles

The site is located at a prominent location, with frontages to both George and Hunter Streets, and include De Mestre Place within the site area. Little Hunter Street is also located to the north on the opposite side of Hunter Street. A further description of surrounding development is outlined in the following sections.

North

Opposite the site on the northern side of Hunter Street is the locally heritage listed (I1808 in SLEP 2012) NSW Sports Club at 10-14 Hunter Street (Figure 2-8). It is around five storeys in height and was established in 1896 as home to many sporting groups in NSW.



Figure 2-8 Commercial buildings on the opposite side of Hunter Street

East

To the east of the site are a mix of commercial office buildings and ground floor retail tenancies. This includes 20-25 Hunter Street which is an existing 17-storey commercial office building located on the south-western corner of Hunter and Pitt Streets (Figure 2-9).

An existing private laneway known as Empire Lane is also located to the east of the site which provides access for waste collection from Pitt Street.



Figure 2-9 Existing commercial building at 20-25 Pitt Street

South

To the south of the site is the Ash Street and Angel Place dining precinct which comprises a variety of boutique restaurants and bars at the ground and lower ground floors, as well as a nightclub (Figure 2-10).



Figure 2-10 Bars and restaurants on Ash Street

West

To the west of the site on the opposite side of George Street is the recently completed 27-storey commercial office building known as Brookfield Place at 10 Carrington Street, as well as the main eastern entrance to Wynyard Station (Figure 2-11).

Adjacent to Brookfield Place is the locally heritage listed (I1765 in SLEP 2012) 8-storey commercial office building at 285-287 George Street.



Figure 2-11 Brookfield Place and 285-287 George Street

2.3.4 Transport and accessibility

The site comprises an existing public lane De Mestre Place and is also bounded by the following roads:

- Hunter Street to the north
- George Street to the west

Hunter Street is currently a four-lane, two-way undivided local road with a posted speed limit of 40km/h. Parking and loading zones are provided on both kerbside lanes, reducing capacity to a two-lane, two-way road during weekday business hours. Although classified as a local road, Hunter Street supports high volumes of traffic between George Street and Pitt Street. The configuration and movements on Hunter Street have changed over recent years with the development and operation of the CBD and South East Light Rail.

In October 2022, the NSW Government and the City of Sydney announced a trial period closure of George Street between Hunter Street and Grosvenor/Bridge Street to vehicular traffic from 9 January 2023.

George Street is however currently a north-south road with a posted speed limit of 40km/h. North of the intersection of Hunter Street, it is a two-way, two-lane road with light rail infrastructure and services running through the centre of the roadway, dividing opposing directions of general traffic travel. South of this intersection, George Street is a shared road environment for pedestrians and light rail services. General

traffic is not permitted to travel on the section of George Street to the south of the Hunter Street intersection.

The site is well located in proximity to a number of high frequency public transport services and multi-modal interchanges as shown in Figure 2-12.

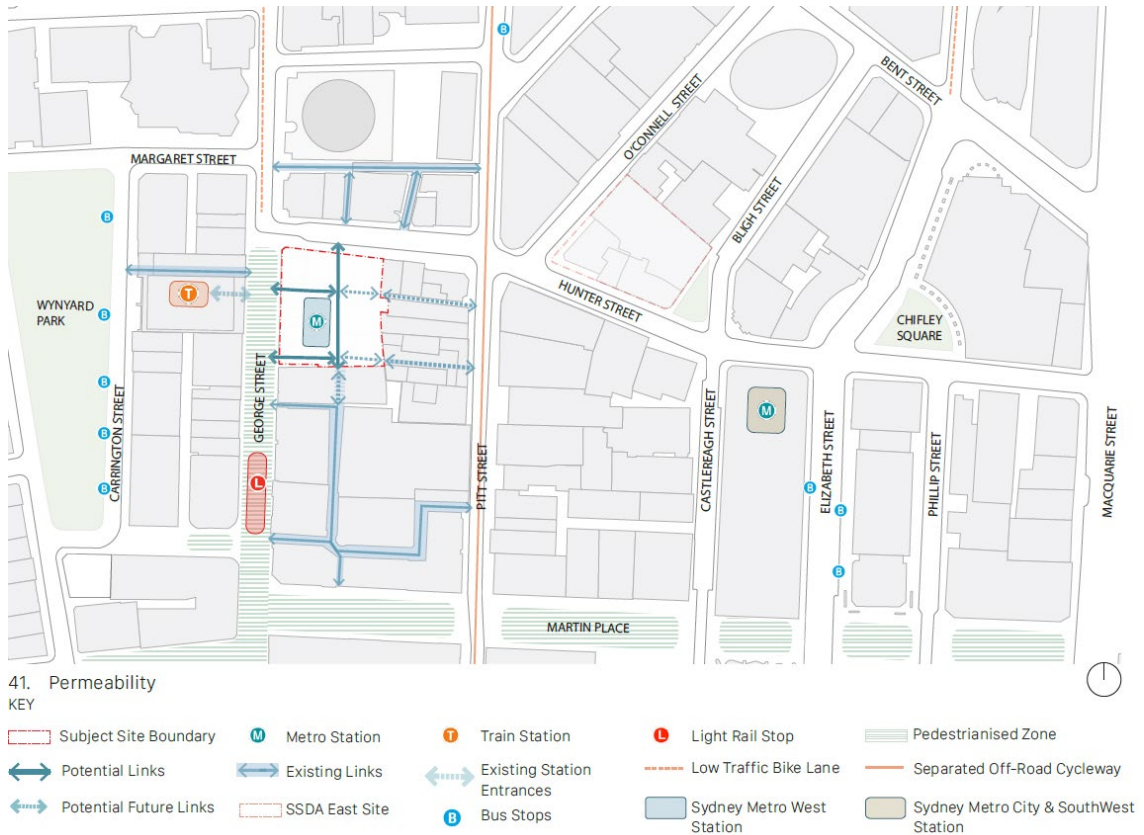


Figure 2-12 Location of public transport infrastructure

2.3.4.1 Bus services

Existing bus stands on Carrington Street and York Street outside Wynyard Station form the largest and nearest bus interchange near the Hunter Street sites. These bus stands service bus routes to and from Gore Hill, Chatswood, Mascot, Walsh Bay and Mona Vale. Bus stops are also located around the Hunter Street Station east site on Castlereagh Street and Elizabeth Street, servicing routes to and from North Bondi, Little Bay, Coogee, South Maroubra and Kingsford.

As a major transport hub, the bus stands at Wynyard Station are serviced by 74 bus routes. A number of these services include school routes and express peak hour services or operate outside of peak hour periods, such as night only services.

2.3.4.2 Light rail services

Light rail services operate on George Street. Two stops provide access within interchanging distance, to the north at the intersection at Bridge Street and south of the proposed station at Wynyard. Both stops are within 150 metres of the Hunter Street Station West access point.

2.3.4.3 Rail services

Wynyard Station is located 120 metres west of the Hunter Street West site and is served by the T1, T2, T3, T8, and T9 rail services. The station allows for universal

access from the York Street entrance via lifts which provide access to the station platforms. There are no bicycle racks or facilities for cyclists to securely store bicycles at Wynyard Station.

2.3.5 Active transport network

2.3.5.1 Walking

Pedestrian connectivity around the Hunter Street Station sites is satisfactory with footpaths on both sides of all roads. Hunter Street accommodates high pedestrian volumes.

Several roads in the surrounding area are pedestrianised including George Street (south of Hunter Street), Martin Place, Angel Place, Ash Street and De Mestre Place. It is also noted that the precinct includes a number of through-site links at varying levels, including the existing underground and above ground through-site link connecting Pitt Street and Wynyard Station via the Hunter Connection development. High levels of pedestrian activity are generated in north-south and east-west directions on Hunter Street, Bligh Street, Pitt Street and George Street by a range of commercial and retail businesses.

Pedestrian movements within the pedestrianised area of George Street are not uniform and have been observed to be omnidirectional. When the Hunter Street Station is operational it is expected that these routes will remain heavily utilised for destination and through traffic trips by pedestrians.

2.3.5.2 Cycling

The Pitt Street cycleway is the closest main bicycle route and the only existing bicycle infrastructure that may be used by cyclists to access the Hunter Street Station. Currently, the north-south alignment of this route provides the main bicycle connection to and from the station precinct to the wider bicycle network on King Street.

2.3.6 Topography

The site features a moderate gradient running from west down to east along Hunter Street, noting that there is around a 3.4 metre level difference between George Street and the north-eastern corner of the site at Hunter Street.

The lowest point on the site at the north-eastern corner on Hunter Street is at RL 8.92 while the highest point on the site at the south-western corner of the site on George Street is at RL 13.66.

2.3.7 Existing vegetation and street trees

The site is situated within an urban context and was historically used for commercial purposes. No vegetation remains on the site.

As shown in Figure 2-13 street trees currently exist along Hunter Street and George Street. A denser street tree canopy is located further east of Hunter Street.



Figure 2-13 Location of street trees

2.3.8 Utilities and infrastructure

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 as part of the future Detailed SSDA.

2.4 Cumulative impact methodology

The building envelope for the OSD is a concept proposal only. As a result, no construction works are proposed, and further approval(s) will be sought for the detailed design and construction of the proposed development. Therefore, cumulative construction impacts will be assessed as part of a future detailed design and construction SSDA.

Given the site's location and proximity to future tower clusters within Central Sydney, as identified in the CSPS, it is anticipated that the proposed development will contribute to cumulative impacts with surrounding future development proposals. As such, cumulative impact from the proposed building envelope and the following nearby known and relevant significant projects (proposed, approved and to be constructed), including the construction of the Hunter Street Station have been considered in this EIS as follows:

- Hunter Street East OSD – Proposed Concept SSDA
- Martin Place North OSD – Approved Concept and Detailed SSDAs. Note that Martin Place OSDs will most likely be completed before Hunter Street OSD construction begins.
- Martin Place South OSD – Approved Concept and Detailed SSDAs. Note that Martin Place OSDs will most likely be completed before Hunter Street OSD construction begins.
- 2 Chifley Square – Planning Proposal
- 17-23 Hunter Street and 105-107 Pitt Street – Planning Proposal
- 4-6 Bligh Street – Approved building envelope as described under section 6.3.14 of the Sydney Development Control Plan (SDCP) 2012.
- Works proposed with the Stage 2 CSSI Application and the Stage 3 CSSI Application for the Hunter Street Station.

Cumulative built form impact has been assessed for the following matters and discussed in section 6 of the EIS:

- Pedestrian volumes and pedestrian infrastructure
- Pedestrian wind safety and amenity
- Traffic and parking
- Overshadowing
- Visual and view impacts
- Noise and general construction impacts.

2.5 Feasible alternatives

Under clause 192 the provisions of *Environmental Planning and Assessment Regulation 2021* (EP&A Regulation), and in accordance with *the State Significant Development Guide* prepared by DPE, there is a requirement to analyse any feasible alternatives for SSDAs.

Table 2-3 outlines three feasible alternatives: 'Do Nothing', 'Alternative Design' and 'Proposed Design'.

Table 2-3 Project alternatives

Options	Assessment
Do Nothing	<p>The 'Do Nothing' alternative would result in the existing buildings on the site being demolished and the new metro station at Hunter Street being constructed as per the CSSI without any OSD.</p> <p>'Do Nothing' without any associated development would result in a poor placemaking outcome, inefficient use of land for employment generating outcomes, and decreased job opportunities in walking distance to high frequency transport services. It would also result in a missed opportunity to deliver a city shaping project in Central Sydney and would not meet the objective of the Central Sydney Planning Strategy to reinforce the primary of the commercial core of the Sydney CBD.</p> <p>The Sydney Metro West network will provide connectivity to and from the CBD and facilitates the metro station to enable interchange with existing public transport networks including</p>

Options	Assessment
	<p>Sydney Metro City & Southwest, the existing Sydney Trains suburban rail network, the Sydney Light Rail and bus networks.</p> <p>The 'Do Nothing' option would not result in the best design outcome, particularly in relation to the integration of the site with the station itself and public domain works.</p>
<p>Alternative Design</p>	<p>Alternative designs have been explored in consultation with the City of Sydney Council and the Sydney Metro Design Advisory Panel, and were also presented to the City of Sydney Design Advisory Panel.</p> <p>One such alternative is for a commercial OSD that adheres to the existing planning controls as outlined in the SLEP 2012. It is noted that under the existing SLEP 2012, part of the site is located within a 'tower cluster area' which enables up to 50% additional FSR on the site subject to the completion of an architectural design competition. The alternative design scenario would therefore be a proposal with a FSR of 12.5:1 plus a portion of the available design excellence bonus.</p> <p>However, the delivery of a scheme that adheres to the existing planning controls would deliver less commercial floor space than would be able to be achieved under the proposed building envelope. This scheme would also not necessarily be delivered with higher public amenity, as the proposed building envelope for the OSD achieves appropriate impacts on the public domain in terms of wind safety and comfort, daylight and sky view, and visual and view impacts among other matters. Further, an alternative Design Excellence Strategy (Appendix K) is proposed within the Planning Proposal request to ensure design excellence is achieved on the site.</p> <p>Restricting a future OSD on the site to the existing FSR provisions would not acknowledge and optimise the significant investment in infrastructure servicing the site provided by Sydney Metro West. A reduced scale building alternative for the OSD would also result in the site being restricted from achieving its full development potential to promote the efficient use of land and support economic and employment growth. This alternative was ultimately ruled out as it would be inconsistent with the strategic planning context which seeks to unlock opportunities for employment generating floor space on existing sites in Central Sydney.</p>
<p>Proposed Design</p>	<p>The proposed design presents a balanced and feasible option as it will:</p> <ul style="list-style-type: none"> • maintain the competitiveness and global status of the Sydney CBD by significantly enhancing the employment generating capacity of the site • provide an appropriate balance between commercial uses and pedestrian connectivity within and around the site whilst being sympathetic to adjoining heritage items • establish the land uses, maximum indicative floor space and maximum car parking spaces for the site • provide a building envelope which complies with the existing sun access plane controls.

3 The proposal

This chapter provides a detailed description of the Concept SSDA and sets out the planning and development framework for future Detailed SSDA(s). This section articulates what Sydney Metro is seeking to achieve for the future OSD at the site, including its integration with the Hunter Street Station western portal.

This chapter is informed by the Building Envelope Drawings and Reference Scheme Drawings at Appendix G and Appendix H and the Built Form and Urban Design Report at Appendix E, as well as other supporting information appended to this EIS.

3.1 Overview of the proposal

The Concept SSDA will seek consent for building envelopes above the Hunter Street Station west site. The Concept SSDA specifically seeks consent for the following:

- maximum building envelope and built form parameters (including tower envelopes and building setbacks)
- maximum building height of RL 220 (about 51 storeys)
- commercial and retail land uses within podium built form (physical podium built form is part of the Stage 3 CSSI application and is not proposed under this Concept SSDA) and commercial land uses within the proposed OSD building envelope with total maximum GFA of 69,912m², comprising approximately:
 - Around 65,914m² of commercial premises
 - Around 933m² of retail premises
 - Around 3,065m² of station uses (subject to Stage 3 CSSI Application)
- Provision of up to 70 car parking spaces within the podium or tower envelope (a total of 70 spaces are to be provided between the eastern and western Hunter Street Station sites, with the number on each site to be determined in a future Detailed SSDA)
- The concept approval for the adaptive reuse of the existing Former Skinners Family Hotel for commercial and/or retail premises (subject to Detailed SSDA(s))
- Loading, vehicular and pedestrian access arrangements for the OSD
- Utilities augmentation and connections where required (subject to Detailed SSDA(s)).

In addition, this Concept SSDA seeks to confirm the following strategies and guidelines for consideration in subsequent Detailed SSDA(s):

- ESD sustainability targets
- strategies for the management of stormwater and drainage

An indicative concept reference design has been prepared illustrating how the site could potentially be developed within the proposed building envelope. As this is a concept development pursuant to section 4.22 of the EP&A Act, future approval would be sought for the detailed design and construction of the OSD.

An overview of the proposed key parameters of the scheme is summarised in Table 3-1.

Table 3-1 Key parameters

Parameter	Proposal
Site Area	3,736sqm
Site Address	296 George Street, 300 George Street, 312 George Street, 314-318 George Street, 5010 De Mestre Place (Over Pass), 5 Hunter Street, 7-13 Hunter Street, 9 Hunter Street and De Mestre Place, Sydney
Lot Description	Table 2-1 sets out the legal description of the parcels of land that comprise the western Hunter Street Station site.
FSR	18.71:1
Primary uses	Commercial premises including retail premises.
Vehicular access	Vehicular access to and from the site is proposed via Hunter Street with ramp access to service vehicle and car parking spaces to be delivered on the site, (noting however that the layout for the car park will be developed in future Detailed SSDA).
Tree removal	No tree removal is proposed under this application.
Development timing	For the purposes of the Concept SSDA, two possible staging scenarios have been identified for delivery of the integrated station development. Anticipated construction timelines for each staging scenario are discussed in section 3.11.
Lot Resolution	Lot consolidation, boundary adjustment and stratum subdivision to form part of the Stage 3 CSSI Application and future development application(s) if required in the future.

3.2 Building envelope

The proposed building envelope defines the three-dimensional volume within which future development can occur. The proposed development includes a tower envelope and podium elements to be constructed above the built form sought under the Stage 3 CSSI Application.

The building envelope has also been designed to enable full integration of the OSD with the Hunter Street West station and the podium. Figure 3-1 shows the proposed development envelope (blue) above the station and podium (orange), and the surrounding built form context, providing a view of the development in the existing context of the locality.

The proposed development envelope and associated setback has been defined by a careful analysis of the urban context including:

- ground level amenity
- street wall alignment and heritage context
- sensitive design response to the Former Skinners Family Hotel
- station constraints
- tower clustering and enabling separation between other proposed buildings in proximity of the site
- sun access and daylight access to the public domain
- wind conditions in the public domain.

The proposed floorplate is regularised with setbacks to Hunter Street, the eastern and the southern site boundaries. Additional setbacks from George Street retain view towards Australian Square.

The rounded corners of the proposed building envelope on George Street reduces the diagonal dimension of the floor plate, increasing the slenderness of the tower and improving natural daylight access to the surrounding public domain.

The upper level of the tower steps back further from George Street to prevent additional overshadowing of Martin Place for areas protected by the SLEP 2012 sun access planes and further increase daylight access to George Street.

The height of the proposed envelope is RL220.0 (213.0m above ground), which is below the Martin Place Sun Access Plane and the Martin Place No Additional Overshadowing plane. The proposal is consistent with the scale of development in the surrounding CBD area and is in line with the objectives of the Central Sydney Planning Strategy in terms of creation of employment space and land efficiency.

The proposed floorplate includes an articulation zone of 12.5 per cent, which will allow for architectural articulation and external facade elements such as sun shading and roof features to be included within the building envelope. The articulation zone will provide sufficient flexibility to enable a high-quality design response to be considered as part of the future detailed design application.

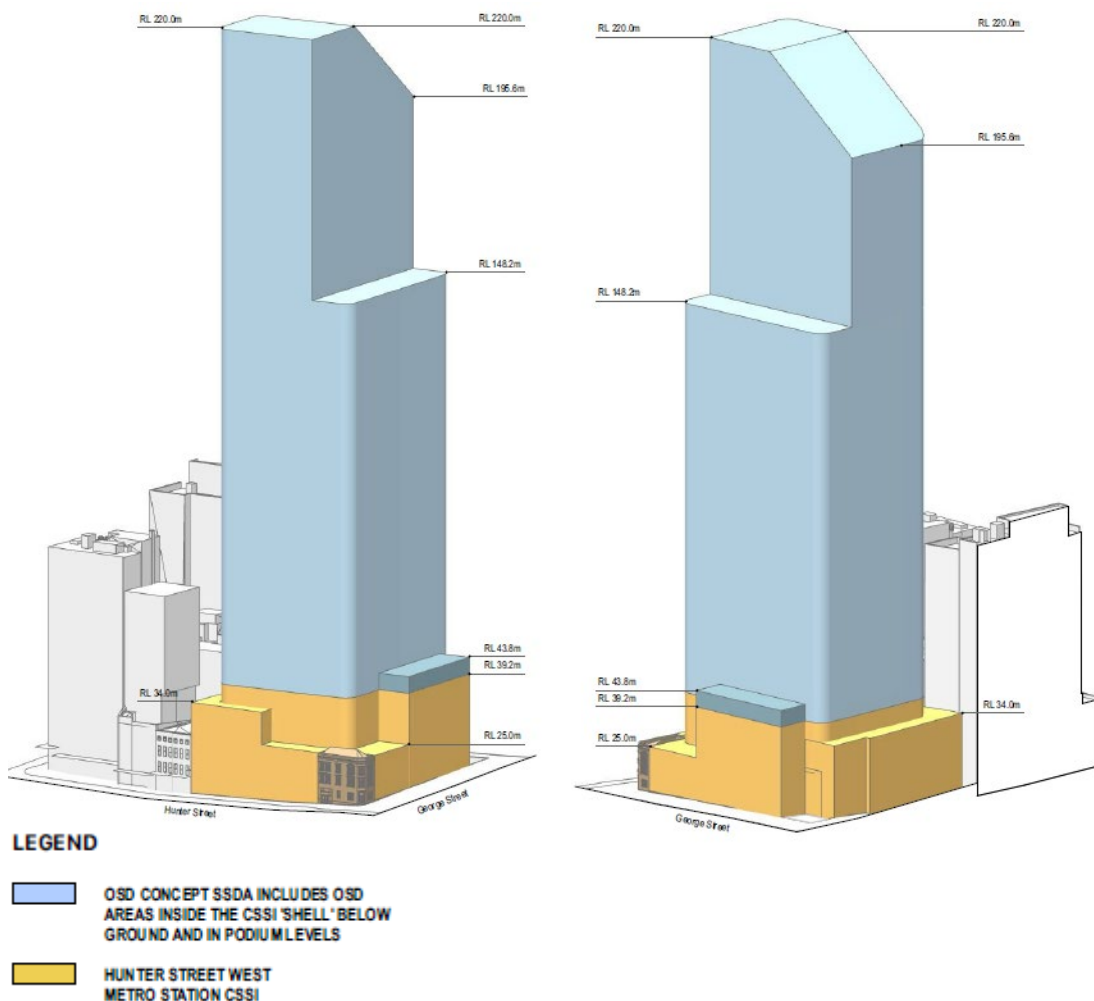


Figure 3-1 Proposed development building envelope

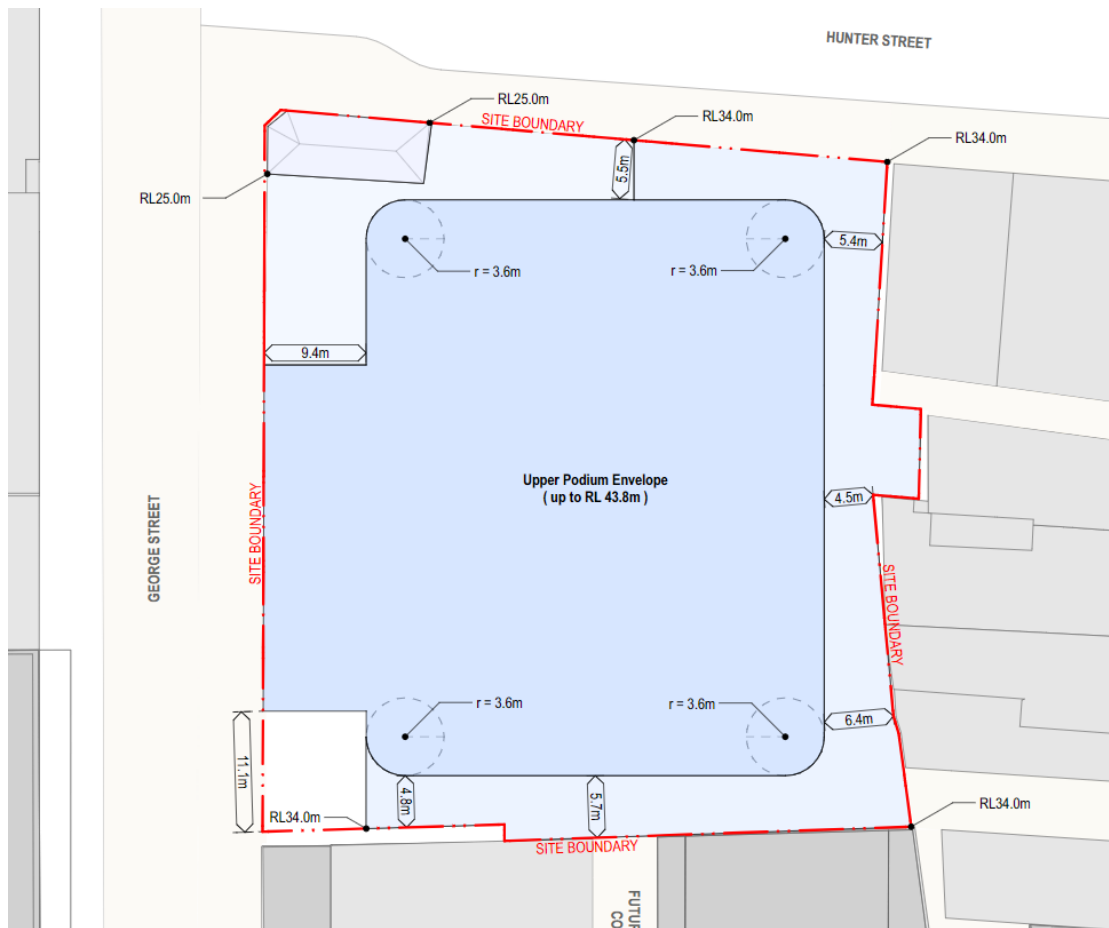


Figure 3-2 Plan view of the proposed building envelope

3.3 Gross floor area

This application proposes a maximum GFA of 69,912m² above ground level, which includes about 3,065m² of station floor space required to be delivered within the podium under the Stage 3 CSSI Application. A breakdown of the different elements which contribute to this GFA has been provided at Table 3-2, while a detailed schedule of GFA based on the indicative design has been provided at Appendix H.

The total floor space for station, retail and commercial uses is subject to detailed design and is provided for demonstration purposes.

Table 3-2 GFA summary

Component of integrated station development	Development Component	Indicative OSD design GFA (m ²)
Tower OSD (concept SSD Application)	Commercial	65,914m ² Of which 5,463m ² is to be constructed under the Stage 3 CSSI Application
	Retail	933m ² To be constructed under the Stage 3 CSSI Application
	Station	3,065m ²
Indicative station uses (CSSI Application)	Total above ground GFA:	69,912m ²

As per the Planning Proposal request, any GFA proposed within a basement for station purposes is to be excluded from the calculation of FSR under the SLEP 2012 and therefore has not been included in the table above.

The indicative reference scheme provided at Appendix H has been designed to demonstrate that a future development form that delivers the indicative floor space allocations above can occur within the proposed envelope.

3.4 Indicative reference scheme

An indicative reference scheme has been prepared and is detailed in the Reference Scheme Drawings (Appendix H).

The intent of this indicative reference scheme is to demonstrate how a building could be established within the proposed envelope while maintaining reasonable environmental amenity outcomes, achieving a functional floor plate for future commercial tenants and enabling a positive streetscape presentation and integration with structural and servicing requirements of a metro station. It is noted that no approval is sought for the indicative reference scheme as part of the Concept SSDA, as this would be sought through a future Detailed SSDA.

Key features of the indicative reference scheme include:

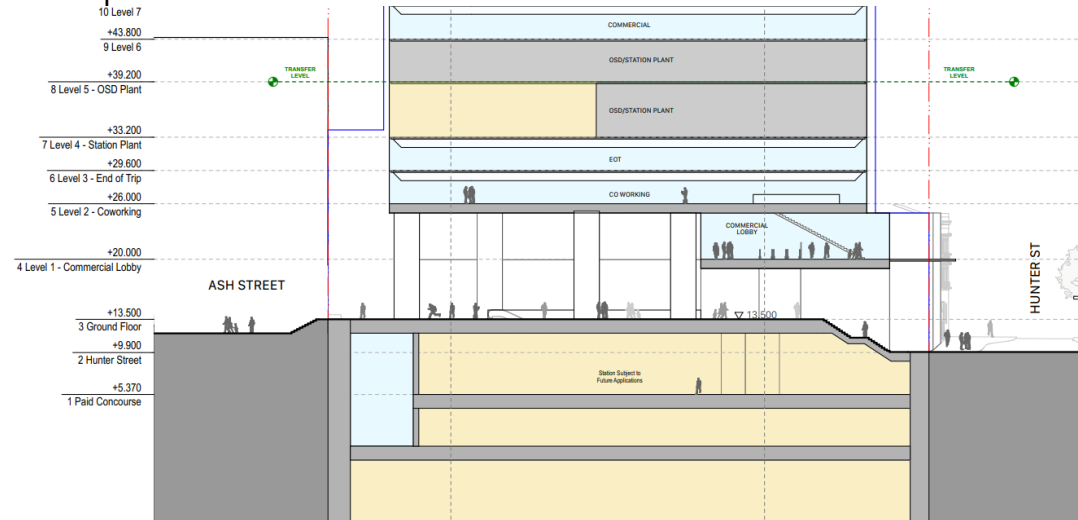
- Provision of 933m² of retail GFA at ground floor and mezzanine level fronting George Street and Hunter Street,
- Provision of 65,914m² of commercial GFA within level 1 to level 47.
- Loading bays for the proposed OSD is accommodated within the basement level 1.
- Up to approximately 70 car spaces are proposed to be accommodated within the podium of the development, and end of trip facilities including bicycle parking is provided at level 3. Plant and building services for the OSD are proposed on the roof and within a mid rise level of the development.

Podium

As noted previously, the design and construction of the podium will be determined under the Stage 3 CSSI Application. Sydney Metro is not able to define an RL to delineate station and OSD at this point due to ongoing station design development as part of the CSSI Approval. The station building on the western site (including the station services, space for non-station use and concourse) would be, subject to design development, indicatively around 20 metres above street level. The station related elements within the podium include pedestrian and vehicle egress and access, underground station concourse and station platforms, and essential services to operate and maintain the station.

In addition to the station related component, the indicative reference scheme for the Concept OSD proposal includes indicative podium plans for how the retail and commercial uses of the future over station development would integrate with the

station podium for the Hunter Street station.



illustrates indicatively how the proposed ground level will accommodate:

- public access to the underground station concourse and station platforms and access to commercial office lobbies
- activated retail frontages to both the street and the through-site links,
- vehicular access to the site for car parking and service vehicles
- integration of the Former Skinner Family Hotel, including indicative plans for adaptive reuse of the building (the detailed integration of the building will be informed by a Conservation Management Plan and proposed as part of the future Detailed SSDA).

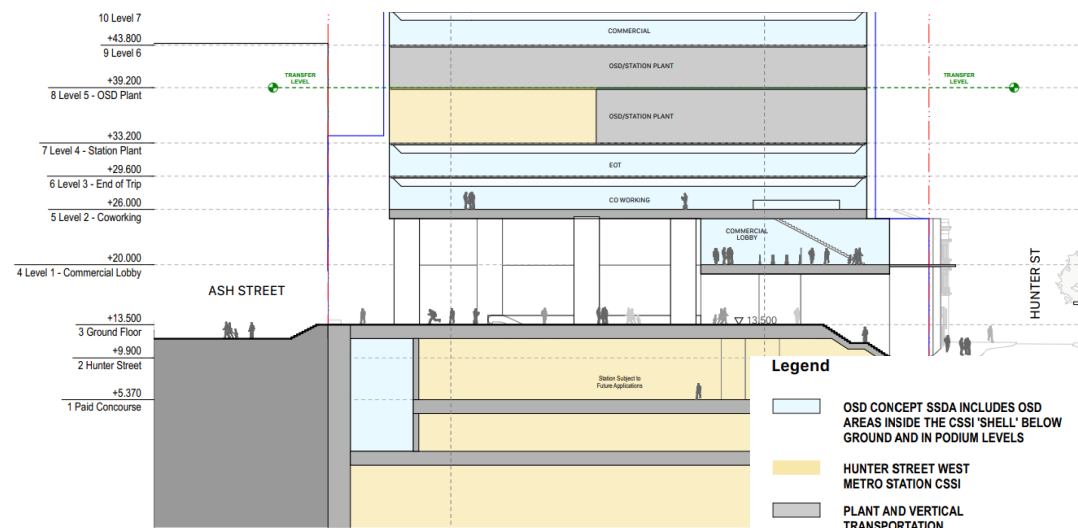


Figure 3-3 Indicative reference section plan

Tower

The concept reference design for the OSD includes detailed tower plans to illustrate how the future Detailed SSDA may deliver a premium quality commercial office tower on the site. Refer to the concept reference design in Appendix H for details.

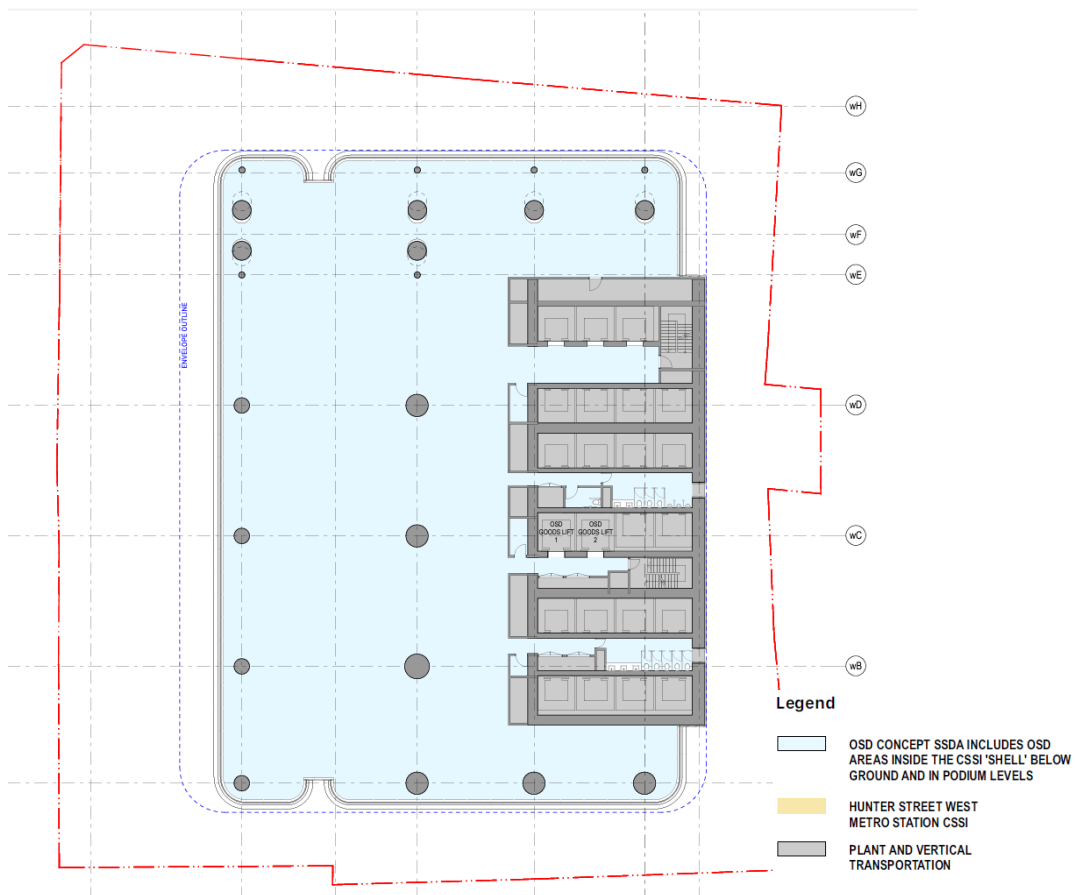


Figure 3-4 Typical tower (mid-rise) indicative reference plan

3.5 Pedestrian access and connectivity

Pedestrian access to the proposed development can be accessed from both Hunter Street and George Street. The retail uses within the podium can also be accessed via the pedestrian through site links from Hunter Street and George Street, and potential future site links to Pitt Street and Ash Street, which will improve site activation and permeability. It is noted that the Planning Proposal for the adjacent land at 17-23 Hunter Street and 105-107 Pitt Street includes future pedestrian connections to the site via Empire Lane, connecting the site to Pitt Street to the east.

The indicative commercial lobby within the OSD is elevated above the station accessed via escalators and lifts from the ground level entry located on George Street. This entry is highly visible from George Street and Wynyard Street Station.

Pedestrian access to the site is illustrated in Figure 3-5 below.

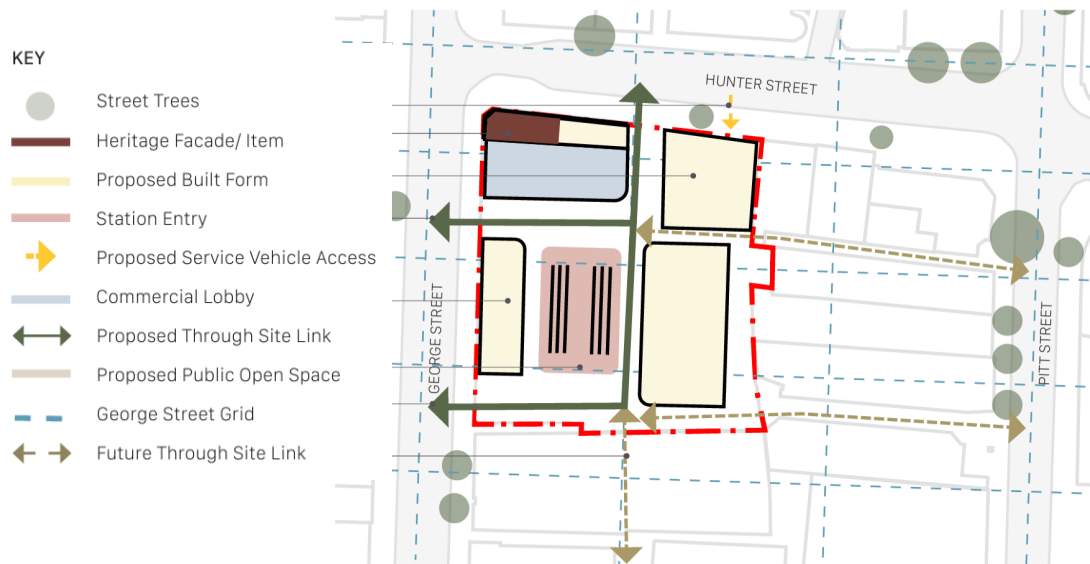


Figure 3-5 Indicative pedestrian access diagram

3.6 Vehicular access and parking

Car parking provision

A total of 70 spaces are intended to be provided as part of the SSDAs across both western and eastern Hunter Street Station sites, and as such a maximum 70 car parking spaces could be accommodated on the west site. The location of any car parking spaces on the site is anticipated to be within the podium, however the exact location of car parking spaces, including any accessible and car share spaces will be the subject of future detailed design within a future Detailed SSDA.

A vehicular access point is located on Hunter Street to support service vehicle access for commercial/retail tenancies and access to the basement ramp. Furthermore, vehicle access locations are proposed as left in / right out to minimise impacts to the road network. A concept layout for this has been provided at Figure 3-6 below, which illustrates vehicle access at the ground floor.

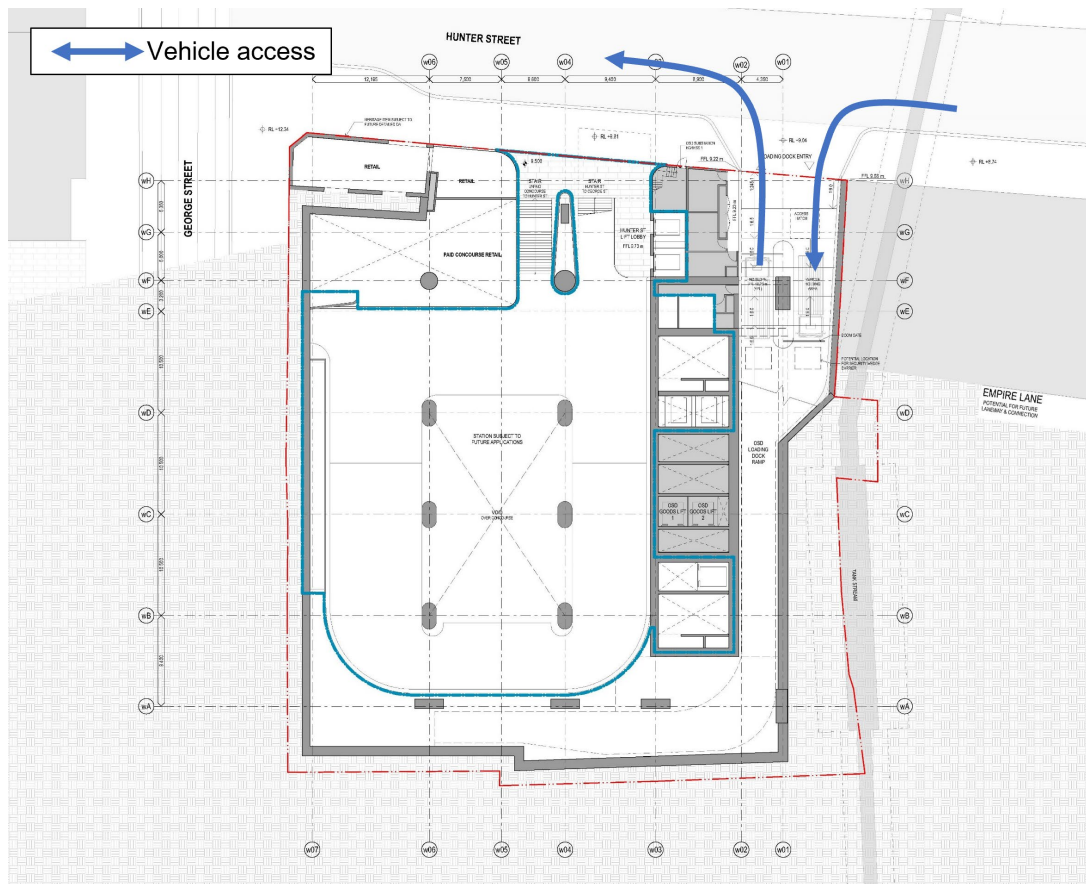


Figure 3-6 Indicative vehicle access to and from the site

Service vehicle

The indicative reference scheme shows that indicatively nine loading bays have been accommodated within the concept loading dock for the dedicated use by the OSD, including six bays for B99 vehicle, one bay for SRVs and two bays for MRVs. The proposed loading docks are accessible via a driveway from Hunter Street and includes a turntable to enable larger service vehicles to undertake turns.

3.7 Infrastructure and services

Servicing is available to the proposed development with indicative connections for each service being:

- stormwater flows utilising existing connections to City of Sydney catch pits and drains along Hunter Street and George Street
- wastewater servicing through DN450 sewer in Empire Lane
- potable water servicing via existing reticulation network along Hunter Street and George Street
- existing telecommunications infrastructure and service pits in footpaths surrounding the proposed OSD, providers include Telstra, NBN TPG and Optus. Existing assets would suffice to service the site
- gas reticulation for the precinct is provided by Jemena. There are no gas connections to the proposed OSD in line with the development's sustainability strategy.

Any required upgrades to the site infrastructure would be undertaken based on the demand created by the maximum services demand generated by the concept proposal (i.e. as determined by the land uses and the maximum GFA proposed). The

service reticulation throughout the OSD would be the responsibility of the OSD developer and use of this additional service capacity would form part of the future Detailed SSD Application(s). This is discussed in further detail at section 6.18 of the EIS.

3.8 Interface levels

The proposed development has been designed to integrate with the Hunter Street Station to ensure a cohesive station and precinct development.

To allow for this integration, the physical podium built form and station associated uses would be delivered under the Stage 3 CSSI Application. Non-station associated uses and their respective areas (such as retail and commercial uses) within the podium which are related to the proposed development are sought under this Concept SSDA. The fit-out of these spaces is subject to approval under the future Detailed SSDA(s).

The Stage 3 CSSI application also includes the structural elements, utilities and services for non-station uses (e.g. commercial and/or retail) within the metro station.

The Stage 3 CSSI application makes provision for over station development including structural elements up to the podium level to enable the construction of future OSD and areas for commercial lobbies, lift cores, access, parking, loading docks and building services. The interface between the station and the proposed development is conceptual in nature and would be resolved through further design refinement.

Figure 3-1 Proposed development building envelope

illustrates the delineation of indicative OSD associated retail and commercial uses within the podium envelope (which is part of this Concept SSD) and the integration with OSD tower envelope above. Demarcation plans have been provided in the Built Form and Urban Design Report at Appendix E and separately at Appendix I.

3.9 Design Excellence

Sydney Metro has prepared a Sydney Metro West Design Excellence Strategy (DEX Strategy) (Appendix K) to guide the design of the proposed development.

This document provide a consistent framework to deliver design excellence across the Sydney Metro West project. It applies to stations, precincts, OSD and selected ancillary infrastructure facilities. The DEX Strategy was endorsed by the NSW Government Architect on 19 August 2022.

The City of Sydney have also prepared a draft of the Hunter Street Station OSD Design Guidelines (the draft Design Guideline) which were endorsed by Council on 19 September 2022. Council recommends that this draft receive Gateway Determination and be placed on public exhibition as part of the Planning Proposal request process.

Details of the design guidelines and design excellence strategy are discussed separately below.

3.9.1 Draft Design guidelines

The draft Design Guidelines have been prepared with consideration to the relevant Government Architect NSW Guidelines, detailed site analysis and the strategic planning and development objectives.

This draft Design Guideline is intended to guide the detailed design of the future OSD and assist the evaluation of design quality and excellence of the OSD. The draft Design Guidelines sets out site-specific guidance to inform future OSD. The

Guidelines will effectively replace the Sydney Development Control Plan 2012 (SDCP 2012) and provide for the assessment of future Detailed SSDA(s). While this Guideline is not a relevant matter for consideration for the Sydney Metro Hunter Street Station Infrastructure application, it addresses how over station development should be integrated with the station design.

In the case of any inconsistency between the draft Design Guidelines and the Sydney Metro West Station and Precinct Design Guidelines, the latter will prevail.

It is anticipated that the draft Design Guidelines will be finalised as part of the finalisation of the Planning Proposal that applies to the site. Any future Detailed SSDA(s) will need to consider the final Design Guidelines to ensure that future development achieves the vision for the site as established in this Concept SSDA and concurrent Planning Proposal.

The draft Design Guidelines proposes provisions relating to the built form, heritage, integration with the public domain and Sydney Metro station, movement and connectivity and legacy outcomes of the development.

The draft Design Guidelines will facilitate the following:

- building envelopes with setbacks that respect the local context, deliver acceptable public domain wind conditions and daylight amenity;
- provision of high-quality through-site links and pedestrian connections between the Metro station, adjacent streets and future connections to adjoining sites;
- delivery of improved public domain conditions, including an expanded Richard Johnson Square and extensive activation through fine-grain retail and CPTED considerations;
- deliver heritage interpretation and public art that is appropriate and responsive to its setting;
- encourage greater use of active and public transport through equitable pedestrian access, bicycle parking, end of journey facilities;
- ensure sufficient servicing and loading space is provided to meet the needs of future development, prior to the allocation of private parking;
- include best practise provisions for water and flood management and waste;
- achieve a high standard of ecological sustainable development, including 6 star GreenStar rating, 6 star NABERS Energy and 4.5 star NABERS Water for offices; and
- design excellence strategy.

3.9.2 Sydney Metro West Design Excellence Strategy

The Sydney Metro West Design Excellence Strategy (DEX Strategy) (Appendix K) has been submitted as part of the Planning Proposal request to establish a consistent framework for how Sydney Metro would deliver design excellence across the whole Sydney Metro West project, including for the Hunter Street Station OSD. The DEX Strategy was endorsed by GANSW on 19 August 2022.

The DEX Strategy builds on Sydney Metro's existing design development and review processes and has been developed in consultation with and endorsed by the NSW Government Architect.

The DEX Strategy draws from the NSW Government Architect's Better Placed integrated design policy and is consistent with the underlying principles of the NSW Government Architect's Design Excellence Competition Guidelines.

The DEX Strategy is structured around the operation of independent design review panels that support the design development process for the architectural, urban design and infrastructure elements of each precinct throughout three phases of the project:

- Phase 1: Defining expectations
- Phase 2: Reference design and competitive selection
- Phase 3: Design integrity

The DEX Strategy includes the establishment of three independent design review panels chaired by the NSW Government Architect:

- Design Advisory Panel (DAP) covers Phase 1 and applies to all station precincts to guide concept design of stations, precincts and development. It is during Phase 1 that CSSI applications and concept SSD applications are developed, and approvals sought.
- Design Excellence Evaluation Panel covers Phase 2 and applies during the competitive selection process for the ISD.
- Design Review Panel (DRP) covers Phases 2 and 3 and applies as follows.

Phase 2 guides reference designs for stations, precincts and development; facilitates a competitive process for Sydney Metro's procurement strategies for detailed design of stations, precincts and development; responds to statutory requirements for design excellence in environmental planning instruments and implements a rigorous design evaluation process. During this phase designs for the proposed development will progress to Detailed SSDA(s) for approval.

Phase 2 also includes the establishment of separate Sydney Metro managed panels that may comprise select DRP members to review and provide advice on the design evaluation of tender submissions. The Design Excellence Evaluation Panel (DEEP) will facilitate the achievement of design excellence as part of the competitive selection process for ISD/OSD applications.

Phase 3 ensures design integrity is achieved and demonstrated in the design and delivery of stations and development following contract award. Sydney Metro will manage design integrity by binding elements of the successful tenderer's submitted design into the contract documents. In addition, the project team will work with the successful tenderer to improve elements of the contracted design that the Design Excellence Report identifies as needing further design development. The DRP will also be responsible for the design review task of this phase to ensure design integrity.

The adoption of Sydney Metro West Design Excellence Strategy and the included competitive design review process is consistent with precedents established for other major infrastructure projects including Sydney Metro City & Southwest Project.

Sydney Metro proposes to use its Design Excellence Evaluation Panel (DEEP) process as an alternative design excellence process to demonstrate that 'design excellence' has been achieved under clause 6.21C of the SLEP 2012.

3.10 Ecologically sustainable development strategy

An ESD Report (Appendix P) has been prepared to set out an ESD framework to guide the future Detailed SSDA(s).

The report identifies minimum ESD requirements and world best practice sustainability opportunities for proposed development. Sydney Metro is seeking to ensure that the future detailed design achieves appropriate high environmental ratings for commercial land use component of the future OSD.

The ESD Report sets out options in detailed design that are capable of supporting the attainment of the sustainability rating targets outlined below:

- 6 star Green Star Buildings
- 6 star NABERS Energy for Offices rating (base building) (Commitment Agreement) (without GreenPower)
- 4.5 star NABERS Water for Offices.

In combination with the Sustainability Rating Strategy, the following performance targets have been identified for the proposed development to align with the Green Star Climate Positive Pathway (reductions over a reference building):

- 40 per cent reduction in upfront carbon emissions
- 20 per cent reduction in energy use
- 100 per cent renewable energy
- 100 per cent elimination / offset of other emissions
- 40 per cent reduction in potable water use
- 30 per cent reduction in life cycle impacts.

The proposal will minimise greenhouse gas emissions by:

- implementing a Climate Positive Pathway
- taking advantage of proven emissions reduction technologies to reduce operational costs
- driving credible reductions compared to a reference building in Upfront Carbon and Operational Carbon
- avoiding locking in fossil fuels and empowering businesses to make sustainable choices by investing in the electrification of space heating and hot water services
- maximising onsite renewable energy
- purchasing 100 per cent renewable electricity for base building and shared services operations
- installing systems that use low impact refrigerants
- making allowance for 25 per cent of the total electrical demand of EV charging for all car parking spaces to support future EV charging capacity.

Additionally, the following will be adopted to reduce water consumption, minimise waste and encourage active transport

- Water strategy for the site has been developed which will deliver at least a 45 per cent reduction compared to a reference building in annual water consumption. This can be supported by the integration of 25 kL rainwater tank and treatment systems for rainwater harvesting and reuse to meet a proportion of the non-potable water demands.
- The development of a waste management plan that addresses waste management during construction and operation where at least 95% of construction and demolition waste will be diverted from landfill
- Sustainable transport initiatives have been defined to reduce the emissions attributed to private vehicle use by 40 per cent and VKT by 20 per cent and improve active mode uses by 90 per cent.

3.11 Timing, stages and sequencing

Separate delivery packages are proposed by Sydney Metro to deliver the excavation of the temporary station boxes/shafts ahead of the proposed development delivery package, and line-wide systems (e.g. track, power, ventilation) and operational readiness works prior to the Sydney Metro West system being able to operate.

Sydney Metro is seeking to retain flexibility in the timing and staging of the proposed over station development so that its delivery by a future developer can appropriately respond to property market conditions. Two possible staging scenarios have been identified for delivery of the project.

- Scenario 1: Continuity of construction works from station to proposed development. Station work complete and station operational in 2030. Proposed development start after 2026.
- Scenario 2: Gap between completion of station (with full de-mobilisation) and commencement of proposed development works at a later stage. Station work complete and station operational in 2030. Proposed development start after 2030.

It is expected that staging will be resolved during subsequent Detailed SSDA(s) process. In this regard, the developer awarded the development rights will determine the timeframe for construction of the proposed development.

The planning process and indicative timing for the various streams under the preferred staging scenario are outlined in Table 3-3 below.

Table 3-3 Preferred staging and indicative timing

Works stream	Indicative timing
Hunter Street Station excavation and tunnelling works	2023-2025
Hunter Street Station box construction and fit out works (below and above ground, including building grids, column loading, building infrastructure and services to enable the construction of the proposed development)	2025-2028
Proposed development works (above station)	To be determined by a future developer(s)
Proposed development fit out works	To be determined by a future developer(s)
Public domain works	

3.12 Subdivision

The Stage 3 CSSI Application sought approval for the subdivision of the station and the airspace for the future OSD. The CSSI Application will allow subdivision to create lots as required for the station, the development sites, the public domain and the public roads. The CSSI Application does not allow strata or stratum subdivision within the proposed development buildings, and this requires separate approval in the Detailed SSDA.

Subdivision may be further considered in the Detailed SSDA(s) (but not necessarily limited to):

- Strata subdivision of any basement levels located beneath public roads or public open space which is to be dedicated

- Strata subdivision of the commercial tower.
- Subdivision is not sought under this Concept SSDA.

3.13 Public Art

A Public Art Plan will be developed as part of the Detailed SSDA(s) to be generally consistent with the City of Sydney's Public Art Strategy, Public Art Policy, Guidelines for Public Art in Private developments and Guidelines for Acquisitions and Deaccessions.

The Public Art Plan will set a platform to activate the site, and give creative voices to the local community, its artists and diverse audiences as part of the future detailed design of the site.

The Public Art Plan will outline the principles, objectives and opportunities for the future delivery of public art and place activation. The plan will also include methodology for the selection, commission and the delivery of public art to support subsequent SSDA(s) for the OSD.

Potential locations for public art opportunities have been identified as follows:

- Heritage displays at the Former Skinners Family Hotel
- Sculptural art within the south-western setback area fronting George Street
- OSD lobby areas within the podium.

As outlined in the Planning Proposal request, it is anticipated that 0.5% of the Capital Investment Value (CIV) will be provided as a public art contribution to be detailed in the future Detailed SSDA.

New public art facilitated by the future OSD will provide new creative and cultural experiences and opportunities for engagement with the public.

4 Statutory context

4.1 Key statutory requirements

This chapter describes the statutory planning process for the proposed development and identifies relevant State and local legislation and planning instruments which may apply to the Concept SSDA.

The following are the key relevant legislation and planning instruments that apply to the proposed development:

- *Environment Protection and Biodiversity Conservation Act 1999 (Cth) (EPBC Act)*
- *Biodiversity Conservation Act 2016 (NSW) (Biodiversity Act)*
- *Heritage Act 1977 (NSW)*
- *National Parks and Wildlife Act 1974 (NSW)*
- *Water Management Act 2000 (NSW)*
- *Environmental Planning and Assessment Act 1979 (NSW) (EP&A Act)*
- *Environmental Planning and Assessment Regulation 2021 (the Regulations)*
- *State Environmental Planning Policy (Planning Systems) 2021 (Planning Systems SEPP)*
- *State Environmental Planning Policy (Resilience and Hazards) 2021 (Resilience and Hazards SEPP)*
- *State Environmental Planning Policy (Transport and Infrastructure) 2021 (Transport and Infrastructure SEPP)*
- *State Environmental Planning Policy (Biodiversity and Conservation) 2021 (Biodiversity and Conservation SEPP)*
- *Sydney Local Environmental Plan 2012 (SLEP 2012)*
- *State Environmental Planning Policy (Sustainable Buildings) 2022 - The SEPP was notified on 29 August 2022 and will come into effect on 1 October 2023*

Consideration has also been given to the following matters:

- Concurrent Planning Proposal - Sydney Metro West Hunter Street Station Sites, Sydney [PP-2022-867]

This section identifies the key statutory matters which are addressed in detail within the EIS, including the power to grant consent, permissibility, and other approvals. Pre-conditions and mandatory considerations are addressed in the subsequent section 4.2 and section 0.

Pre-conditions reference any pre-conditions to exercising the power to grant approval for the project and includes any mandatory conditions that must be satisfied before the consent authority may grant approval. Whereas 'mandatory considerations' are those matters which a consent authority is required to consider in deciding whether to grant approval.

Table 4-1 categorises and summarises the relevant requirements in accordance with the DPE State Significant Development Guidelines. A detailed statutory compliance table for the project is provided at Appendix B.

Table 4-1 Key Statutory Requirements

Matter	Guidance
Power to grant approval	<p>In accordance with clause 19(2) of schedule 1 of the Planning Systems SEPP, development for commercial premises or residential premises that has a CIV of more than \$30 million and is located within a rail corridor or is associated with railway infrastructure is assessed as SSD:</p> <p>(2) Development within a rail corridor or associated with railway infrastructure that has a capital investment value of more than \$30 million for any of the following purposes—</p> <ul style="list-style-type: none"> (a) commercial premises or residential accommodation, (b) container packing, storage or examination facilities, (c) public transport interchanges. <p>The proposed works have a total CIV of more than \$30 million (excl. GST) and is within a railway corridor being the Sydney Metro West line. In addition, as the development is not permissible without development consent under Part 4 of the EP&A Act, it is therefore declared to be SSD under the Planning Systems SEPP.</p> <p>The Minister is the consent authority for SSDA(s) made by or on behalf of a public authority. The Minister may delegate this function to staff within the DPE.</p> <p>Pursuant to section 4.22 of the EP&A Act, a concept development application may be made setting out concept proposals for the development of a site, and for which detailed proposals for the site or for separate parts of the site are to be subject of a subsequent development application(s).</p> <p>The proposed development is for a Concept SSDA in accordance with section 4.22 of the EP&A Act.</p>
Permissibility	<p>The site is located on land zoned B8 Metropolitan Centre under the SLEP 2012. The proposed commercial and retail land uses are permissible with consent in the B8 Metropolitan Centre zone.</p> <p>The proposed commercial and retail land uses are also consistent with the zone objectives which aim to promote employment-generating land uses which support Sydney's global status and Australia's participation in the global economy.</p>
Other approvals	<p>Clause 7.9 of the <i>Biodiversity Conservation Act 2016</i> applies to SSDA and requires SSDA to be accompanied by a Biodiversity Development Assessment Report (BDAR) report unless it is determined the proposal is not likely to have any significant impact on biodiversity values. A BDAR Waiver is provided at Appendix R, which confirmed that the development is not likely to have any significant impact on biodiversity values.</p>
Other approvals	<p>As the project is SSD, a water use approval is not required as per clause 4.41(1)(g) of the EP&A Act. Further, an application for a water use approval under Chapter 3, Part 3, Division 2 of the <i>Water Management Act 2000</i> is not proposed for this development, as the below ground level construction and any dewatering for the metro line or station will be under the Stage 3 CSSI Application. Refer to further discussion in section 6.10.</p>

Matter	Guidance
Other approvals	<p>The <i>National Parks and Wildlife Act 1974</i> aims to prevent the unnecessary or unwarranted destruction of relics and the active protection and conservation of relics of high cultural significance. The provisions of the Act apply to both indigenous and non-indigenous relics.</p> <p>Pursuant to section 4.41 of the EP&A Act, SSD is exempt from the need for a Aboriginal Heritage Impact Permit for the removal of items of Aboriginal heritage. Notwithstanding, an Aboriginal Cultural Heritage and Archaeology Report (ACHAR) has been prepared and is provided at Appendix Y and discussed in section 6.15.</p>
Other approvals	<p>Section 62 of the <i>Heritage Act 1977</i> requires the approval body to consider the impact of the proposed development on the significance of the State heritage item, any applicable conservation management plan and any submissions made during the public exhibition period. As the project is SSD, an approval under Part 4 of the <i>Heritage Act 1977</i> is not required as per clause 4.41(1)(c) of the EP&A Act.</p> <p>A Historic Heritage Impact Assessment has been prepared and is provided at Appendix Z and assesses the potential impacts arising from the proposed development including to the Former Skinners Family Hotel and Tank Stream listed on the State Heritage Register.</p>

4.2 Pre-conditions

Table 4-2 outlines the pre-conditions to exercising the power to grant approval which are relevant to the project and the section where these matters are addressed within the EIS.

Table 4-2 Pre-conditions

Statutory Reference	Pre-Condition	Relevance	Section in EIS
Concept development consent (see section 4.24 of EP&A Act)	Determination of any further development application in respect of the site cannot be inconsistent with the consent for the concept proposals for the development of the site.	<p>This application proposes a concept development consent which will apply to future development on the land. No other existing concept development consent applies to the site.</p> <p>Therefore section 4.24 of the Act does not apply to this application.</p>	N/A
EP&A Regulations Part 8 Infrastructure and environmental impact assessment	An EIS must be prepared in accordance with the SEARs issued for the project, and contain the relevant information identified in section 190 and	<p>This EIS has been prepared in accordance with Part 8 of the EP&A Regulations.</p> <p>This EIS addresses the SEARs issued by the Secretary as per section 175 of the EP&A</p>	<p>Signed Declaration on Page ix of this EIS</p> <p>SEARs Compliance</p>

Statutory Reference	Pre-Condition	Relevance	Section in EIS
	192 of the EP&A Regulations.	<p>Regulations and contains the detailed information identified in section 190 and 192 of the EP&A Regulations. Specifically, this includes a statement prepared by a Registered Environmental Assessment Practitioner.</p> <p>The development is consistent with the principles of ecologically sustainable development as per section 193 of the EP&A Regulations as discussed in Section 6.8 of this EIS. This application will be placed on public exhibition on the NSW Major Projects Portal as per section 194 of the EP&A Regulations.</p>	Table at Appendix A Section 6.8
Resilience and Hazards SEPP - clause 4.6(1)	A consent authority must be satisfied that the land is suitable in its contaminated state - or will be suitable, after remediation - for the purpose for which the development is proposed to be carried out.	<p>The proposed development will sit upon the station shaft and podium and no additional excavation is proposed. Any contamination issues on the site will be resolved with the excavation and the construction of the station box under the relevant CSSI application.</p> <p>Further it is noted that the historic use of the land is for commercial purposes, and this is not proposed to be altered by the proposal. Therefore, the contamination risk is considered very low and the site is suitable for the proposed commercial use.</p>	Appendix W

4.3 Mandatory considerations

Table 4-3 outlines the relevant mandatory considerations to exercising the power to grant approval and the section where these matters are addressed within the EIS.

Table 4-3 Mandatory Considerations under the EP&A Act and Regulation

Statutory Reference	Mandatory Consideration	Section in EIS
Section 1.3	Relevant objects of the EP&A Act	Appendix B
Section 4.15		
4.15(1)(a)(i)	Resilience and Hazards SEPP – Remediation of land	Appendix B
4.15(1)(a)(i)	Biodiversity and Conservation SEPP	Appendix B
4.15(1)(a)(i)	Sydney Local Environmental Plan 2012	Appendix B
4.15(1)(a)(ii)	<p>State Environmental Planning Policy (Sustainable Buildings) 2022</p> <p>The SEPP was notified on 29 August 2022 and will come into effect on 1 October 2023. The SEPP is not yet in effect and does not apply to development applications or modification applications that have been submitted but not yet determined by the commencement date (1 October 2023). Consideration under the SEPP will need to be addressed as part of the Detailed SSD(s) if it is lodged after the 1 October 2023.</p>	Appendix B
4.15(1)(a)(iii)	<p>Development control plans</p> <p>Clause 2.10 of the Planning Systems SEPP states that development control plans (DCPs) do not apply to SSD. Design Guidelines have been prepared and submitted with the Planning Proposal request for both the eastern and western Hunter Street Station sites, which applies to the subject site.</p> <p>Specifically, these Design Guidelines (where applicable to the west site) are proposed to inform the building envelope in relation to tower setbacks, building separation, street wall heights, the interface with heritage items, building articulation, and measures to mitigate wind impact.</p> <p>The Design Guidelines also include objectives and guidance relating to urban design strategies, station podium and massing, design excellence, landscaping, wind conditions, heritage interpretation, the pedestrian and bicycle network, vehicular access, flooding and stormwater, waste management and ESD.</p>	Draft design guideline has been prepared as part of the Planning Proposal

Statutory Reference	Mandatory Consideration	Section in EIS
4.15(1)(a)(iia)	Relevant planning agreement or draft planning agreement: None yet relevant to the proposal. It is noted that the Planning Proposal [PP-2022-867] is accompanied by a Public Benefit Offer to enter into a future Voluntary Planning Agreement. The proposal is consistent with the commitments made in the Public Benefit Offer submitted by Sydney Metro to the City of Sydney Council.	
4.15(1)(a)(iv)	The Regulations	REAP declaration Section 6.7
4.15(1)(b)	The likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality.	Section 6
4.15(1)(c)	The suitability of the site for the development	Section 7.5
4.15(1)(d)	Any submissions made in accordance with the EP&A Act or the EP&A Regulation	Section 5
4.15(1)(e)	The public interest	Section 7.6

Table 4-4 Mandatory Considerations under other Legislation

Statutory Reference	Mandatory Consideration	Section in EIS
Biodiversity Conservation Act – section 7.9	Section 7.9 of the <i>Biodiversity Conservation Act 2016</i> requires preparation of a biodiversity assessment for SSD that is assessed under Part 4 of the EP&A Act. This Concept SSD Application would be assessed under Part 4 of the EP&A Act, and, therefore, would normally be required to include a biodiversity development assessment report. However, section 7.9(2) of the <i>Biodiversity Conservation Act 2016</i> allows for exemption from the requirement where the development is not likely to have any significant impact on biodiversity values. A waiver under section 7.9(2) of the <i>Biodiversity Conservation Act 2016</i> was issued on 3 August 2022 and is available at Appendix R. Accordingly a full biodiversity assessment has not been submitted with this EIS.	A BDAR Waiver is provided at Appendix R
Biodiversity Conservation Act – section 7.14	The likely impact of the proposed development on biodiversity values as assessed in the Biodiversity Development Assessment Report (BDAR). The Minister for Planning may (but is not required to) further consider under that <i>Biodiversity Conservation Act 2016</i> the likely impact of the proposed development on biodiversity values.	A BDAR Waiver is provided at Appendix R

Table 4-5 Mandatory Considerations under EPIs

Statutory Reference	Mandatory Consideration	Section in EIS
Transport and Infrastructure SEPP	<p>Section 2.102 Major development within Interim Metro Corridor</p> <p>The consent authority must consider any response to a written notice issued to the Secretary of the Department of Transport that is received within 21 days.</p>	Statutory Compliance table at Appendix B
Transport and Infrastructure SEPP	<p>Section 2.122 Traffic generating development</p> <p>The consent authority must consider any response to a written notice issued to TfNSW that is received within 21 days, the accessibility of the site concerned, and any potential traffic safety, road congestion or parking implications of the development.</p>	<p>Section 6.7 Transport and Access Report at Appendix Q</p> <p>Statutory Compliance table at Appendix B</p>
State Environmental Planning Policy (Biodiversity and Conservation) 2021	<p>The site does not comprise remnant native vegetation and the proposal will be constructed above the station box, therefore will not impact on ground conditions.</p> <p>The proposed development is not located within a Local Government Area to which the Biodiversity and Conservation SEPP applies in relation to Koalas.</p> <p>The site is not identified as bushfire prone area.</p> <p>Accordingly, the Biodiversity and Conservation SEPP does not apply to this proposal.</p>	Appendix B
Sydney Local Environmental Plan 2012	<p>Objectives and permissible land uses under the B8 Metropolitan Centre zone</p> <p>Part 4 – Principal development standards</p> <p>While the Concept SSDA is non-compliant with the FSR requirements under the SLEP 2012, a request to vary the FSR requirements has been submitted with the Concept SSDA (Appendix J), but it is proposed to be withdrawn following finalisation and gazettal of the concurrent Planning Proposal which will apply new controls.</p> <p>Part 5 – Miscellaneous provisions</p> <p>Part 6 – Local provisions—height and floor space</p> <p>Part 7 – Local provisions—general</p>	<p>Appendix B</p> <p>Appendix J</p>
Draft Sydney Local Environmental Plan 2012 [PP-2022-867]	Draft provisions under the Concurrent Planning Proposal seeking to introduce site-specific provisions for the site.	Appendix B

5 Engagement

This chapter provides an outline of the consultation and engagement activities carried out and how the proposal has been informed by this engagement. It identifies who has been consulted, how the consultation was carried out, the issues raised and the project response.

5.1 Consultation during preparation of this Environmental Impact Statement

5.1.1 Overview of engagement for Hunter Street Station West

Sydney Metro has been engaging with the community, stakeholders and industry on Sydney Metro West since 2017. Feedback gathered has helped shape the project, including station locations. Early engagement with the community and stakeholders began in June 2017 and continued into 2018.

In May 2021, the Scoping Report for Stage 2 CSSI Application was lodged with DPE which included the location of Hunter Street Station.

In November and December 2021, the Stage 2 CSSI Application was exhibited for public comment, which proposed major civil construction at Hunter Street Station and tunnelling between The Bays and Sydney CBD as well as consideration of OSD as part of a future planning approval.

Specifically, community consultation has occurred at the following stages:

- Prior to lodgement of the Stage 2 CSSI Application
- During public exhibition of the Stage 2 CSSI Application
- Prior to lodgement of the Stage 3 CSSI Application
- During public exhibition of the Stage 3 CSSI Application

Consultation has proactively sought feedback and comments on Sydney Metro West through different forums and channels to inform the development phase and the scope of issues to be assessed as part of the environmental assessment process.

Key stakeholders for Sydney Metro West include (but are not necessarily limited to):

- State government agencies (including but not limited to Department of Planning and Environment, Greater Sydney Commission, other sections of Transport for NSW, NSW Environment Protection Authority, Heritage NSW, Port Authority of NSW and Schools Infrastructure NSW).
- Local government (Cumberland City Council, City of Parramatta, Burwood Council, Strathfield Council, City of Canada Bay, Inner West Council and the City of Sydney).
- Public utilities and business and industry groups near the project.
- Special interest groups including Local Aboriginal Land Councils, Aboriginal stakeholders, and sporting associations and groups.
- The broader community.

5.1.2 Scoping Report

In July 2022, the Scoping Report for this proposal was made available to the public on the NSW Department of Planning and Environment's Major Projects website.

Sydney Metro sent an email to registered stakeholders, and distributed flyers to properties within 500m of the site, informing them of the release of the Scoping Report. Details were also published on the Sydney Metro website and the project's interactive portal.

5.1.3 Key stakeholder engagement

Engagement with public authorities and key stakeholders was undertaken to inform this EIS and is summarised in the table below. A stakeholder engagement table is provided as Appendix C which details how these issues are addressed in the EIS.

Table 5-1 Engagement carried out

Stakeholder	Issues discussed / raised	Project response
City of Sydney	<p>The following items have been discussed with City of Sydney:</p> <ul style="list-style-type: none"> • Spatial and structural interfaces with the station • Podium alignment • Tower setbacks • Planning envelope articulation zones • Flooding impacts • Visual and view impacts • Wind assessment, and wind safety and comfort environment • Skyview factor assessment • Building massing and GFA • Urban design and built form impacts • Car parking provision and site access • Pedestrian movement 	Environmental impacts of the matters raised by City of Sydney are provided at section 6 of the EIS and detailed in the specialist reports appended to the EIS.
City of Sydney Design Advisory Panel	<p>Sydney Metro briefed the City of Sydney Design Advisory Panel in relation to the Planning Proposal.</p> <ul style="list-style-type: none"> • As a result of this preliminary consultation, the proposed maximum planning envelope controls have been amended and refined to respond to this feedback. 	No response has been required.
Department of Planning and Environment	DPE had no matters for consideration at this stage	No specific project response has been required.

Stakeholder	Issues discussed / raised	Project response
Heritage NSW	<p>The following items were discussed:</p> <ul style="list-style-type: none"> • Overall planning approval for the OSD at the Hunter Street west site. • Content required for future Conservation Management Plan for Former Skinners Family Hotel. 	Heritage is addressed in section 6.15.
Sydney Metro Design Advisory Panel	<p>A number of items were discussed with DAP relating to:</p> <ul style="list-style-type: none"> • Built form • Wind analysis • OSD core space • Benchmarks • Tower typologies • Transitions between ground level, podium and tower 	Environmental impacts of the matters raised by the DAP are provided at section 6 of the EIS and detailed in the specialist reports appended to the EIS.
Transport for NSW (TfNSW)	<p>The following items were discussed:</p> <ul style="list-style-type: none"> • overall planning approval for the OSD at the Hunter Street west site. • the methodology for required traffic studies • proposed parking and access to the site • requirements for a Construction Traffic Management Plan and Green Travel Plan 	Refer to section 6.8 and the Transport and Access Report at Appendix Q.
Utilities services providers	<p>The following items were discussed:</p> <ul style="list-style-type: none"> • Capacity of existing utilities and services within the vicinity • New utility and service connection requirements. 	<ul style="list-style-type: none"> • Refer to section 6.17 and consultation outcome is contained within the Utilities and Infrastructure Servicing Assessment attached at Appendix BB. • Further consultation with Ausgrid has been conducted since the preparation of the Utilities Assessment. Consultation with Ausgrid will continue post lodgement of the Concept SSDA.

5.2 Community views

The key issues raised by the community and key stakeholders are summarised in the table below. A detailed community engagement table is provided as Appendix C which details the way in which these issues have been addressed in the EIS.

Table 5-2 Community views

Stakeholder	Issues discussed/raised	Project response
Consultation carried out as part of the Stage 2 and Stage 3 CSSI Applications	<p>Key issues raised by the community which related to the Concept OSD SSD application included:</p> <ul style="list-style-type: none"> • Need for ongoing consultation with adjoining land owners • Noise and construction impacts • Heritage impacts particularly in relation to Former Skinners Hotel. 	<ul style="list-style-type: none"> • The community will continue to be consulted as part of the Concept SSD public exhibition process. • A Construction Management Statement (CMS) is attached at Appendix CC and discussed in Section 6.18. • The Hotel is also proposed to be adaptively reused as part of the development, which will be guided by a future Conservation Management Plan and detailed in the future Detailed SSDA. Heritage assessment is provided in Section 6.15 of the EIS.
Local Aboriginal community and knowledge holders, including registered Aboriginal parties (RAPs)	<p>A summary of the feedback received from the RAPs is provided below:</p> <ul style="list-style-type: none"> • Four RAPs provided comment on the ACHAR methodology and were supportive of the methodology. • One RAP provided comment on the draft ACHAR and was supportive of the report's recommendations. 	An ACHAR has been prepared at Appendix Y.
Community and customer insights	<p>A summary of the feedback received during preparation of the Concept SSDA is provided below:</p> <ul style="list-style-type: none"> • general view of Sydney CBD as the place to encourage development • general positive sentiment that Hunter Street Station would improve the local area • positive sentiment towards future development at Hunter Street Station including the location and proposed heights • support for increased and more diverse retail such as hardware stores • some concern around lack of parking and the need for future 	This feedback along with future engagement opportunities will continue to inform the project and be considered during the Detailed SSDA process.

Stakeholder	Issues discussed/raised	Project response
	<p>development at Hunter Street to include parking.</p> <ul style="list-style-type: none"> the importance of maintaining and respecting local heritage how people want to be engaged post-COVID-19 lockdowns. 	

5.3 Public exhibition of this Environmental Impact Statement

The NSW Department of Planning and Environment has placed this EIS on public exhibition for a minimum of 28 days (as per Schedule 1 of the *Environmental Planning and Assessment Act 1979*). During the exhibition period, government agencies, stakeholders and the community can review this Environmental Impact Statement and make a written submission to the NSW Department of Planning and Environment for consideration in its assessment of this proposal.

Sydney Metro has advised stakeholders and the community of public exhibition of this EIS through a range of print and digital communication channels including a newsletter delivered to properties, emails to registered parties and information provided on the Sydney Metro website and interactive portal.

Consultation activities have met the relevant statutory requirements.

5.3.1 Submissions Report

Sydney Metro will prepare a submissions report that responds to the relevant issues raised in submissions to this EIS. The submissions report will be made publicly available on the DPE website. Anyone making a public submission will receive a letter notifying them of the publication of the submissions report on the DPE website.

If changes are required as a result of the issues raised in submissions or to minimise environmental impact, these will be set out in a project amendment report accompanying the submissions report (if required). If this is required, Sydney Metro would prepare the report to address the changes to the design and submit this for review to DPE. This report will be made available for public review.

5.4 On-going engagement

Sydney Metro will continue to work with key stakeholders and the local community regarding this proposal, to ensure ongoing opportunities to provide feedback.

During the planning and development phase of the project, Sydney Metro would continue to engage the local community and stakeholders via dedicated place managers. Place managers play a vital role in building and maintaining strong relationships with local communities and businesses during the planning and delivery of the project. Their key role is to engage with the community, address concerns and provide accurate and transparent information to ensure the community's understanding of Sydney Metro West and any potential impacts.

Future engagement and consultation around the planning associated with this proposal would be guided by Sydney Metro's Overarching Community Communications Strategy (OCCS) and any statutory requirements of the SSD. The OCCS includes details on the approach to:

- ongoing consultation with key stakeholders, local councils and other government agencies
- approaches and communication tools to support consultation with diverse communities; people who come from culturally and linguistically diverse backgrounds; speak languages other than English; vulnerable communities; and Aboriginal and Torres Strait Islander communities
- provision of regular updates to the nearby community and development and implementation of a community complaints and response management system.

6 Assessment of impacts

In accordance with clause 192 of the EP&A Regulation, the Secretary of the DPE issued the SEARs for the preparation of this EIS on 08 August 2022.

This section of the EIS provides an assessment of the environmental impacts of the proposed development, in response to the matters for consideration outlined within the SEARs. A detailed summary of the individual matters listed in the SEARs and the location of where each requirement is addressed is provided at Appendix A.

This assessment also considers and incorporates a cumulative impact assessment guided by the DPE's *Cumulative Impact Assessment Guidelines for State Significant Projects*, noting the concurrent construction activities in the immediate surrounding area as outlined in section 2.4.

Further detailed information is appended to the EIS, including:

- SEARs compliance table identifying where the SEARs have been addressed in the EIS (Appendix A).
- Compliance table identifying where the relevant statutory requirements and detailed guidance have been addressed (Appendix B).
- Community engagement table identifying where the issues raised by the community during engagement have been addressed (Appendix C).
- Proposed mitigation measures for the project which are additional to the measures built into the physical layout and design of the project (Appendix D).

The technical reports and plans prepared by specialists and appended to the EIS are individually referenced within the following sections.

6.1 Design quality and design excellence

This section demonstrates how the development will achieve:

- desired design quality in accordance with the draft Design Guidelines
- design excellence in accordance with the SLEP 2012.

6.1.1 Design quality

Design parameters are proposed for built form, heritage, integration with the public domain and Sydney Metro station, movement and connectivity and legacy outcomes of the proposed development to ensure design quality.

The design outcome for the proposed development is underpinned by the following design objectives:

- ensuring an easy customer experience
- being part of a fully integrated transport system
- being a catalyst for positive change
- being responsive to distinct context and communities
- delivering an enduring and sustainable legacy for Sydney.

Design quality is also supported by the GANSW's Better Placed framework which aims to deliver good design outcomes through desired architecture, public places and environments across NSW. The framework provides best practice design processes which align with a clear set of established objectives to achieve the best possible outcomes.

The Design Guidelines provide place and design principles in accordance with the GANSW's Better Placed framework, including:

- Reinforce Sydney's global standing by significantly improving public transport accessibility between the Eastern Harbour City and the Central River City, enhancing 'job-to-job' connections and catalysing economic growth.
- Establish an integrated transport hub in this northern CBD precinct, strengthening Sydney's rail network and linking important destinations to deliver a more connected city.
- Deliver highly efficient interchanges between metro and other public transport modes, with capacity to support high volumes of pedestrians above ground and underground, while delivering a high quality customer experience.
- Facilitate integrated station developments that promote design excellence and contribute to the unique attributes and character of this northern CBD location, aligned with the Central Sydney Planning Strategy.
- Deliver a design that promotes active street frontages to support a vibrant public domain in the heart of the Sydney CBD, and which delivers a high-quality station address to Richard Johnson Square and George Street - the CBD's north-south pedestrian boulevard.

A response to the seven Better Placed applicable objectives is outlined below.

Better Fit: Contextual, local and of its place

The proposed development responds by establishing place and design principles that seek to reinforce Sydney's global standing, deliver a highly efficient interchange between metro and other public transport modes, contribute to the unique attributes and character of this northern CBD location, and promote active street frontages to support a vibrant public domain in the heart of the Sydney CBD, including a high-quality station address to George Street as the north-south pedestrian boulevard.

Better Performance: Sustainable, adaptable and durable

Development on the site is to provide adequate protection to environmental hazards including flood planning. The future development will be required to achieve the sustainability targets outlined in the Draft Design Guidelines and as committed to in this Concept SSDA, and deliver the adaptive reuse of the Former Skinners Family Hotel.

Better for Community: Inclusive, connected and diverse

The urban design strategies provide opportunities to tell our First Nations story. Further, the development on the site is to respect and interpret the Tank Stream within the station precinct, protecting its historic and archaeological value, and communicating the importance of the Tank Stream from First Nations People through to Colonisation.

The OSD and the use of the podium for non-station uses are to deliver clear wayfinding with legible station entries, and establish accessible through site connections, enable a high-quality subterranean connection to Martin Place, and retain established subterranean connection to Wynyard. Future development on the site is to also provide connection with lanes to adjacent sites, including a through-site pedestrian link to Pitt Street (via Empire Lane and the former Hunter Connection).

Better for People: Safe, comfortable and liveable

Development on the site is to integrate walkable urban environments to contribute to safe, permeable and well-connected station precincts. The development is to provide a series of spaces at the ground level that are activated and are safe. These spaces are to create opportunities to enhance pedestrian activity and amenity. The OSD

towers are to be designed to achieve comfortable street environments for pedestrians with high levels of daylight, appropriate scale, sense of enclosure and which deliver comfortable wind conditions at street level.

Better Working: Functional, effective and fit for purpose

The development of OSD on the site is not to adversely impact the delivery of station infrastructure on the site, and the functional and effective operation of the Sydney metro. The OSD is to identify uses that support and contribute to the delivery of unique, attractive and vibrant urban centres that provide a sense of connection and identity for local communities and visitors, and deliver new employment jobs growth within Central Sydney.

Better Value: Creating and adding value

Quality architecture, good urban design and a user friendly and interconnected transport system are to be delivered to ensure that Sydney Metro meets customer needs and expectations and maximises its city-shaping potential and broader urban and economic benefits.

Better Look and Feel: Engaging, inviting and attractive

The proposal is to establish a memorable station entry experience at George Street, consistent with the landmark address, and which complements the Wynyard Station entry located opposite. The development is to integrate the Former Skinners Family Hotel into the design of the station precinct, with adaptive reuse of this heritage asset to create a unique and interesting precinct, using the scale to guide the street wall height along Hunter Street, and wrap around to George Street with a sensitive interpretation of the original western elevation.

In summary, the Design Guidelines and the GANSW's frameworks provide robust guidance to achieving high quality design responses.

Any future Detailed SSDA(s) will need to consider these Design Guidelines to ensure that future development achieves the vision for the site as established in this Concept SSDA.

6.1.2 Design excellence

Under Part 6, Division 4 of SLEP 2012, a consent authority must not grant consent to a development unless the proposed development exhibits 'design excellence'.

The proposed building envelope has been prepared with consideration of the matters listed in clause 6.21C(2) of the SLEP 2012, which will continue to apply to the development. Specifically, the proposed building envelope can contribute to the achievement of design excellence as outlined in Table 6-1.

Future Detailed SSDA(s) will be undertaken in accordance with the Sydney Metro West Design Excellence Strategy to ensure design integrity and 'design excellence' has been achieved under clause 6.21C of the SLEP 2012.

Table 6-1 Consideration of proposed building envelope against design excellence provisions

Matter for Consideration	Proposed Planning Envelope
Whether a high standard of architectural design, materials and detailing appropriate to the building type and location will be achieved	The detailed design of the proposed development will be the subject of a future Detailed SSDA. Notwithstanding, the design guidelines include requirements for the scale, massing, and articulation of tower forms to respond appropriately to the streetscape context, in particular the heritage items, and to achieve high sustainability targets through the

Matter for Consideration	Proposed Planning Envelope
	building design and material selection (among other matters).
Whether the form and external appearance of the proposed development will improve the quality and amenity of the public domain	<p>The detailed design of the OSD will be the subject of a future Detailed SSDA. Notwithstanding, it is noted that the proposed building envelope for the podium has been designed with a step in the podium height. This design approach is to create variation in the street wall height to respond to the characteristic to Hunter Street and provide an appropriate interface with the public domain.</p> <p>Additionally, the proposed podium envelope takes reference from the key architectural features of surrounding heritage building and respond to the heritage context.</p>
Whether the proposed development detrimentally impacts on view corridors	<p>The site is not affected by any identified sensitive view corridors from the public or private domain. The planning controls for the site and surrounding tower cluster sites allows for tall tower forms similar to the envelope proposed, and as such the commensurate level of visual effects and impacts are contemplated by the controls.</p> <p>Refer to the assessment at section 6.4 of this EIS.</p>
How the proposed development addresses the following matters— (i) the suitability of the land for development,	The OSD is positioned above future high frequency public transport infrastructure, maximising the utilisation of the infrastructure, and contributing to the achievement of a 30 minute city.
(ii) the existing and proposed uses and use mix,	The indicative reference scheme is for a commercial office building with podium level retail above a metro station. This land use is consistent with the existing use of the land. The proposed land uses are entirely consistent with the objectives of the B8 Metropolitan Centre zone, including prioritising employment generating floor space in the commercial centre of the Sydney CBD, above future high frequency public transport.
(iii) any heritage issues and streetscape constraints,	<p>The proposed development is responsive to the heritage significance of Former Skinners Family Hotel. The upper podium form is setback from the north-western corner which reinforces the corner landmark qualities of Former Skinners Family Hotel and allows for interpretation of the extent of its former building form.</p> <p>The building envelope has the potential to cause additional overshadowing of heritage items located from the southwest to the southeast of the site, however the impact is minor due to existing shadow already cast by existing buildings and the speed of the shadow as it moves across the city.</p> <p>The Tank Stream is not impacted by this proposal and will be managed in accordance with an</p>

Matter for Consideration	Proposed Planning Envelope
	<p>Archaeological Research Design for the site under the Stage 2 CSSI works and be subject to ongoing monitoring through construction associated with the Stage 3 CSSI Application. The proposed development will not impact potential archaeological finds as no further excavation is proposed.</p> <p>A Conservation Management Plan is currently being prepared for the Former Skinners Family Hotel to inform its conservation and adaptive reuse. The future Detailed SSDA will continue to be guided by the Conservation Management Plan and heritage advice to inform the future design integration of the building into the overall OSD.</p> <p>Overall, the proposed development has minimal heritage impact on heritage items within the site boundary and in the vicinity.</p> <p>Refer to the assessment at section 6.15 of this EIS.</p>
(iv) the location of any tower proposed, having regard to the need to achieve an acceptable relationship with other towers, existing or proposed, on the same site or on neighbouring sites in terms of separation, setbacks, amenity, and urban form,	<p>The proposed tower location has been assessed against a range of considerations including sky view factor assessment, wind environment, building separation and privacy considerations, and view and visual impacts. The proposed setbacks specifically consider how the proposed tower will relate to existing towers on neighbouring sites, the broader city structure and prevailing street alignments.</p>
(v) the bulk, massing, and modulation of buildings,	<p>The detailed design of the OSD will be the subject of a future Detailed SSDA. Notwithstanding, the design guidelines include requirements for the scale, massing, and articulation of tower forms.</p>
(vi) street frontage heights,	<p>While the podium is part of the Stage 3 CSSI Application, the massing and layout of the podium has informed the OSD parameters as well as the internal layout planning for the future retail and commercial uses proposed under this SSDA. Therefore, it is important to consider the urban design context of the podium and its relationship with the OSD tower above.</p> <p>Refer to assessment at section 6.2.1 of this EIS.</p>
(vii) environmental impacts, such as sustainable design, overshadowing and solar access, visual and acoustic privacy, noise, wind and reflectivity,	<p>Refer to assessment at section 6.7 for sustainable design, section 6.3.1 for overshadowing and solar access, and section 6.3.5 for wind impacts. The detailed design of the tower will need to consider visual and acoustic privacy, noting that the proposed setbacks and core location included in the indicative reference scheme provide a defensive floor plate that can guide lines-of-sight towards the surrounding streets and not into adjacent properties. Reflectivity will be considered as part of the material selection to be outlined in future Detailed SSDAs.</p>

Matter for Consideration	Proposed Planning Envelope
(viii) the achievement of the principles of ecologically sustainable development,	<p>No threat of serious or irreversible environmental damage is posed by the proposed development. The proposed development will maintain the health, diversity and productivity of the environment for future generations by minimising the consumption of energy and water, and waste generation.</p> <p>The proposal would not result in any significant effect on the biological diversity and ecological integrity of the study area. A BDAR Waiver has been sought in relation to the proposal as demonstrated at Appendix R.</p> <p>Refer to the assessment at section 6.7 of this EIS.</p>
(ix) pedestrian, cycle, vehicular and service access, and circulation requirements, including the permeability of any pedestrian network,	<p>Pedestrian and cycle access is facilitated from George Street and Hunter Street, whereas vehicular access is restricted to the north east corner of the site on Hunter Street to minimise conflict between vehicles and highly pedestrian environments along George Street.</p> <p>Refer to the assessment at section 6.6 and section 6.8 of this EIS.</p>
(x) the impact on, and any proposed improvements to, the public domain,	<p>The construction and operation of the future Hunter Street metro station, including surrounding public domain, is subject to approval through the Stage 3 CSSI Application.</p> <p>The proposed retail uses and commercial lobby within the ground and podium levels provides opportunities for activation along Hunter Street, George Street and through-site links, which will improve the public domain interface as proposed under the Stage 3 CSSI Application.</p>
(xi) the impact on any special character area,	<p>The site is located in proximity to both the Wynyard Park/Lang Park and Martin Place Special Character areas; however it is not located within a special character area. Impact of the proposed OSD on the surrounding locality, including to prevailing street wall heights, overshadowing of public spaces, and to heritage items are addressed in this EIS at section 6. In summary, the OSD envelope is proposed on a site in proximity to and partially within a tower cluster area that anticipates future development on the site will be in the form of a high-rise tower building. The special character areas in proximity of the site therefore have a high tolerance to change in the broader CBD context.</p>
(xii) achieving appropriate interfaces at ground level between the building and the public domain,	<p>Interface at the ground level to the public domain has been addressed as part of the Stage 3 CSSI Application. The Sydney Metro West Station and Precinct Design Guidelines form part of the EIS for the Stage 3 CSSI Application and establish design standards to guide the design of stations, station</p>

Matter for Consideration	Proposed Planning Envelope
	podium and interface outcomes between stations and their surrounding locality.
(xiii) excellence and integration of landscape design.	The proposed draft Design Guidelines includes objectives and guidance to enable the landscape design of publicly accessible spaces on the site to be of high quality and complement and integrate with the development.

The proposed building envelope within this Concept SSDA has also been informed by feedback from the Sydney Metro Design Advisory Panel in accordance with the Sydney Metro West Design Excellence Strategy for Hunter Street Station.

6.2 Built form and urban design

6.2.1 Response to context and streetscapes

An Urban Design and Built Form Report is attached at Appendix E. The study provides a comprehensive site analysis including review of the existing and future constraints including the indicative design of the metro station and associated passenger rail infrastructure.

The outcome of these investigations includes establishing six urban design principles to guide the future development of the site including:

- Principle 1 – Movement and connectivity
- Principle 2 – Connecting with Country
- Principle 3 – Heritage and place character
- Principle 4 – Public space
- Principle 5 – Street wall scale and articulation
- Principle 6 – Amenity and Landscape

These principles have informed the proposed building envelope sought via this SSDA, which reflect existing site characteristics and optimises site opportunities and enabling the provision of an OSD without compromising the amenity of surrounding properties and heritage item. The following section provides a context and urban design assessment of the proposal.

Podium and street wall height

Sydney Metro is not able to define an RL to delineate station and over station development at this point due to ongoing station design development as part of the CSSI approval, however, this proposal acknowledges the relationship of the defined street wall in assessing an appropriate urban design response and to inform equivalence testing. The western station building (including the station services, space for non-station use and concourse) would be, subject to design development, indicatively around 20 metres above street level.

While the podium envelope is part of the Stage 3 CSSI Application (which is ongoing and subject to design development as part of the CSSI), the massing and layout of the podium has informed the OSD parameters as well as the internal layout planning for the future retail and commercial uses proposed under this SSDA. Therefore, it is important to consider the urban design context of the podium and its relationship with the OSD tower above.

The design of the podium includes consideration of the interface with the street and local character of the northern precinct of the Sydney CBD, including alignment with key heritage buildings in the immediate context of the site and streetscape characteristics. As the design of the Stage 3 CSSI develops, these considerations would continue as per the Station and Precinct Design Guidelines.

The podium identified in the indicative reference scheme (and subject to design development as part of the CSSI) provides for variation in heights which respond to the following surrounding context:

- Former Skinners Family Hotel: The proposed massing steps down to align with the existing parapet of the Former Skinners Family Hotel. The relationship to the heritage item is enhanced by maintaining a lower street wall on either side.
- George Street: The street wall aligns with the predominant street wall height of heritage items and other buildings along George Street.
- Hunter Street: The street wall along Hunter Street is proposed to step up and increase in scale to the east of the Former Skinners Family Hotel to a typical compliant scale of 25m.

This is shown in Figure 6-1 which show how the podiums respond to varying streetscapes across each site.

Having the podium as a base, the proposed OSD built form respond to the key datum lines of the significant heritage items and rhythm of the surrounding buildings, taking reference from the vertical rhythms of the Former Skinners Family Hotel and provide reinforcement in terms of the scale and facade relationship to this item.

The indicative reference scheme attached at Appendix H illustrates how the podium may be configured internally to provide sufficient spatial allocation for station access and station infrastructure while also activating public streets and site through link via the proposed commercial and retail uses, which will be further refined as part of the future Detailed SSDA. The future internal planning of the podium should also consider the fine grain pattern along George Street.

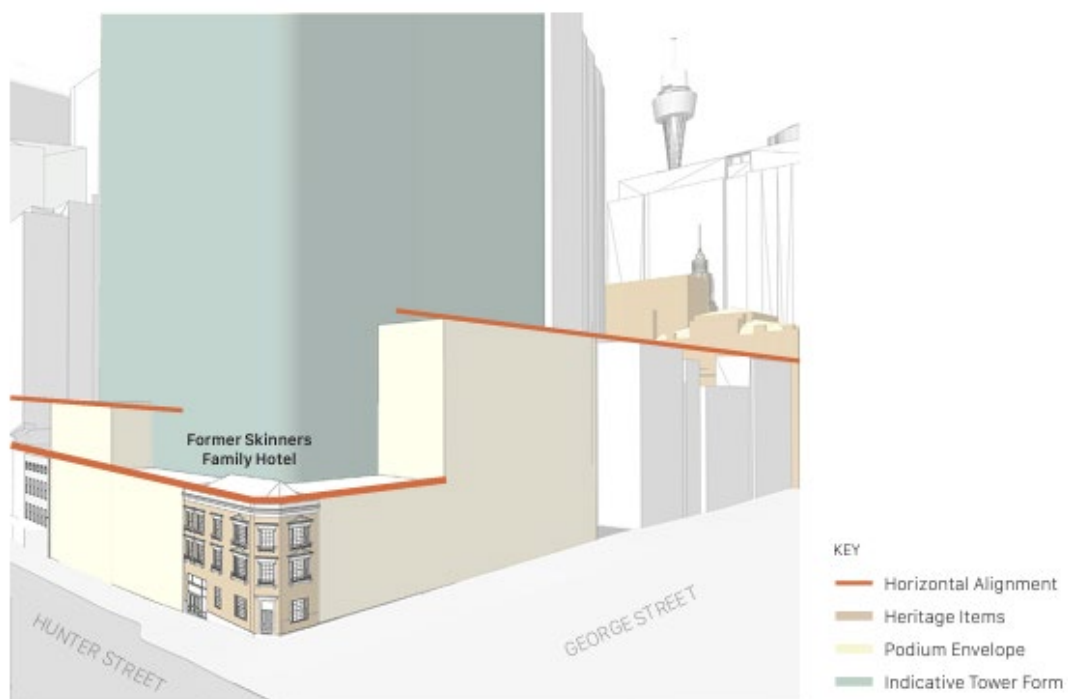


Figure 6-1 Hunter Street and George Street – Proposed Responsive Street wall Height

Tower form and setback

Consistent with the approach to the podium, the proposed tower envelope is responsive to context and the constraints established by the station. The maximum horizontal dimension of the proposed building envelope is less than 80m which is consistent with the maximum massing controls for non-residential buildings set out in the SDCP 2012.

The tower envelope has been determined based on following factors:

- the podium envelope
- prevailing street alignment
- emerging urban context by taking into consideration the alignment of the surrounding towers and Australian Square.
- alignment to heritage item onsite
- regularised floorplate
- sun access
- daylight access
- wind conditions
- proposed core locations, which is heavily constrained by the spatial requirements of the station below.

The proposed upper podium envelope follows the CSSI podium envelope directly below with a continuous 5.5m setback to the Hunter Street boundary to establish a continue podium form while connecting with the tower envelope above. The north western corner of the envelope is setback from the Former Skinners Family Hotel (consistent with the podium envelope below) which provides visual relief zone to respect the heritage building.

The proposed tower envelope prioritise setback to George Street over Hunter Street, as George Street is the primary pedestrian boulevard in the Sydney CBD. The George Street setback is based on a 10m setback to the glass line with an allowance of a 600mm zone for external architectural features and sun-shading. This allows for improved access to views towards the sky, sun and daylight access, and most importantly opens up views towards Australia Square Tower (Heritage Item) from George Street (refer to Figure 6-2).

The proposed setback also provides sufficient visual privacy buffer and a line-of-sight that is towards the surrounding streets and not into adjacent properties. Future Detailed SSDA of the tower will consider detailed design mitigations, such as window design, architectural element for screening etc to protect the visual privacy of the tower and surrounding developments.

The proposed tower setbacks result in variations to the side setback requirements under the SDCP 2012, which is reflective of the two maximum sun protection planes affecting the maximum height of the tower. The variation to the setbacks is proposed utilising the equivalence testing as outlined in the SDCP 2012 provisions for tower cluster areas, justification is provided in Table 6-2.

Table 6-2 Proposed tower setbacks

Frontage	Tower Setback	SDCP 2012 tower cluster provisions	Justification
Hunter Street	5.5m - 5.8m	Min. 8m	<p>The proposed northern façade of the building is proposed to be consistent with the existing and proposed tower alignments along Hunter Street including the northern alignment of Brookfield Place which governs access to sky view from Hunter Street. A varied setback which regularises the tower envelope is proposed with an average setback to Hunter Street of 5.8m. Due to the increased setback from George Street the tower form is pulled away from the heritage listed Former Skinners Family Hotel.</p> <p>The proposed setback also provides a rationalised setback and a regular and logical floorplate for the commercial building.</p>
George Street	9.4m to lower tower 21.4m to upper tower	Min. 8m	<p>Additional setback provided to George Street is to align with other significant towers in the streetscape such as Australia Square and to provide visual relief and additional setback to the Former Skinners Family Hotel.</p> <p>An increased setback to George Street has been prioritised within the proposed envelope to allow for increased views to the sky and Australia Square and increased sun access from George Street. The proposed setback is based on 10m to the glass line with an allowance for 600mm for architectural features and sun shading within the envelope.</p> <p>Additional 12m setback provided above RL148.2 to comply with the required No Additional Overshadowing provisions protecting Martin Place under clause 6.18 of SLEP 2012.</p>

Frontage	Tower Setback	SDCP 2012 tower cluster provisions	Justification
Southern side setback	Min. 4.8m – 5.7m	Min. 4.6m – 6.4m	The proposed southern setback is greater than the minimum setback and has been rationalised from the irregular boundary condition. This setback is based on achieving approximately 6m setback to the glass-line plus external architectural features.
Eastern side setback	Min. 4.5m – 6.4m	Min. 6.4m – 8m	<p>A compliant setback is achieved at the south-eastern portion of the site. The minimum setback is only to the irregular site boundary. The reduced tower setbacks to the east do not impact the ability of sites to the east to be redeveloped.</p> <p>The proposed eastern side boundary setback reflects the tower core constraints from the station below, regularised the envelope from an irregular boundary and generally achieves a 6m setback from the eastern side boundary.</p>

In addition to the built form justification above, the proposed setbacks for the tower have been balanced against the required Sky View Factor analysis described in Section 6.3.2, and equivalent wind safety and wind amenity testing described in Section 6.3.4. These assessments confirm that an equivalent outcome is achieved with regards to varying minimum street setbacks and side and rear setbacks, building form separation and tapering provisions.

Accordingly, the proposed tower envelope responds to the surrounding context, the Former Skinner Family Hotel, and enable the building to be seen as a unified composition from all street frontages, without compromising views to the sky, wind conditions and public domain amenity.

6.2.2 Detailed design

The proposed GFA takes into account 12.5 per cent articulation volume. This articulation zone provides sufficient area within the proposed building envelope for architectural articulation, external façade depth and external sun shading (not occupied by floor space), which will be considered and incorporated as part of the future Detailed SSDA.

The indicative reference scheme attached at Appendix H has considered the future layout planning and internal amenity of the OSD. The floorplate has been orientated to protect high solar loads on the east while preserving western, northern and southerly views. The indicative floorplates also demonstrate how visual connectivity, daylight, sub divisibility and efficiency can be achieved in the future.

Overall, the indicative reference design scheme and proposed FSR provide significant opportunity for a range of architectural and urban design outcomes to ensure quality design can be achieved for the future Detailed SSDA.

6.2.3 Landscape design

The landscaping of the public domain surrounding the site will be the subject of the Stage 3 CSSI Application. The proposed envelope accommodates future terraces and awning which provides opportunities for landscaping. As part of the Detailed SSDA, any podium landscaping and landscaping of the building will be considered to create visual interest and be well integrated with the development. Public art, integrated interpretation of country and heritage and integrated wayfinding will also be incorporated in the landscape design as part of the Detailed SSDA.

6.2.4 Accessible design

A detailed accessibility assessment is to be submitted with the future Detailed SSDA. The future floor plan design will be guided and designed to achieve accessibility design requirement to ensure access provisions are achieved and considerations for the proposed commercial development in accordance with the following policies and guidelines:

- the Disability Discrimination Act 1992 (DDA)
- the Building Code of Australia 2016 and referenced Australian Standards
- the Disability Access to Premises (Buildings) Standard 2010

All aspects of the proposed development will be required to comply with the relevant aspects of the above standards and Act.

6.3 Environmental amenity

This section assesses any potential amenity impacts on the surrounding locality, including shadow impact to public domain areas, sky view factors in public spaces, reflectivity and wind impact.

6.3.1 Ventilation

The proposed building envelope considers ventilation by having setbacks to all building facades proposed, so that air can circulate around the tower envelopes, rather than built with zero boundaries.

Ventilation will be further enhanced through façade design (including window opening) and internal configuration (dual aspect layouts, etc) as part of the future Detailed SSDA.

6.3.2 Overshadowing

Methodology

Clauses 6.17 and 6.18 of the SLEP 2012 prevents new buildings from creating additional overshadowing to certain public places, which includes Martin Place. The concurrent Planning Proposal does not include changes to the Martin Place sun access plane nor to the 'No Additional Overshadowing' provisions with the concept reference design fully compliant with these height of building controls.

The Built Form and Urban Design Report that accompanies this EIS includes a solar and overshadowing analysis (Appendix E). The analysis details that the proposed building envelope would result in a larger extent of overshadowing compared to the existing buildings on the site due to their increased built form between 9:00am and 3:00pm during the winter solstice, equinox, and summer solstice.

As illustrated in Figure 6-4, Figure 6-5 and Figure 6-6 the additional overshadowing resulting from the proposal predominantly falls on the rooftops of existing buildings in mid-winter.

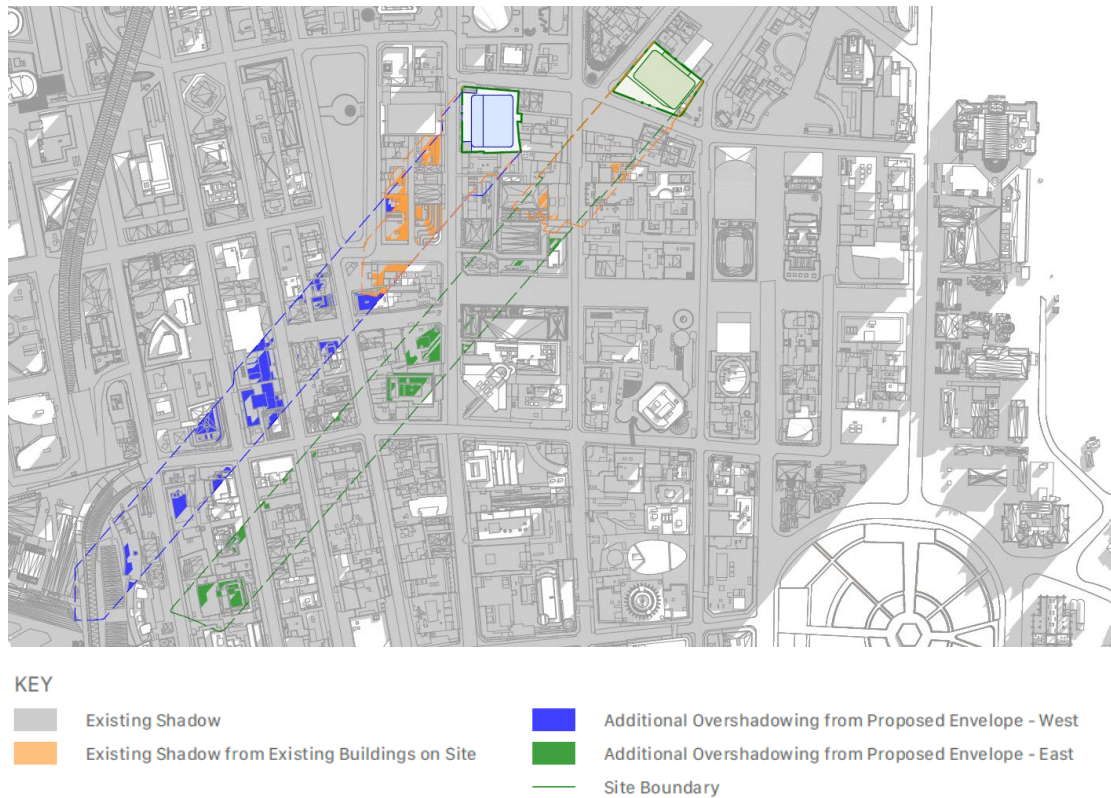


Figure 6-4 Overshadowing impact at 9:00am, 21 June



Figure 6-5 Overshadowing impact at 12:00pm, 21 June

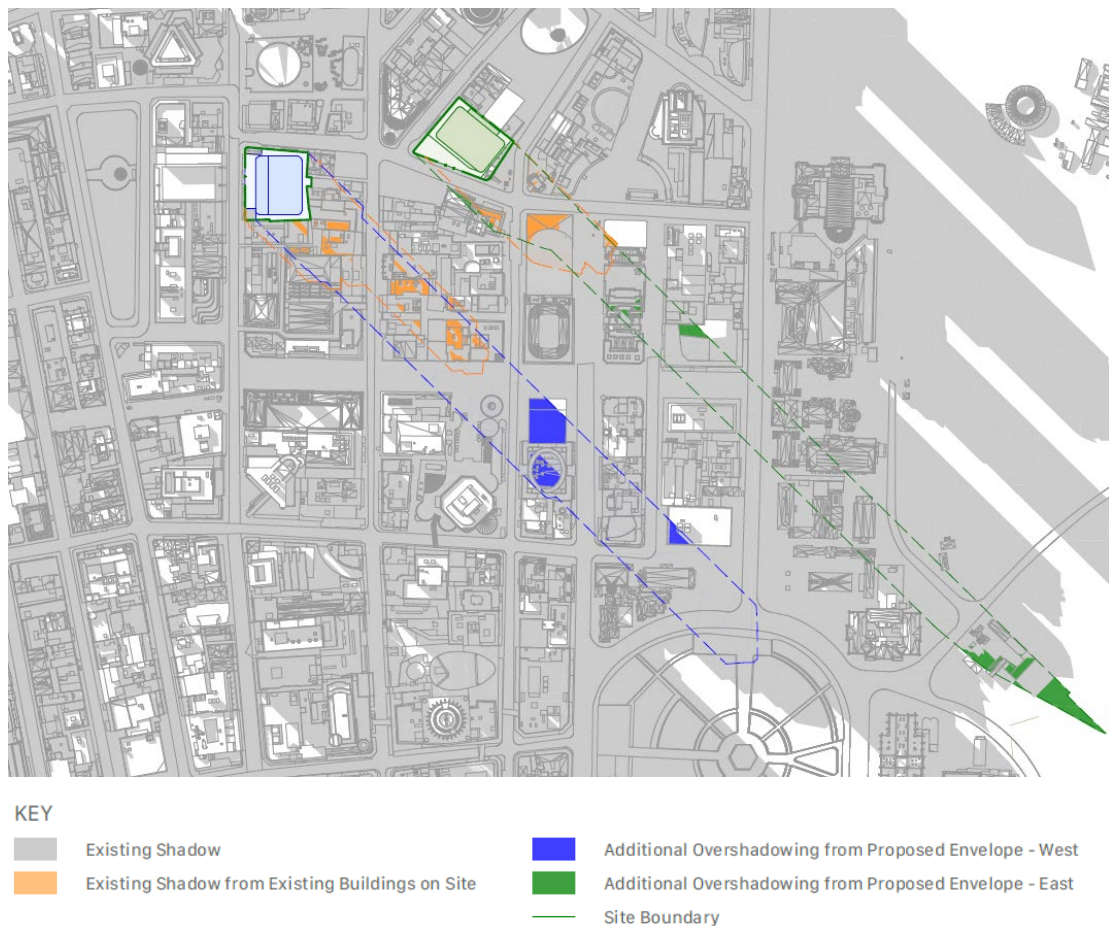


Figure 6-6 Overshadowing impact at 3:00pm, 21 June

Assessment

Wynyrd Park

As a result of the proposal a small portion of additional overshadowing at Wynyrd Park is proposed at 9:00am on 21 December. As per the above, this is outside of protected areas of sunlight for this open space and will have a negligible impact on the useability and amenity of Wynyrd Park in mid-summer.

Residential development

One building comprising residential apartments near the site will be impacted by overshadowing from the proposed building envelope. This building is located at 1 Hosking Place between Pitt and Castlereagh Streets, and consists of both serviced apartments (49 one-bedroom serviced apartments at Levels 1-7) and residential apartments (97 one-bedroom apartments on Levels 8-28).

The potential for overshadowing to nearby residential buildings was also considered within the following locations:

- The street block bound by Hunter Street to the north, Pitt Street to the east, Martin Place to the south and George Street to the west.
- The street block bound by Hunter Street to the north, Elizabeth Street to the east, King Street to the south and Pitt Street to the west.
- The street block bound by Barrack Street to the north, Pitt Street to the east, King Street to the south and York Street to the west.
- The street block bound by Margaret Street to the north, George Street to the east, Barrack Street to the south and York Street to the west.

With the exception of the building at 1 Hosking Place, there are no other residential buildings located within the surrounding street blocks that will be overshadowed due to the building envelopes from the site.

An analysis of the proposed building envelope's overshadowing on the part residential building at 1 Hosking Place has been undertaken and is included within the Built Form and Urban Design Report (Appendix E). This 'sun eye' analysis has considered against Objectives 3B-2 and 4A-1 of the Apartment Design Guide (ADG) and section 4.2.3.1 of the SDCP 2012.

The proposal partially overshadows the building at 1 Hosking Place at a point between 2:45pm and 3pm on 21 June. In terms of a cumulative impact, it is noted that the sun eye analysis demonstrates that building envelope for the concurrent Concept SSDA for the east site overshadows the building at 1 Hosking Place between 12pm and 12:15pm on 21 June.

This analysis demonstrates that the proposed building envelopes for the Hunter Street Station OSDs would retain an acceptable level of solar access to the residential apartments at 1 Hosking Place between 12:15pm and 2:45pm on 21 June (more than two hours in duration).

Overshadowing within the National Heritage listed boundary of Governors' Domain and Civic Precinct

Detailed shadow diagrams were developed for the purposes of the Historic Heritage Impact Statement (Appendix Z). The shadow diagrams (shown in 15-minute intervals) indicate the extent of additional overshadowing between 2.15 and 4.00pm within the National Heritage listed boundary of the Governors' Domain and Civic Precinct (which includes Hyde Park Barracks).

There is no overshadowing to the Governors' Domain and Civic Precinct from the proposal between 2.15pm to 3pm and there is no additional shadow at 4.15pm. Minor shadow impact from 3pm to 4pm is detailed below.

Table 6-3 Analysis of potential additional overshadowing to Governors' Domain and Civic Precinct

Time (pm)	Place	Extent of shadow
3pm	Supreme Court of NSW	Minor overshadowing of southwest corner of roof
3.15pm	The Domain	No additional overshadowing
3.15pm	Supreme Court of NSW	Approximately 50% overshadowing of roof
3.30 pm	Supreme Court of NSW	Approximately 90% overshadowing of roof
3.45pm	Registrar General's Office (Land Titles)	Shadow from the proposed development falls of small areas of roof
	The Domain	Shadow from the proposed development falls on a narrow strip at the southern end of Domain Fields
	Supreme Court of NSW	Approximately 50% overshadowing of roof

Time (pm)	Place	Extent of shadow
4pm	Registrar General's Office (Land Titles)	Shadow from the proposed development falls on small areas of roof
	Supreme Court of NSW	Minor overshadowing of northeast corner of roof

The proposal does not have the potential to cause additional overshadowing over Hyde Park Barracks, however the proposal has the potential to cause additional overshadowing within the buffer zone for approximately 60 minutes between 3.00pm and 4.00pm on 21 June.

As outlined within the Historic Heritage Impact Assessment, the Hyde Park Barracks Conservation Management Plan (2018) does not address potential overshadowing. The Historic Heritage Impact Statement confirms that this partial overshadowing to the roof of the heritage item and to the buffer zone is unlikely to cause significant impact to the heritage item.

The First Government House Site will not be subject to potential additional overshadowing as a result of future development.

Overall, as there is no proposed works within the boundary of Governors' Domain and Civic precinct, the potential minor overshadowing caused by the proposal is not likely to have a significant impact on the National Heritage Values.

General Post Office, 1 Martin Place

The General Post Office, 1 Martin Place is included in the Commonwealth Heritage List. It is located to the south of the site. Future development within the building envelope has the potential to cause additional overshadowing across approximately 10% of the site at 1.00pm on 21 June. This overshadowing will be of negligible heritage impact.

The General Post Office Sydney Conservation Analysis and Draft Conservation Management Plan, Clive Lucas Stapleton, 1991, does not contain any conservation policies in regard to overshadowing. The Hunter Street concept design is not located in any specified significant views.

Mitigation Measures

Future development should ensure that building footprint is contained within the proposed building envelope to protect the solar amenity of public domain areas, residential development and Governors' Domain and Civic Precinct.

6.3.3 Sky view

Methodology

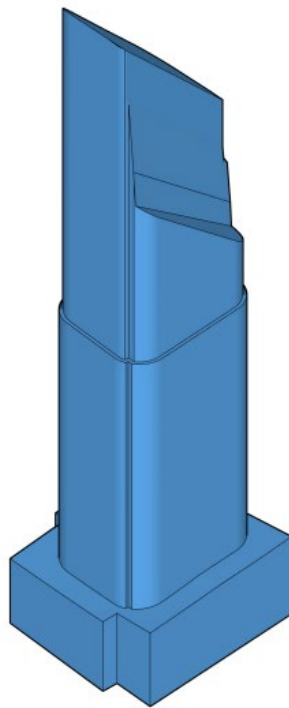
The CSPS seeks to unlock additional employment-generating floor space in Central Sydney through opportunities for additional height and density that will not result in adverse impacts to public domain amenity including daylight access.

The CSPS provides for a 'base case building envelope' to establish the minimum performance benchmarks for daylight levels or sky view factor in public places adjacent to the site. Applicants may vary the planning controls that would otherwise apply to the site through a procedure to demonstrate how wind comfort, wind safety, and daylight levels in adjacent Public Places perform relative to the base case building massing (Schedule 12 methodology). The SDCP 2012 defines 'equivalent' results as *"very slightly 'better than' at a high level of accuracy"*.

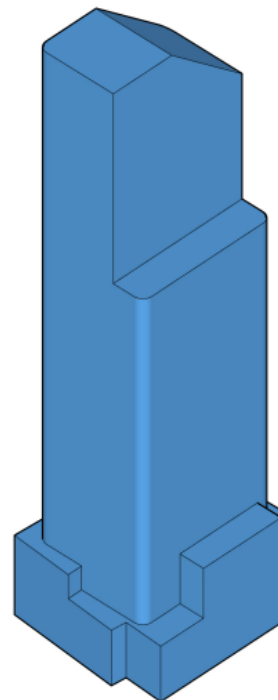
The Built Form and Urban Design Report accompanying this SSDA (Appendix E) includes sky view factor analysis which is calculated as the proportion of sky visible when viewed from the ground, looking directly up. The testing analysed the extent of sky visible above various points within a 100m radius from the site as a proportion of the total possible sky hemisphere above the point, comparing the base case envelope (using assumption set out in Schedule 12 of the Sydney DCP 2012) with the proposed planning envelope.

The results of the sky view analysis are expressed as a numeric value between 0 and 1 and represent the average ratio of visible sky across the area. The difference between daylight levels reported for the proposed envelope is compared against the daylight levels reported for the base case envelope. The difference is also expressed as a numeric value.

The intent of the study is to demonstrate that the resulting daylight levels in the public domain surrounding the site is equivalent or greater, as expressed through a positive number, than the daylight levels that would otherwise be available in the public domain from a base case massing.



120. Base Case Massing - 15.517138 (Schedule 12, Sydney DCP)



121. Proposed Envelope - 15.517341 (Varied setbacks)

Figure 6-7 Base massing and envelope massing comparison

Assessment

The sky view factor analysis demonstrates that the proposed building envelope for the site results in an improved sky view factor of 0.000203 compared to a 'base case building envelope'. This result is illustrated in , where green shows the increase in sky visible from the public domain due to the proposed building envelope compared to the 'base case building envelope', and yellow shows an adverse impact in sky visible compared to the 'base case building envelope'.

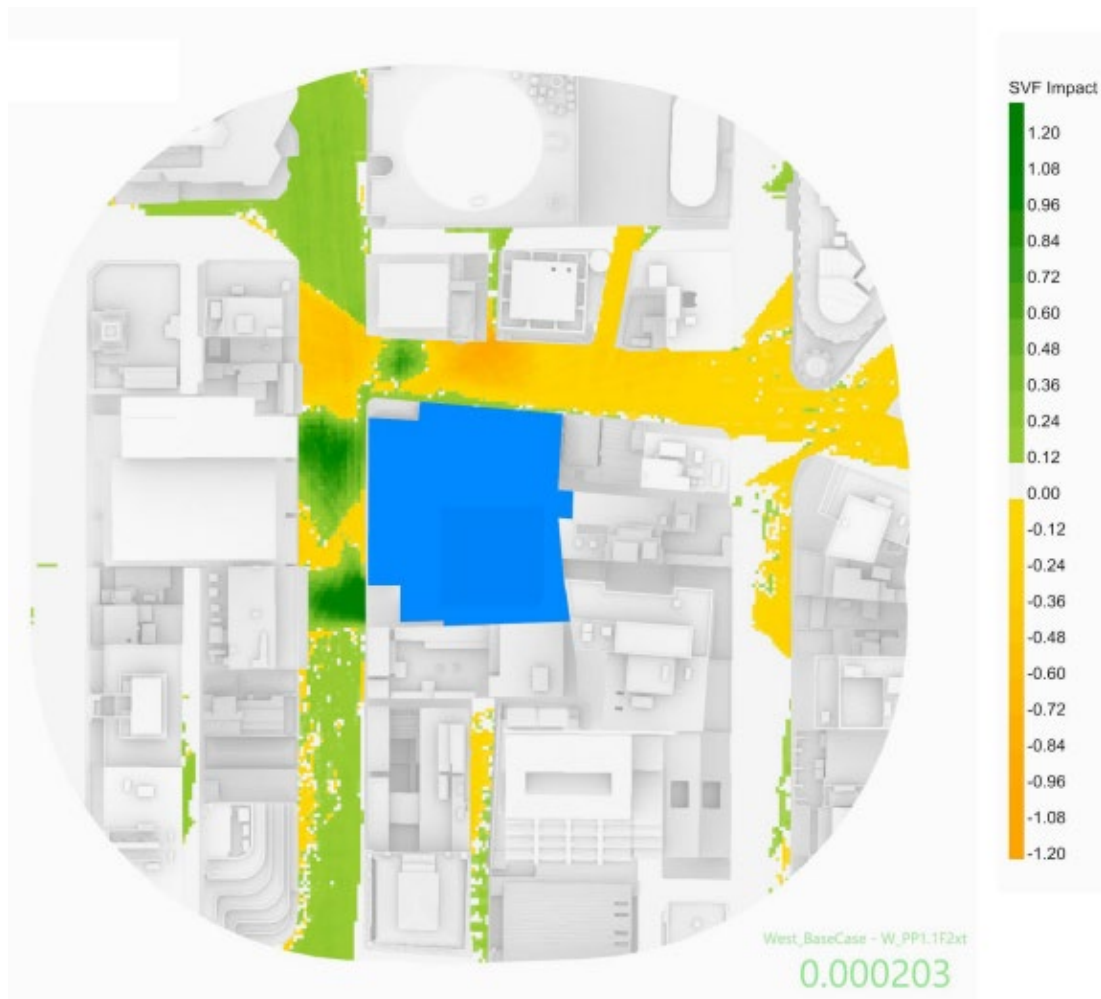


Figure 6-8 Sky view factor analysis

The proposed building envelope is consistent with the equivalence testing requirements outlined in the CSPS, SDCP 2012 for tower cluster sites, and the Design Guideline. The proposed building envelope will therefore result in an acceptable amenity outcome for pedestrians and the public realm.

Mitigation Measures

Future development should ensure that building footprint is contained within the proposed building envelope to protect the natural light levels in the public domain surrounding the site.

6.3.4 Reflectivity

The impact of reflectivity on the surrounding locality has been considered in this SSDA submission. In accordance with SEARs Item 4, a Reflectivity Impact Assessment (Appendix M) to assess the impact of a future building on the site and resulting reflectance on the surrounding area.

Methodology

The Reflectivity Assessment has been prepared in accordance with the method outlined by Hassall (1991) of the University of New South Wales, which has been widely used to assess reflections off building projects in Sydney.

The analysis assumes the facades are entirely glass without any obstructions by way of external elements, to understand the risk of glare hazard on surrounding roads and pedestrians. Note that the SEARs does not require as assessment of glare impacts

on surrounding buildings and therefore this has not been considered within the Reflectivity Impact Assessment.

The assessment considers the risk of “veiling glare” measured by the veiling luminance. Veiling luminance was calculated along four routes (refer to Figure 6-9) and for each assessment route 11 locations were assessed, representative of sensitive receptors traversing routes within the vicinity of the proposed development.

Glare impact on nearby buildings is not considered within the assessment.

A conservative approach has been considered by assuming entirely glazed facades without external shading elements that might otherwise shield glare.

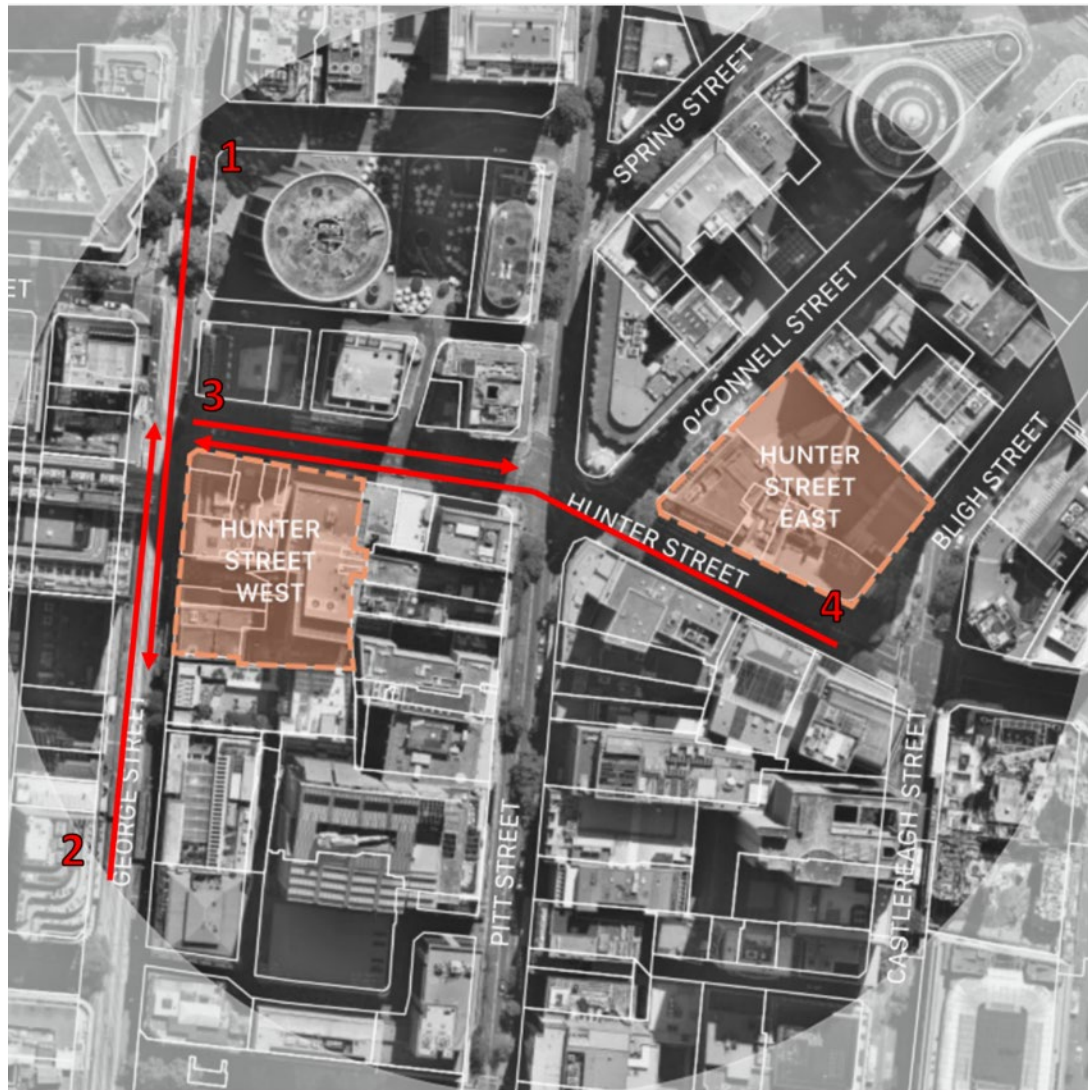


Figure 6-9 Reflectivity testing routes

Assessment

Only vehicles moving within the vicinity of the site were considered as adverse reflections will have the biggest impact on them. Impacts on neighbouring buildings were not considered as the risk was deemed to be minimal and these will be considered at a future detailed design stage when the materiality has been resolved.

For all assessments undertaken, a veiling luminance limit of 500 cd/m² was adopted as the acceptable amount of reflected solar glare to which a driver should be exposed. It was found that none of the assessment routes had assessment locations that were expected to exceed the 500 cd/m² limit at points along any of the four

routes tested. Therefore, the proposal will not adversely create any reflectivity impacts.

Calculation of glare impact on pedestrians around the development was considered but deemed irrelevant as hazards introduced by glare risk to pedestrians is significantly lower compared to drivers. Results also indicated that glare risk to drivers is already minimal.

Overall, the proposed development does not result in an exceedance to the maximum luminance value or result in the creation of any thermal risks in the surrounding environment.

Mitigation Measures

As this application seeks concept approval only, the detailed façade design and materials would be subject to future Detailed SSD Application(s). The design and materiality of the façade which determine reflectivity would be resolved at the detailed design phase of the development and would be consistent with the recommendations provided within the Reflectivity Impact Assessment Report. Subject to the adoption of a maximum 20 per cent specular reflectance for the future detailed design of the glazed surfaces, there will be no adverse impacts caused by reflectivity on the surrounding environment.

6.3.5 Wind impacts

A Pedestrian Wind Assessment has been provided at Appendix N. The report provides a qualitative assessment to evaluate the wind conditions at the site and nearby surrounding environment. This included an assessment of a total of 52 locations within and around the site as part of the wind tunnel testing.

Methodology

The wind tunnel test was split into three stages:

- **Baseline investigations** – assessing the existing buildings (pre-demolition) on the site to determine the existing wind climate.
- **Base case** – assessing the base case (based on the 'base case' requirements of Schedule 12 of the SDCP 2012) to determine the future baseline wind climate.
- **Proposed building envelopes** – assessing the planning envelopes to determine the anticipated future wind climate.

To enable a qualitative assessment of the surrounding wind environment, the Pedestrian Wind Environment Impact Assessment has used wind data, including wind frequency and wind direction, measured by the Bureau of Meteorology (BOM) weather station at Sydney Airport, which is situated 8.5 km southwest of the site. Airport weather stations are generally the most reliable source of wind data as they are typically free from nearby obstructions and have uninterrupted, quality-controlled data for suitable time periods.

Wind tunnel testing has been undertaken in the three-quarter open-jet test section of the Monash University 1.4 MW Wind Tunnel. This model is based on the concept building envelope and therefore no detailed architectural or landscaping features have been included as part of this modelling.

Measurements are compared with the criteria for pedestrian comfort and safety, presented in the SDCP 2012.

Assessment

The results of the assessment indicate that wind speeds are generally compliant with the intended usage of each area of the proposed development. All the locations fall

below the safety and comfort criteria outlined by the City of Sydney with the exception of one location (location 35) that exceeds the prescribed comfort rating. This location is at the northern end of the Richard Johnson Square. It is noted that the location currently experiences wind conditions that exceed the wind speed criteria for searing. However, the proposed development reduces the predicted wind speed at this location, when compared to the baseline investigations (reduction of 0.2 m/s), and therefore it is deemed to be acceptable. Further improvements to the wind environment is anticipated as a result of further building articulation and detailed design outlined in the future Detailed SSDA.

Mitigation Measures

It is recommended that further investigation of the wind conditions for the ground level and elevated areas within and around the development be undertaken during the design development and as part of the Detailed SSDA to verify the suitability of the relevant public domain areas. This would also include detailed wind tunnel testing of any proposed elevated and open communal areas in the OSD.

6.4 Visual impacts

Methodology

To determine the visual impact of the proposed building envelope compared to the existing site context (with buildings demolished on the site), a Visual Impact Assessment (VIA) has been prepared (Appendix O) which includes a series of photomontages from 11 key vantage points in the public domain (refer to Figure 6-10).

The methodology employed for the VIA is based on a combination of established methods used in NSW including the Guideline for landscape character and visual impact assessment, Environmental Impact Assessment practice note EIA -NO4 prepared by the Roads and Maritime Services December 2018 (RMS LCIA) and research developed by Dr Richard Lamb (Richard Lamb and Associates (RLA)).

The methodology for the visual impact assessment includes determining the visual catchment using GIS mapping software (LiDar data) to determine potential views of the tallest built form proposed from the surrounding area, and ground-truthed with particular high points and sensitive view places. Compared to the existing site conditions, the extent and significance of the potential visual change was then assessed.

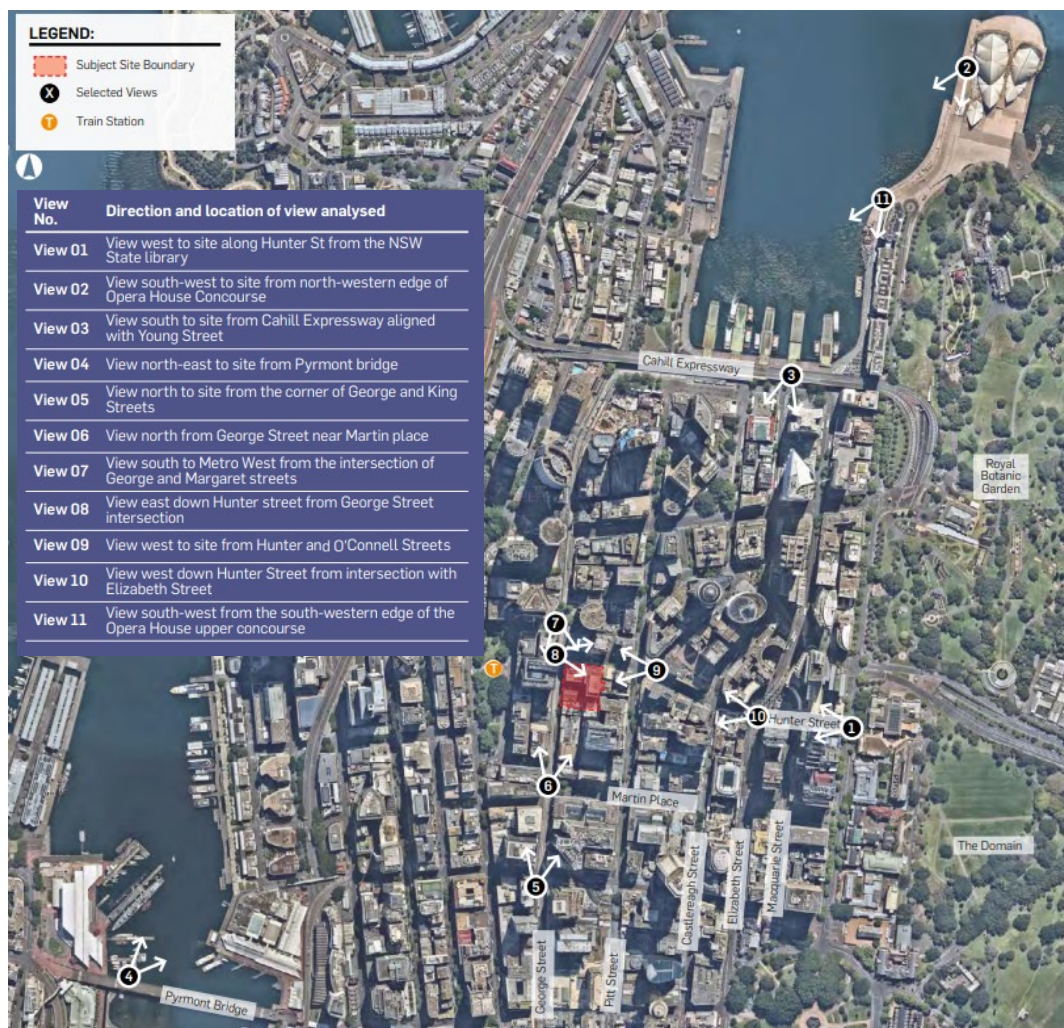


Figure 6-10 Photomontage view location map

Assessment

The analysis found that the site is located within a relatively constrained visual catchment, and while upper parts of the proposed building envelope is likely to be visible from distant views from the west, north and east, this will be against a backdrop of an urban development or city skyline.

The existing visual environment has a relatively high capacity to absorb the visual changes proposed given the surrounding urban context, the presence of medium and tall tower forms, which block or partially block medium and distant public domain views towards the proposed development.

The specific visual impacts or impacts to view corridors resulting from the proposed planning envelopes are outlined in the following sections.

The photomontages assessed show an indicative tower form. Ultimately the building form will demonstrate a 12.5 per cent articulation allowance which may result in a slenderer appearance of the tower form, and less visual impact.

Public views

The CSPS includes controls for views from public places that take in important buildings or urban landscapes that help define Central Sydney. It is noted that the proposed building envelope is not located within any protected public view corridor identified within the CSPS for the Sydney CBD.

The photomontages show that in close views the proposed built form will create visual change to the existing composition of some views and block a minor amount of heritage facades in close views.

Public domain view place sensitivity was rated as medium or lower in seven views, with the views experienced for shorter durations of time and not an extended duration of time, such as those from public open spaces. Views from public open spaces were either spatially separated or limited by built form and street vegetation.

The proposed development has high compatibility with the existing visual character of the site and the immediate visual context. In this regard the proposed development would not be out of place or have unexpected features for viewers travelling within the immediate or wider visual catchment. All but two views were rated as having a high compatibility which provides an 'down-weight' to the level of visual effects, reducing their importance.

Overall, of the 11 views analysed seven were rated as a low, three were rated as medium and one rated as a medium-high level of visual impact. View 8 (the view east down Hunter Street from the George Street intersection) has been identified as medium- high visual impact.

The Concept SSDA introduces new contemporary built form into the foreground view of the George Street intersection with Hunter Street. The Hunter Street frontage of the proposed building envelope is visible in the view and is adjacent to other tower forms. The proposed building envelope however does not block heritage facades or views to heritage items.

While the tower on the west site is visible, the proposed envelope does not create any significant view blocking effects on baseline factors including existing visual character, scenic quality etc. The proposed envelope is not dissimilar in form, height or character to existing towers in the composition and wider visual context.

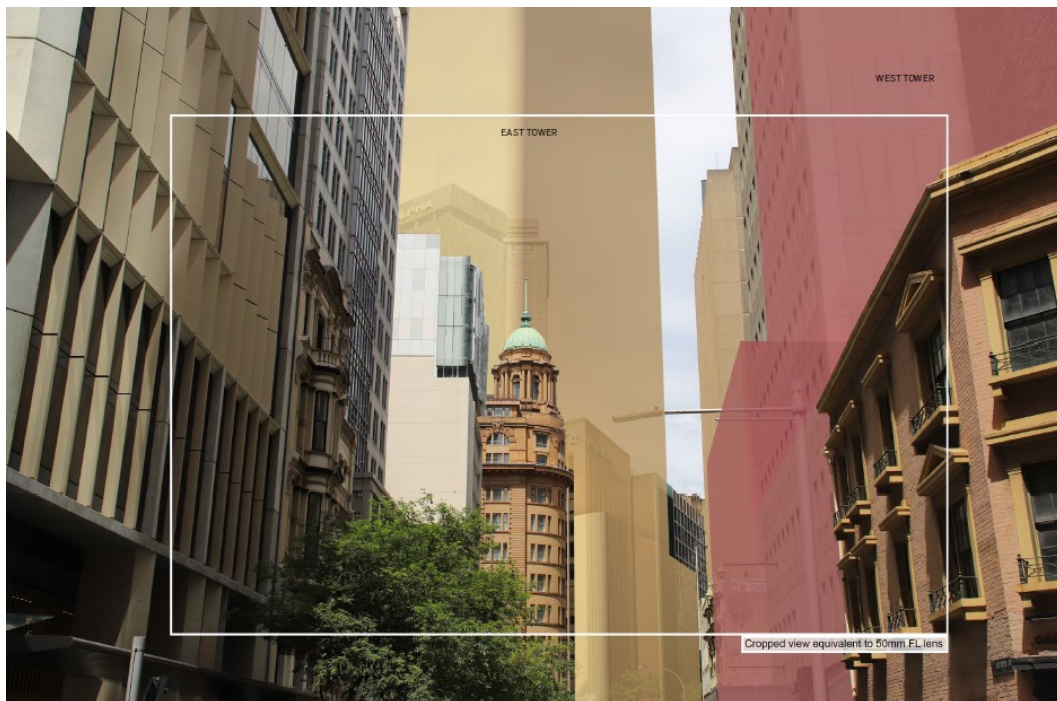


Figure 6-11 View 8 from George Street intersection down Hunter Street

The regulatory context of the site allows for tall tower forms similar to the envelope proposed, and as such the commensurate level of visual effects and impacts are contemplated by the controls.

Taking into consideration the level of visual effects of the proposal on baseline characteristics, and application of impact weighting factors, the visual impacts of the proposed development were found to be compatible with the existing urban character and desired future character of the area.

Private views

From a review of data from CityScope (RPData Product, 2019) the site is not located within close proximity to private residential apartments that would likely benefit from significant view corridors. Notwithstanding it is noted that private views are not protected within the Central Sydney Planning Framework from development that aligns with the strategic direction of the CSPS to provide for an increase in employment generating floor space in tower cluster areas.

Mitigation Measures

Future development should ensure that building footprint is contained within the proposed building envelope and a suitable level of articulation is incorporated to minimise visual impact to public domain areas.

6.5 Integration with station and public realm

Given the unique and complex nature of this project, it is important to delineate between the functioning of the metro station and associated elements (approved under the CSSI applications) and the OSD for which approval is sought under this application. Section 3.8 distinguishes between the approved metro station elements on the subject site and those elements for which approval is sought in this concept proposal, with physical demarcation drawings provided at Appendix I.

The following issues have been considered and it has been demonstrated that the proposed development can successfully integrate with the station box and podium:

- pedestrian amenity – addressed in section 6.6
- traffic and loading impacts – addressed at section 6.8
- noise and vibration impacts – addressed in section 6.9
- water management – addressed in section 6.10
- flooding – addressed in section 6.11
- utilities, infrastructure and services – addressed in section 6.17
- construction program impacts – addressed at section 6.18

The proposed development would not result in any adverse impacts on railway infrastructure, and the station podium. The nature and acceptability of the development with regard to potential impacts has been provided below:

- The proposed development can facilitate retail uses within the ground floor or the station envelope, which provided activated retail frontages to both George Street and Hunter Street and the through site links for an improved public domain outcome.
- The proposed OSD lobby as shown on the indicative reference scheme is elevated above the station and located within the station podium accessed via escalators and lifts from the ground level entry located on George Street. This entry is highly visible from George Street and the Wynyard Street Station entry is located directly opposite the site on George Street. The commercial entry is accessed directly from George Street, can be visually and physically connected with the station (refer to Figure 6-12).

- The proposed development has been designed to accommodate the transport needs of Sydney Metro. The proposal, on this basis, has been undertaken with extensive direct input from Sydney Metro to ensure that, while completely integrated, the components are able to be constructed, maintained and operated separately from each other, both currently and into the future.
- Structural safety of potential OSD has been previously assessed under the Stage 3 CSSI Application and the infrastructure needs of the proposal have been assessed at Section 6.17.
- The proposal would not adversely affect the operation of the future Hunter Street Station as the spatial and functional requirements have been integrated into the concept proposal design with direct input from Sydney Metro.

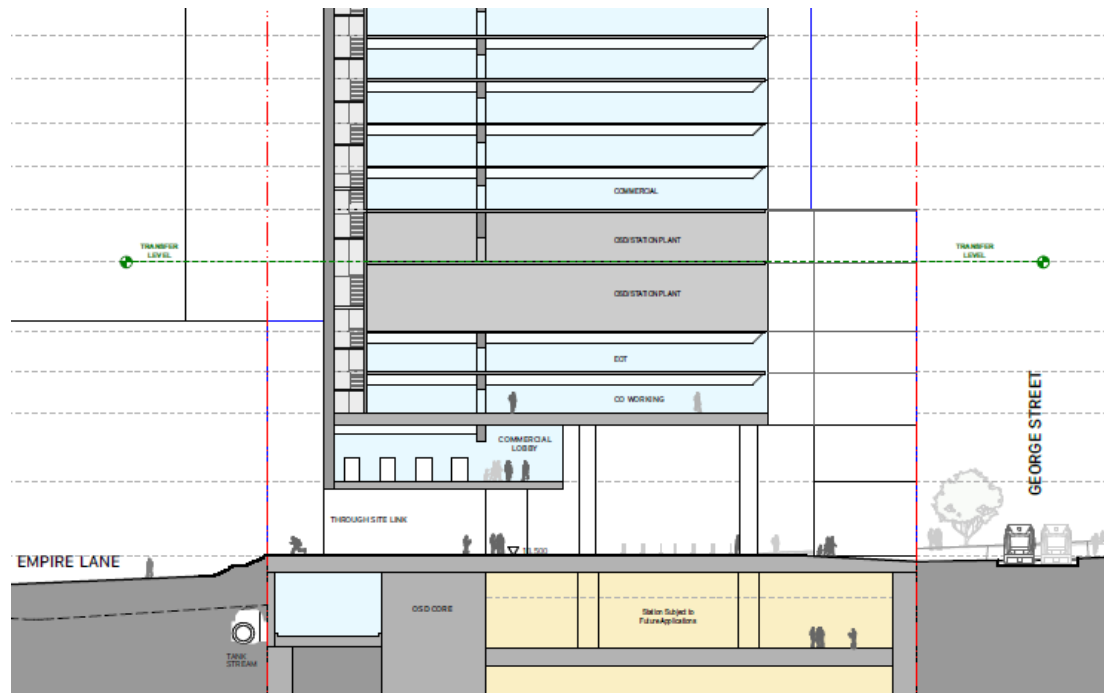


Figure 6-12 Commercial Lobby Section from the indicative reference scheme

As illustrated in Figure 6-12, the yellow area indicates required station area, whereas the transfer level indicates the maximum height of anticipated station infrastructure on the site, with all areas above the transfer level part of the scope of the OSD.

Mitigation measures

The future Detailed SSDA would need to propose a building which is architecturally and structurally integrated with the station structure beneath and would be guided by the Draft Design Guidelines.

6.5.1 Crime prevention through environmental design

A Crime Prevention Through Environmental Design (CPTED) assessment has been provided at Appendix L. The CPTED report provides a desktop assessment of the indicative reference scheme of the proposed development, including the assessment against the six key principles of CPTED, which are discussed in detail below.

Natural surveillance

The proposed commercial and retail land uses have an opportunity to create formal lobby areas with concierge/security personnel that can provide capable guardianship and surveillance of the OSD in addition to the adjacent public realm areas.

Future detailed design, including internal configuration for the ground floor areas, and immediate floors above, should maximise surveillance opportunities.

Natural access control

The urban nature of the station's location may restrict the opportunities for introducing new methods of natural access control; however, the development should seek to leverage the existing station-built environment to channel natural flow of pedestrian throughput.

Intuitive routes should direct legitimate traffic to appropriate areas with natural and electronic surveillance coverage.

Territorial reinforcement

Zoning, in the form of floor surfaces and perceptible architectural branding should be used to indicate passage from public to metro domains. Clear and unambiguous signage and wayfinding is required for the proposed development as effective wayfinding systems provide assurance, promote throughput, and help to reduce unnecessary pedestrian congestion or confusion.

Image management and maintenance

Ensure contractually the ongoing maintenance and upkeep of the proposed development by building management, to include vegetation, landscape and lighting maintenance, site cleanliness, repairing property damage and implementation of an effective Graffiti Management Plan should be incorporated into contractual service level agreements.

Activity support

Environmental designs should promote legitimate activity, particularly at non-peak times when opportunities for crime may increase. Encouragement of socially cohesive activities (e.g. food trucks, street entertainment) will increase the likelihood of desirable behaviour at traditionally quieter times and deter criminal activity.

Site/target hardening

Where possible, architectural and landscaping features should be used to harden the environment against vehicular incursion. Electronic security systems should be integrated within the environment to reduce the overt nature of security measures and the associated fear of crime. These will be addressed under the CSSI Stage 3 Application.

The assessment found that the Concept SSDA and the indicative reference scheme has already incorporated a number of CPTED principles and provides adequate opportunity for the implementation of further CPTED principles in the detailed design phase. The future Detailed SSDA will need to address how the final development scheme will implement the CPTED principles outlined above.

6.6 Pedestrian amenity

The construction and operation of the Hunter Street Station, including the surrounding areas and public domain, will be subject to approval via the Stage 3 CSSI Application.

A Transport and Accessibility Impact Assessment was prepared to support the Planning Proposal (which is also appended to the Traffic and Access Report (Appendix Y) that is accompanying this application) This assessment included pedestrian impacts and accessibility of the site and OSD for pedestrians.

As the existing CBD area already experiences high flows of pedestrians, with or without the construction of the OSD, it is anticipated that the passengers forecast for

Hunter Street Station (approximately 14,000/hour western site in 2056) will add to the high flows.

Methodology

The Planning Proposal Transport and Accessibility Impact Assessment compares the impact of the proposed OSD FSR against the FSR that is compliant with the current SLEP (base case). For the purposes of this assessment a conservative FSR is assumed in the base case, being a total FSR of 12.83:1 per site. This base case figure does not include additional FSR design excellence bonuses under the existing clause 6.21D (10%) or the tower cluster provisions in clause 6.21E of SLEP 2012. Therefore, the actual impacts of a base case may in effect be higher than reported in this assessment.

The person trip generation for both scenarios was determined based on an employee to net lettable area (NLA) ratio (1 person per 10 sqm of NLA), an assumed attendance rate of 85%, and with 50% of trips occurring in the AM peak hour. Using this methodology trip generation has been based on a trip rate of 0.0361 persons per square metre of commercial GFA. This person trip generation is then used to assess impacts to both the pedestrian network and traffic and transport network.

Assessment

The application of the rate above to the person trip generation for the proposed density on the site is a total of 2,381 persons with 1,905 persons for inbound and 476 for outbound.

Trips generated by the retail areas are not calculated as these areas will be food and beverage outlets and other supporting retail uses (such as convenience stores). Any trips to these to these areas will be linked trips from persons already in the area.

Footpath density assessments have been carried out using the Fruin Outdoor Walkway density criteria for the year 2036. The results found that without the OSD, the existing footpaths will continue to operate generally at a level of service A and B, and at a minimum level of service D (Hunter Street between Pitt and George Streets).

It is estimated that the net additional trips attributed to the proposed development, as compared to a development compliant with the base case LEP, would be a total of 613 inbound and 153 outbound trips.

As the development is located above the station, impacts to footpath capacity are not expected to be significant as trips to and from the Hunter Street Station sites will occur within the site.

The impact on surrounding footpaths from people only walking is expected to be minimal once the distribution across the network is considered. There will also be existing pedestrian links from the western site to Wynyard Station via an unpaid underground connection. Therefore, the proposed development will manage significant pedestrian flows on-site and through new underground linkages.

Mitigation Measures

As outlined in this section, the increase in pedestrian flows from the OSD are negligible compared to the pedestrian flows and accessibility impacts resulting from the construction of the Hunter Street Station, and accordingly no mitigation measures are required for the Concept SSDA. As part of the CSSI Applications, the City of Sydney and Transport for NSW are consulting on public domain improvements in the vicinity of the site.

6.7 Ecologically sustainable development (ESD)

An Ecologically Sustainable Development (ESD) Report (Appendix P) has been prepared to define principles that would be incorporated into the future design, construction and operation of the OSD.

This framework is established to address a number of different environmental targets and performance measures, to reflect best practice sustainable building principles including for energy and water efficiency and the use of renewable energy. The ESD framework will contribute to the goal of moving toward net zero carbon emissions under a range of Net Zero Buildings initiatives that leverage NABERS (embodied and operational GHG emissions), green finance mechanisms and BASIX enhancements that align with the trajectory for low energy buildings.

6.7.1 Principles of ecologically sustainable development

Section 192(f) of the EP&A Regs requires consideration of the principles of ecologically sustainable development. An assessment of the proposed development against the ESD principles is provided in Table 6-4 and discussed further in the ESD Report at Appendix P.

Table 6-4 Assessment against ESD principles

Principle	Proposal
(1) The principles of ecologically sustainable development are the following— (a) the precautionary principle,	No threat of serious or irreversible environmental damage is posed by the proposed development. Proactive measures to prevent environmental degradation will be included within the design, construction and operation phases of the proposed development. To deliver a high level of performance in operation, the buildings will pursue set environmental performance targets (in alignment with Green Star and NABERS targets) and be set up for optimum ongoing management that is supported by appropriate metering and monitoring systems.
(b) inter-generational equity,	The proposed development will maintain the health, diversity and productivity of the environment for future generations by minimising the consumption of energy and water, and waste generation. This could be achieved through the design integration.
(c) conservation of biological diversity and ecological integrity,	The proposed development is considered highly unlikely to have significant biodiversity impacts as the development is limited to highly modified areas, containing planted native and exotic vegetation only.
(d) improved valuation, pricing and incentive mechanisms.	The principles of improved valuation and pricing of environmental resources requires consideration of all environmental resources which may be affected by a proposal, including air, water, land and living things. Mitigation measures for avoiding, reducing, reusing, recycling and managing waste during construction and operation can be implemented to ensure resources are used responsibly through the future development.

An ESD Report has been included at Appendix P. The report identifies the design initiatives and features of the proposed development that hold the potential to reduce the overall environmental impact.

ESD strategy

The ESD strategy sets the following sustainability performance targets (reductions compared to a reference building):

- 40 per cent reduction in upfront carbon emissions
- 20 per cent reduction in energy use
- 100 per cent renewable energy
- 100 per cent elimination / offset of other emissions
- 40 per cent reduction in potable water use
- 30 per cent reduction in life cycle impacts.

• Minimising greenhouse gas emissions

The proposed development can minimise greenhouse gas emissions by:

- implementing a Climate Positive Pathway, as outlined in detail in the ESD Report at section 5.2
- taking advantage of proven emissions reduction technologies to reduce operational costs
- driving credible reductions in Upfront Carbon and Operational Carbon
- avoiding locking in fossil fuels and empowering businesses to make sustainable choices by investing in the electrification of space heating and hot water services
- maximising onsite renewable energy
- purchasing 100% renewable electricity for base building and shared services operations
- installing systems that use low impact refrigerants
- making allowance for 25% of the total electrical demand of EV charging for all car parking spaces to support future EV charging capacity.

• Minimum sustainability rating requirements

Minimum sustainability rating targets for the proposed development are outlined in Table 6-5 below.

Table 6-5 Rating targets for the proposed development

Minimum rating targets	Justification
6 star Green Star Buildings v1b	<ul style="list-style-type: none"> • Guidance on sustainable development - City of Sydney Council • PCA Premium Grade office quality guidelines

6 star NABERS Energy for Offices (base building) (Commitment Agreement) (without GreenPower)	<ul style="list-style-type: none"> Green Star Buildings, Credit 22 Energy Use, Exceptional Performance, NABERS Commitment Agreement Pathway Preliminary building energy models have been developed in accordance with NABERS protocols for the proposed development. A minimum 6-star NABERS Energy for Offices target has been established for the proposed development. The proposed development design was found to meet this energy performance target based on the nominated passive and active design measures presented in Table 6-1 of the ESD Report. It is acknowledged that a future development may pursue an alternative design response under the detailed design and construction of the proposed development to achieve the energy target.
4.5 star NABERS Water for Offices 34,045 kL/year	<p>Guidance on sustainable development, City of Sydney Council</p> <p>To support water resilience, the development will integrate water efficiency measures and make use of alternative water sources to reduce the demand for potable water.</p> <p>The proposed development has been assessed against the NABERS Water for Offices and Green Star Buildings (Credit 25 Water Use) rating systems. A preliminary building water balance analysis has been carried out in accordance with the related protocols of each rating system, and found to meet the NABERS annual potable water consumption targets presented in Table 7-1 of the ESD Report.</p> <p>It is acknowledged that a future development may pursue an alternative design response under the detailed design and construction of the proposed development to achieve water target.</p>
5 star NABERS Water for Offices (stretch target)	Verifiable performance

6.8 Transport, traffic and parking

The impact of traffic and parking on the surrounding locality has been considered in this SSDA submission. In accordance with SEARs Item 9, a Transport and Access Report (Appendix Q) has been prepared to evaluate the transport and traffic conditions at the site and nearby surrounding environment.

6.8.1 Traffic generation

The traffic generated by the proposed development will be constrained by the number of car parking spaces provided. As stated in Section 3.6, a total of 70 spaces are intended to be provided across both western and eastern Hunter Street Station sites, and as such a maximum 70 car parking spaces could potentially be accommodated on the west site.

The estimated number of trips generated by commercial, retail and loading dock in the AM and PM peak period is provided in Table 6-6 for the AM and PM peak period.

Table 6-6 Estimated AM and PM peak hour building vehicle trips

AM peak vehicle trips				PM peak vehicle trips			
In-bound	Out bound	Loading dock	Total	In-bound	Out bound	Loading dock	Total
56	14	19	89	14	56	19	89

The road network performance has been modelled for the future year 2036. The traffic demand has been based on 2021 counts with an agreed growth factor applied, calculated using outputs extracted from the Public Transport Project Model model, which includes the proposed development. An additional scenario, with Hunter Street Station but without the Concept SSDA was also assessed, by subtracting the traffic generation from the Concept SSD.

Modelled network performance for 2036 during the AM and PM peak hours for key intersections in the vicinity of the site are provided in Table 6-7.

Table 6-7 Future intersection modelled performance (2036)

Intersection	AM Peak				PM Peak			
	Without Metro		With Metro +SSD		Without Metro		With Metro +SSD	
	Ave delay (sec)	LOS	Ave delay (sec)	LOS	Ave delay (sec)	LOS	Ave delay (sec)	LOS
George Street and Hunter Street	35	D	33	C	37	D	40	D
Pitt Street, O'Connell Street and Hunter Street	131	F	125	F	50	D	58	E
Bligh Street and Hunter Street	54	D	57	E	90	F	82	F

Overall, the model showed that the road network is expected to remain at similar levels of service, with no notable change associated with the traffic generated by the development on the surrounding road network operation.

6.8.2 Car parking

While car parking spaces are not currently shown on the concept reference design, it is anticipated that a future developer of the OSD may propose innovative ways to include parking for private vehicles, most likely within the podium of the building. Access to these spaces and the design and provision of these spaces must be in accordance with the provisions outlined in the draft Design Guidelines, and must ensure they do not adversely impact the amenity of the public domain from the provision of above ground car parking.

6.8.3 Vehicular access

Vehicular access to/from the proposed development would be via a single lane ramp from Hunter Street. All movements are assumed at the Hunter Street access (left in / left out / right in / right out).

6.8.4 Bicycle parking and end of journey facilities

Future development on the site will include end of journey facilities to support active transport modes. The indicative reference scheme includes bicycle parking and end of journey facilities to support the proposed development on Level 3 of the podium. The bike parking and end of trip facilities would be accessed via two specific end of trip facilities lifts on the ground floor of the site, via George Street. To access the lifts, cyclists will need to cross the pedestrian footpaths on George Street and dismount through the site link. This demonstrates that future development on the site can comply with the required end of journey facilities under the relevant Green Star Buildings Movement and Place Credit assessment tool.

Connectivity to the Hunter Street Station site for cyclists via the cycle network is adequate, with the Pitt Street cycle link providing a north-south cycle link through the middle of the station precinct.

This cycle link has turning facilities at its signalised intersection with Hunter Street, which would facilitate access to the site via a bicycle entrance on Hunter Street (subject to future detailed design).

6.8.5 Loading facilities

The loading dock is accessible via a driveway from Hunter Street and includes a turntable to enable larger service vehicles to undertake turns.

The number of loading docks calculated as required and designed for the basement for medium rigid vehicles (MRV), small rigid vehicles (SRV) and B99 vehicles are provided in Table 6-8. Provision of loading dock spaces was determined through use of the TfNSW Last Mile Toolkit forecasting tool.

Table 6-8 Loading dock provision

Loading docks	B99	SRV	MRV	Service level
Recommended requirements				
Site	7	3	1	94.7%
Provision*				
Site	6	1	2	84.7%
Difference	-1	-2	+1	

The table above indicates that the number of loading docks spaces provided does not meet the calculated 95 per cent service level requirement. It should be noted that while the current limitations of the loading dock restrict the maximum level of service to 85 per cent, this performance is determined to be acceptable should a loading dock management plan be implemented. Potential loading dock measures may include a booking system, extended operating dock hours or appointing a sole delivery contractor.

Swept path analysis has been undertaken based on the concept reference drawing to review the manoeuvrability of the vehicles. Under the concept reference design, there is insufficient wheel path clearance at the driveway entrance to accommodate the Council's waste vehicle (as per City of Sydney (CoS) Guidelines for Waste Management in New Developments standards). It is unlikely that this vehicle will be required to service the building given that Council's Waste Vehicles do not service

non-residential dwellings. For this reason, the MRV has been selected as the largest service vehicle dimensions for the design.

The proposed loading dock provisions/capacities have been defined in consultation with TfNSW Freight. While the proposed provision does not meet TfNSW Freight's recommendation (an additional 1 x B99 and 2 x SRV spaces would be required), the estimated service level of the proposed provision indicates that the loading dock will be able to function appropriately subject to the implementation of dock management protocols and practices. Potential loading dock management measures may include a booking system, extended operating dock hours or appointing a sole delivery contractor. A loading dock management plan should be prepared in the future Detailed SSDA.

Further details around the design and management of the loading dock including swept path analysis will be provided in a future Detailed SSDA. The total number of service vehicle spaces will be documented in the future SSDA and following further consultation with TfNSW Freight. Notwithstanding, the concept reference design demonstrates how an indicative loading dock on the site may be accessed and planned.

As outlined in the Transport and Accessibility Impact Assessment (Appendix Q), vehicular access to the site(s) therefore can be accommodated under the proposed planning controls, while providing an appropriate level of street activation, retail and station services and uses.

Mitigation Measures

The following mitigation measure and recommendations are proposed for the Concept SSDA:

- Provision of car share spaces to reduce individual car parking demands. Allocation and provision is subject to confirmation as the design evolves
- Potential loading dock management measures, such as a booking system, extended operating dock hours and or appointing a sole delivery contractor
- A detailed Construction Traffic Management Plan (CTMP) for adoption during the construction phase should be prepared as part of the future Detailed SSDA
- A travel plan should be created to reduce car trips and encourage the use of sustainable transport as part of the future Detailed SSDA.

6.9 Noise and vibration

A Noise and Vibration report has been provided at Appendix S. This Noise and Vibration report provides an assessment of operational and construction acoustic impacts from the proposal to neighbouring land uses and the impact to the proposed development from environmental sources.

The site is generally surrounded by commercial receivers. However, there are a number of sensitive hotel receivers located in the surrounding context of the site. A site map identifying the sensitive noise receiver locations around the Hunter Street Station is provided in Figure 6-13.



Figure 6-13 Site map identifying receiver locations around the site

Methodology

Baseline noise monitoring was undertaken via a noise logger which was placed to the southeast of the site as identified in Figure 6-14. The existing ambient noise levels have been summarised at the table shown below.

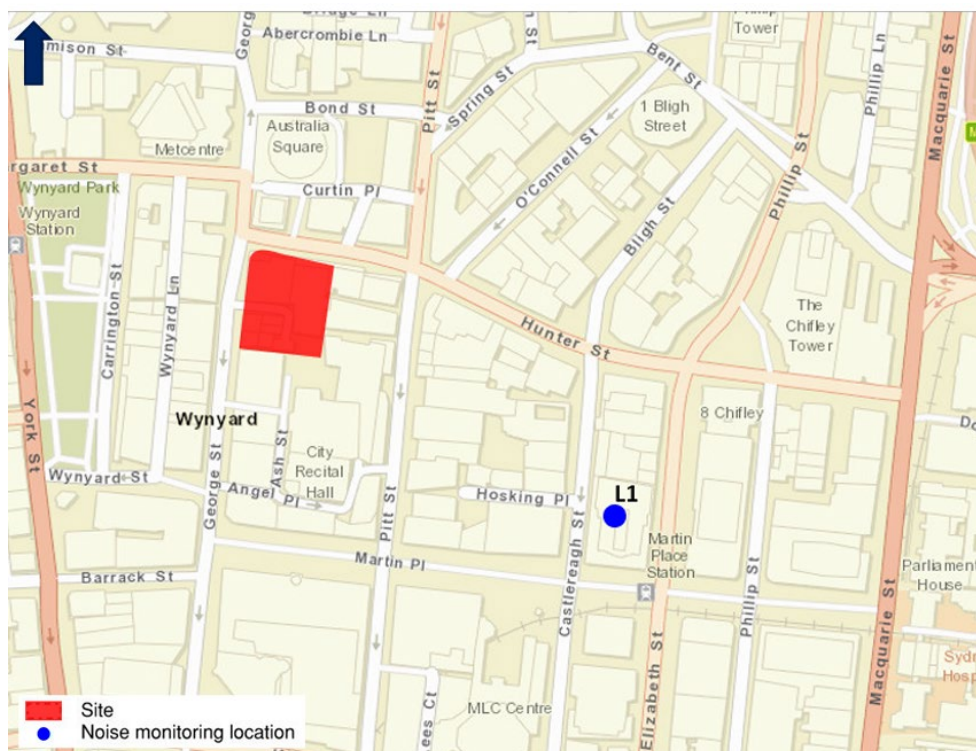


Figure 6-14 Unattended noise monitoring location in relation to the site

Table 6-9 Noise logger results

Address	Background Noise (RBL), dB(A)			Ambient Noise Level (L_{Aeq}), dB(A)		
	Day	Evening	Night	Day	Evening	Night
50 Martin Place	64	61	58	66	64	62

Noise at sensitive receivers from construction activity at the site has been modelled based on the continuity of construction works from the Hunter Street Station to the proposed OSD, which is deemed to be the worst case scenario. Noise contribution from similar construction scenario (i.e., activity, equipment, and staging) has also been included in the modelling.

Assessment

Construction Noise and Vibration Impacts

Construction noise modelling indicated that an exceedance of up to 23dB has been predicted at some commercial receivers located closest to the proposed development. There is a 3dB exceedance at location 12 (Radisson Blu Hotel, 27 O'Connell Street) and 5dB exceedance at location 30 (Serviced Apartment at 15-17 Hunter Street).

The predicted noise level exceedances trigger a requirement to ensure that all feasible and reasonable noise management and mitigation measures are included in the contractors Construction Noise and Vibration Management Plan (CNVMP), to be prepared as part of the subsequent Detailed SSDA. The nearest residential receiver is around 100m south of the construction works, so construction noise impacts will be limited at this residential receiver.

Given the existing traffic volumes through the site and the ability of workers to use the existing public transport network, the traffic noise impacts from construction activities are likely to be negligible.

The predicted cumulative noise impact from the construction of both OSDs (Hunter Street West and East) has been constructed. There are predicted exceedances at a few commercial receivers with the highest exceedance being no more than 23dB. These impacts would be considered in more detail in the CNVMP to be prepared as part of the subsequent Detailed SSDA, with the identification of appropriate noise management and mitigation measures to limit impacts on the surrounding community.

In addition to the cumulative impact from the construction of Hunter Street West and East OSD, there is the potential for cumulative construction impacts with other future development. At this stage, detailed information of the activities during construction of the proposed development and other nearby potential future developments are not available and therefore an objective assessment cannot be conducted. Nevertheless, if significant noise generating construction activities are anticipated to occur at other sites near the development, consultation should be undertaken with the contractors to manage cumulative impacts on sensitive receivers within common areas. It is anticipated that community consultation measures will be sufficient to manage any cumulative impacts that could arise.

There are no high vibration producing equipment identified in the construction methodology. If any high vibration activities are proposed during construction, impacts of these activities will need to be managed to determine any potential human comfort impacts to receivers or structural/cosmetic damage to nearby structures. If the use of vibration intensive plant is proposed, management controls for the plant should be captured in the CNVMP as part of the subsequent Detailed SSDA.

Operational noise and vibration impact

Noise generated by the proposed development will be from plant equipment including:

- heat pumps
- cooling towers
- stair pressurisation fans
- generators.

The cooling towers are currently planned to be located on the roof of the building tower. Noise mitigation including acoustic louvres and attenuators on the exhaust fans are currently considered in the indicative reference design and should provide suitable noise attenuation to meet applicable noise criteria. Noise mitigation including ducted exhausts with an attenuator in the plenum must be considered to meet the applicable noise criteria.

Heat pumps on the tower may be located on the roof with suitable acoustic louvres and attenuators to meet the noise criteria. Acoustic louvres and absorption within the plant room have been incorporated in the indicative reference design to control noise breakout.

Stair pressurisation fans would generally be located on the roof. Suitable attenuators have been included in the design to meet the applicable noise criteria.

Generators would generally be located on the roof and require attenuators and acoustic louvres to attenuate noise associated with air flow paths.

As part of the Detailed SSDA, the cumulative impact of noise emissions from plant associated with the operation of the building would be assessed. Further information would be provided throughout the Detailed SSDA noise and vibration assessment to

confirm appropriate noise attenuation is included in the design to comply with the applicable noise criteria. Noise emissions from the proposal are controlled by the major mechanical plant discussed above. Compliance with the NPfI ambient noise criteria will also result in compliance with the sleep disturbance noise criteria.

Car parking at the proposed development will be contained within the building footprint and therefore noise associated with traffic movements will be able to be mitigated within the proposed built form.

Noise from vehicles entering and leaving the site (via Hunter Street) at peak hour is not expected to increase existing noise levels at sensitive receivers given that the vehicles generated is less than 10 per cent of the existing traffic on Hunter Street (approximately 710 vehicles during PM peak hour, with AM peak hour having higher vehicle numbers). As such, no specific additional mitigation measures for road traffic noise are required. However, opportunities to minimise future potential impacts should be considered as part of the Detailed SSDA.

The proposed loading dock will replace existing on-street loading areas on Hunter Street, be located further away from sensitive receivers and be mostly shielded by on-site building. Therefore, it is expected that the new loading dock will have a noise impact no greater than the existing impact from the on-street loading area.

Further, the estimated peak hour vehicle generation of 22 vehicles associated with the loading dock use is significantly below the existing peak hour vehicle estimates on the adjacent Hunter Street (i.e., 710 vehicles). The noise from vehicles using the proposed loading dock will not be greater than Hunter Street traffic nor would it increase existing traffic noise levels from Hunter Street. Therefore, no specific additional mitigation measures are required for the loading dock.

However, opportunities to minimise future potential impacts should be considered as the design progresses, including incorporating noise reduction provisions in the loading dock management plan prepared as part of the Detailed SSDA.

It is anticipated that operational vibration impacts associated with the development can be managed with standard mitigation measures. These measures would typically include vibration isolation of any vibration generating plant. A summary of the noise and vibration mitigation measures relevant to the operation of the proposal is discussed below.

Noise and vibration impacts from surrounding sources

A preliminary traffic noise intrusion assessment has been undertaken to assess the worst affected façade of the commercial land uses within the proposed development.

External noise intrusion will be controlled by the acoustic performance of the façade. The following indicative glazing options are recommended for the façade glazing construction for the OSD and should be considered as part of the future Detailed SSDA:

- single laminated glass at least 10.38 mm thick,
- IGU with 10mm / 12mm air gap/ 4mm glazing.

Note that the specified glazing thickness only considers acoustic requirements and does not consider other requirements such as thermal, wind/structural loading, or safety. The glazing recommendation is indicative only and would need to be reviewed during as part of the future Detailed SSDA.

Vibration generated from the operation of the Sydney Metro station can affect the proposed development through two transmission paths:

- structure-borne noise generated from the track and radiated up through the development above

- ground-borne noise generated by vibration radiating from the tunnel and through the soil into adjacent buildings.

These two transmission paths will be assessed and mitigated through track-form design under Stage 3 CSSI Application, to ensure adequate vibration mitigation is achieved at the source and amenity of the OSD is protected. No further vibration isolation of the proposed development is required.

Notwithstanding, the future Detailed SSDA should ensure that the final design and construction of the proposed development is fit for purpose of the intended use, considering the expected residual vibration impact from Sydney Metro West operations. Note that additional mitigation may be required if the use of the space within the building is more sensitive than allowed for by the track-form design.

Overall, it is expected that the implementation of standard acoustic mitigation measures would be sufficient to meet all operational noise and vibration criteria established in this report in line with the SEARs.

Mitigation Measures

Construction stage

Prior to the commencement of major construction works, the future Detailed SSDA should develop a detailed CNVMP. The CNVMP should:

- identify relevant construction noise and vibration criteria as detailed in the Noise and Vibration Report
- identify neighbouring land uses that are sensitive to noise and vibration
- summarise key noise and vibration generating construction activities and the associated predicted levels at neighbouring land uses
- identify reasonable and feasible work practices to be implemented during the works
- summarise stakeholder consultation and complaints handling procedures for noise and vibration.
- appropriate management to ensure that there is no structural or cosmetic damage to surrounding building structures, including the heritage listed Former Skinners Family Hotel and Tank Stream.

Further investigation should be undertaken in detailed design to manage construction noise exceedances, including the following:

- the criteria for non-residential sensitive receivers are only applicable when the receiver is in use. Therefore, further investigation into the operation of these nearby sensitive uses should be undertaken to manage these impacts.
- the noise levels for these scenarios represent a typical worst-case with all equipment operating concurrently. These levels are considered conservative and as more detail about the construction methods and equipment is developed this can be refined further within the Detailed SSDA.

Operational stage

A summary of the noise and vibration mitigation measures relevant to the operation of the proposal is presented in Table 7-1 of the Noise and Vibration Report and key measures are identified below.

- Major noise and vibration emitting sources should be treated to meet the established criteria with the use of standard acoustic treatments.

- All major equipment, installed as part of the proposed development, should be mounted on isolation mounts.
- Appropriate reasonable and feasible acoustic treatments should be incorporated into the design of the OSD building as required to minimise sleep disturbance.
- It is expected that structure-borne noise and ground-borne noise relating to the operation of Sydney Metro station will be mitigated through track-form design. No further vibration isolation of the proposed development is anticipated. The detailed design of the development should ensure that it is fit for purpose and aligns with the intended use considered during the track-form design, otherwise further mitigation may need to be considered for more sensitive use.
- External noise intrusion will be controlled by the acoustic performance of the façade. The preliminary assessment recommends an indicative glazing thickness of 10.38mm thick laminated glass for office uses in the OSD building.

The list of measures would be reviewed and refined as part of the Detailed SSDA to ensure the operational noise and vibration requirements are met.

6.10 Stormwater and wastewater

An Integrated Water Management Plan is provided at Appendix U. This Integrated Water Management Plan includes the analysis of the existing stormwater quantity and water quality conditions for the proposed development. The report aims to provide a hydraulic and water quality analysis and preliminary design of on-site detention systems and water quality treatment measures according to relevant stormwater and water quality standards.

Methodology

The baseline investigations involved analysing the existing drainage network, catchment and topography, and the existing stormwater performance.

Sydney Water was consulted as part of the investigation, on the on-site detention and Permitted site discharge (PSD) for the site. Sydney Water advised a minimum site storage of 59m³ is to be provided with a maximum PSD of 138 L/s. A DRAINS model was set up to analyse the 5 per cent and 1 per cent AEP storm events including climate change and bypass.

The initial design of the on-site detention involved modelling the storage requirements set by Sydney Water and assessing PSD compliance.

Assessment

The modelling results indicated that a larger on-site detention tank would be required to account for the increase in rainfall from climate change to ensure post-development flows do not exceed the predevelopment state.

The design of on-site detention for the site was optimised to 90m³ with 140mm orifice.

MUSIC software was used to model the existing catchment for the site and design of the treatment train to meet City of Sydney water quality targets. The proposed treatment process involves treating stormwater runoff through filter cartridges within the on site detention tank. Bypass area will be treated by treatment channels before discharging to council's system.

The recommended water quality treatment train is summarised below:

- 16 x 690 mm Filter Cartridges within a 10.8 m² chamber inside the on-site detention tank, followed by 3 x Gross Pollutant Traps within pits and 10m Treatment Channel.

The model results indicate that the design is compliant with Green Star and City of Sydney Water Quality reduction targets.

Subject to detailed design development as part of the Detailed SSDA, a suitable stormwater condition can be achieved onsite as a result of increased rainfall due to climate change and the high impervious area of the proposed site.

Mitigation Measures

As part of the future Detailed SSDA, the following is required to finalise the stormwater and water quality design:

- design of connection to existing council drainage system
- final on-site detention requirements based on the finalised architectural scheme
- further authority coordination as required.

6.11 Flooding

A Flood Assessment is provided at Appendix V. The report summarises the existing flooding conditions and details required upgrades, infrastructure and protection measures to satisfy the identified flooding planning requirements.

Methodology

Assessment of the potential impacts of the proposed development on flooding considers selected flood events up to the Probable Maximum Flood (PMF), and focuses upon:

- compliance or otherwise with relevant council flood planning guidelines as well as considering ability to evacuate safely in extreme flood events
- interaction with the Stage 3 CSSI Application which has the potential to adversely impact on metro flood immunity
- where required, mitigation and management measures have been identified.

Assessment

The Stage 3 CSSI Application has previously considered the potential for an increase in flood risk at ground and podium levels of the building, in addition to flood affectation on adjacent properties, land use compatibility in relation to flood hazard, compatibility with council floodplain risk management and where required mitigation and management measures have been recommended.

The proposed tower envelope is elevated above the station podium, and as such these levels do not require flood mitigation measures. This Concept SSD proposes commercial and retail uses associated with the OSD to be contained within the station podium form, which has been assessed against flood measures as part of Stage 3 CSSI.

A summary of the flooding conditions at the proposed development and surrounding areas are as follows:

- 5 per cent AEP climate change flood event:
 - flood depths up to 0.04 metres occur at the north eastern portion of the site between the northern site boundary and Hunter Street
 - flood hazard categorisation indicates that all roads surrounding the site are within a low H1 hazard category
 - Access and evacuation routes are readily available for the George Street retail opportunities via George Street. Hunter Street, which is

expected to experience up to H5 high hazard category in the 1 per cent AEP climate change flood event, will be too dangerous for evacuation

- 1 per cent AEP climate change flood event:
 - flood depths of up to 0.35 metres occur at the north eastern portion of the site between the northern site boundary and Hunter Street
 - outside of the northern boundary, there are flood depths up to 0.2 metres between the western boundary and George Street
 - the northern portion of the site along Hunter Street has a H5 hazard along with a small section of George Street
 - the remainder of the site surrounds appears to be within the low H1 hazard category (generally safe for vehicles, people and buildings)
- PMF event:
 - a similar trend to the 1 per cent AEP climate change flood event with the worst-case flooding occurring at the northern boundary with depths up to one metre
 - the western boundary is inundated up to 0.4 metres in the PMF flood event
 - flooding produces higher flood hazard categories of H5 and H6 with only pockets of the streets falling within the low hazard (H1) category.

The results demonstrate that the proposed development would not adversely affect flood behaviour resulting in affectation of other properties assets and infrastructure. Generally, the proposed development would provide an equivalent or better flood immunity to that of the Interim Floodplain Management Policy.

These results are premised on the basis that flood protection measures would be employed to provide the necessary immunity to critical infrastructure for the Hunter Street Station as part of the Stage 3 CSSI Application, and that the design and operation of the proposed development would not compromise metro station flood immunity.

Mitigation Measures

The mitigation measures described above should be incorporated as part of the Detailed SSDA for further design refinement to ensure that floor levels would be situated at or above a level consistent with the requirements outlined above, to ensure the Hunter Street Station would continue to experience the requisite flood immunity at all access points.

Further design refinement during future stages of design of the proposal would ensure that floor levels would be situated at or above a level consistent with the requirements outlined as follows:

- Any function which has the potential to compromise the flood immunity of the Stage 3 CSSI application - PMF event, or the 1% AEP climate change flood event level with an allowance for freeboard of 0.5 metres (whichever is greater)
- Critical facilities (including fire control room and critical infrastructure control equipment rooms) - PMF event, or the 1% AEP climate change flood event level with an allowance for freeboard of 0.5 metres (whichever is greater)
- Commercial uses (including OSD lobby, service facilities and access to and from critical facilities) - 1% AEP climate change flood event level
- Retail opportunities - balance of protection from the 1% AEP climate change flood event and achieving urban design outcomes.

These levels are consistent with the requirements of the City of Sydney Council's Interim Floodplain Management Policy. On-site flood risk, design solutions and operational flood emergency response plans to mitigate flood risk, if required, for specific functions will be included as part of the future Detailed SSDA.

6.12 Contamination and remediation

As outlined within the Contamination Report (Appendix W), prior to the construction of the proposed development, all structures except for one heritage building (Former Skinners Family Hotel) will be demolished, and the Hunter Street Station, including the podium, will be constructed. The proposed development will sit upon the station podium, precluding any risk of impact from any existing contamination.

Contamination has been addressed as part of the Stage 2 and 3 CSSI Applications. These assessments investigated the baseline contamination within the Concept SSDA study area, including the impact from both construction and operation of the Hunter Street Station. These assessments presented recommendations and conclusions for contamination which have been used to determine the potential contamination risk for the proposed development.

The site is located in a Class 5 area, acid sulfate soils are not typically found within Class 5 areas. The proposal will have no interaction with existing ground, therefore acid sulfate soil issues are not relevant to this phase of the approval.

Accordingly, no further contamination investigation is required for the Concept SSDA, and the site is suitable for the proposed commercial and retail land use following the Stage 2 and Stage 3 CSSI Application works.

6.13 Waste management

A preliminary Waste Management Strategy is provided at Appendix X. The report identifies principles for waste management for the future construction and operation of the site.

Methodology

The site-specific Design Guidelines introduce key waste management, servicing, and loading objectives and provision to guide the design and detail of a future loading dock and waste storage and facilities on the site. A loading dock to service the proposed OSD is proposed to be accessed via Hunter Street.

The Waste Management Strategy assesses the waste management requirements relating to the construction and operational activities of the proposed development based on the area schedule and development mix of non-residential use (e.g., the proposed composition of commercial and retail use).

This Waste Management Strategy aligns with following principles from the NSW Circular Economy Policy Statement:

- sustainable management for all resources
- valuing resource productivity
- design out waste and pollution.

Assessment

Construction waste

The proposed development will require construction materials (such as concrete, steel and sheet piles) to be imported to the work site. However detailed specifications

of materials to be used in the construction of the proposed development will be confirmed in the Detailed SSDA.

A high-level construction waste management plan is provided within Appendix B of the Waste Management Plan at Appendix X. The anticipated waste streams generated during the construction phase and management is summarised in the table below.

Table 6-10 Waste generation rate assumptions

Waste stream	Anticipated volume	Recovery potential	Onsite reuse/ recycling	Offsite reuse/ recycling	Disposal/ treatment
Timber	Low	High	Reused on site for formwork or bridging.	Sent to local recycling facilities.	Minimal disposal required.
Concrete	Low	High	Crushed concrete used in aggregate in pavements.	Sent to local recycling facilities.	No disposal required.
Bricks	Low	High	Used as clean fill or aggregate in pavements.	Sent to local recycling facilities.	No disposal required.
Metal	Low	High	Limited opportunities for onsite reuse.	Sent to local recycling facilities.	No disposal required.
Glass	Low	High	Limited opportunities for onsite reuse.	Sent to local recycling facilities.	No disposal required.
Hazardous/ special waste	Low	Low	Not applicable	Stored securely before removal for treatment off-site at a hazardous waste facility.	Send to disposal facility.

The construction waste assessment has concluded that eliminating waste at source is the best way to reduce the impact on the environment. This could be achieved through:

- careful procurement of materials
- better utilisation of materials already available on site
- reducing the amount of waste generated where it cannot be eliminated completely
- re-using and then recycling as much as practicably possible once it is not possible to reduce the waste any further.

Operational waste

Waste generation estimates have been made using the City of Sydney's Guidelines for Waste Management in New Developments 2018. The waste generation rates are summarised in the table below.

Table 6-11 Waste generation rate assumptions

Use	Units	General waste	Recycling	Food waste
Commercial	Litres/100m ² /day	15	25	5
Retail (non-food sales)	Litres/100m ² /day	50	250	10
Residential	Litres/100m ² /day	100	500	100

Table 6-12 Bin collection frequency

Use	Waste stream	Collection
Commercial	General waste	5 x weekly
	Recycling	5 x weekly
	Food waste	5 x weekly
Retail	General waste	5 x weekly
	Recycling	5 x weekly
	Food waste	5 x weekly

*Bulky waste and other wastes would be collected from the premises as required

Note: Collections per week are indicative only and may be subject to further development as part of future Detailed SSDAs.

Waste types and quantities for servicing 933m² of retail and 65,914m² of commercial space are provided in the table below.

Table 6-13 Waste types and generation rates for the proposed development (day/week)

Use	GFA (m ²)	General waste (litres)		Recycling (litres)		Food waste (litres)	
		Day	Week	Day	Week	Day	Week
Retail – convenience store	466.5	233	1,633	1,166	8,164	47	327
Retail – restaurant	466.5	467	3,266	2,333	16,328	467	3,266
Commercial	65,914	9,887	49,436	16,479	82,393	3,296	16,479

This section outlines the infrastructure requirements for servicing the commercial and retail areas for the proposed development. Waste storage requirements for each stream are shown in the table below.

Table 6-14 Waste storage and handling requirements

Use	Recommended area m ² (including manoeuvring space)
Retail – convenience store	31 (plus 4m ² bulky waste)
Retail – restaurant	
Commercial	99 (plus 21m ² bulky waste)

An indicative concept reference design layout of the central waste rooms located on the ground floor and basement floor levels. The area allocated for waste storage and handling space requirements for the central waste room within both buildings is considered appropriate and meets the requirements outlined by the City of Sydney Council Guidelines for Waste Management in New Developments, as shown in the table below.

Table 6-15 Area allocated for waste storage

Minimum area (m ²)	Recommended area (m ²)	Proposed area (m ²)
83	130	112.05

It is noted that the indicative reference scheme has considered waste management and waste storage provision for the station and OSD, and it is considered that with the scale of the site and vehicular access proposed from Hunter Street that waste generated on the site can be adequately accommodated and effectively managed in the future.

Mitigation Measures

Mitigation measures are provided for the construction and operational phases, as outlined below.

Construction phase:

It is recommended that the following measures considered and applied for the minimisation of construction waste:

- careful procurement of materials
- better utilisation of materials already available on site
- reducing the amount of waste generated where it cannot be eliminated completely
- re-using and then recycling as much as practicably possible once it is not possible
- to reduce the waste any further.

Operational phase:

A summary of waste management requirements for the proposed development is outlined below:

- Individual premises will be allocated with bins for temporary holding of residual and recycling waste. Staff/ facilities management would transfer / dispose of these directly into the appropriate 660L bins provided within the central waste room located on the ground floor and basement, accessed via service lifts. Residual waste will need to be compacted prior to disposal using the compaction facility within the central waste room. It is assumed that retail waste and commercial waste would be collected five times per week.

- Areas and spaces for waste management design may be subject to further design development as part of future Detailed SSDA.

The waste requirements of the development should be considered further during the detailed design phase. Future detailed design should be generally consistent with the minimum waste area requirements proposed in the Waste Management Plan, and a detailed waste management plan for the construction and operational phase of the development should be prepared and submitted as part of the Detailed SSDA.

6.14 Aboriginal cultural heritage

An Aboriginal Cultural Heritage Assessment Report (ACHAR) has been prepared (Appendix Y) to identify Aboriginal cultural heritage values within the study area, conduct consultation with Aboriginal stakeholder groups and to assess impacts to Aboriginal heritage that may result from the proposal.

Methodology

The methodology to assess the impacts to Aboriginal heritage that may result from the proposal include:

- Assessment of the Aboriginal cultural heritage values of the study area and identification of any specific areas of cultural significance. Some of these values are articulated in the Sydney Metro West Connect with Country report which should be referred to.
- Assessment of archaeological potential for the study area.
- Aboriginal stakeholder consultation conducted in accordance with the Consultation Requirements (DECCW 2010).
- No previously unrecorded Aboriginal sites or objects were identified within the study area during the archaeological survey carried out for the Stage 2 ACHAR.
- The proposed development does not involve ground disturbing work and would therefore not impact areas of Aboriginal archaeological potential.

Through the consultation process it was established that the RAPs supported the ACHAR and the area held significance for Aboriginal people through their ongoing connection to land.

Mitigation measures

Based on the results of this assessment and in accordance with Aboriginal heritage guidelines mandated in the standard industry SEARs, the following recommendations are made:

- As the proposed development would have no impact on the ground surface or subsurface ground it is recommended that further assessment is not required.
- If changes are made to the proposal that may result in impacts to areas not assessed by this ACHAR, further assessment would be required.
- If any Aboriginal objects, or potential objects, are uncovered during the proposed development, all work in the vicinity should cease immediately and The Sydney Metro Unexpected Heritage Finds Procedure followed. A qualified archaeologist should be contacted to assess the find.
- If human remains, or suspected human remains, are found during the proposed development, all work in the vicinity should cease, the site should be secured, and the NSW Police and Heritage NSW should be notified, and The Sydney Metro Unexpected Heritage Finds Procedure and Exhumation Management Procedure should be followed.

6.15 Environmental heritage

6.15.1 Archaeology

The proposed building envelope relates to development within and above the Hunter Street Station proposed within the Stage 3 CSSI Application on the site and additional excavations are not required to construct the OSD.

The proposal will not impact on any non-Aboriginal archaeology beyond that which will be assessed under the Stage 2 CSSI Application for the excavation and construction of the Hunter Street Station.

Overall, the proposal will not result in any significant impact on the archaeological remains or artefacts within the sites.

6.15.2 Historical Heritage

The Historical Heritage Impact Assessment included at Appendix Z assesses the potential impacts of the Concept SSDA upon the identified heritage items located within and around the vicinity of the site.

The Historic Heritage Impact Assessment assessed the potential impact of the proposed concept design on the heritage items in terms of response to context and legislative controls which serve to retain, protect, and enhance heritage places.

Methodology

The Historical Heritage Impact Assessment has been prepared in accordance with the Heritage NSW guidelines for preparing Statements of Heritage Impact ('*Statements of Heritage Impact*' published in the New South Wales Heritage Manual by the Heritage Office (now Heritage NSW) and Department of Urban Affairs & Planning 1996, revised 2002) and the approach set out in the *Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance, 2013*.

The assessment utilises the 'heritage impact' definitions based on the Heritage NSW Materials Threshold Policy. These include:

- Total loss of significance: major adverse impacts to the extent the place would no longer meet the criteria for listing.
- Adverse impact: minor to major adverse impacts on the heritage item.
- Little to no impact: the alteration to the heritage item is so minor that it is considered negligible.
- Positive impact: alterations to an item that enhances the ability to demonstrate its cultural heritage values.

Assessment

The context of heritage places (refer to Figure 6-15) within this area has been subject to substantial and ongoing change. The proposed development responds to the immediate high density context and the heritage buildings within and around the vicinity of the site.

The building envelope is not located within any significant views to or from World, National or Commonwealth heritage listed places and is not likely to have significant impact on the heritage values relevant to those places.

The Tank Stream is not impacted by this proposal and will be managed in accordance with an Archaeological Research Design for the site under the Stage 2 CSSI works and be subject to ongoing monitoring through construction associated with the Stage 3 CSSI Application. The proposed development will not impact potential archaeological finds as no further excavation is proposed.

A Conservation Management Plan is currently being prepared for the Former Skinners Family Hotel to inform its conservation and adaptive reuse. The future Detailed SSDA will continue to be guided by the Conservation Management Plan and heritage advice to inform the future design integration of the building into the overall OSD.

Overall, the proposed development has minimal heritage impact on heritage items within the site boundary and in the vicinity. While minor overshadowing is proposed to some heritage items, the over shadowing is within the limits permitted by the sun access planes of the SLEP 2012.

Mitigation Measures

The Non-Aboriginal Historical Heritage Impact Assessment provides recommendations to guide the future detailed development to achieve an architectural outcome that respects the heritage character of the site and its surrounding location whilst minimising and or mitigating heritage impacts. These recommendations are set out as follows.

- The Conservation Management Plan should be used to guide the future conservation and adaptive reuse of the Former Skinners Family Hotel
- The Former Skinners Family Hotel should be maintained and protected from damage during the works.
- The Former Skinners Family Hotel should be regularly monitored and maintained as required in accordance with the Minimum Standards of Maintenance and Repair (Heritage Council of NSW) while the building is unoccupied.
- Consider provision for the interpretation of archaeological findings from the surface demolition and excavation proposed in Stage 2 CSSI Application as public art in the proposed development where not incorporated into the station.

6.16 Social impact

A Social Impact Assessment (SIA) prepared in accordance with the *Social Impact Assessment Guidelines for State Significant Projects prepared by DPE* (SIA Guidelines) and is provided at Appendix AA.

Methodology

The approach to assessing social impacts in the SIA is guided by the DPE SIA Guidelines for State Significant Projects and the International Association for Impact Assessment. These guidelines require a risk assessment of the significance of potential impacts (based upon likelihood and consequence of the impact). Social impacts are considered before and after implementation of mitigation measures, which are to be incorporated in the planning, construction and operation of the project.

The assessment is informed by a review of the relevant State and local planning policies, and an assessment of the community profile, crime and safety data and the

outcomes of the engagement conducted for the project (including with the Council social planning team).

Assessment

Based on the assessment in this report, the proposal will likely have the following impacts:

- Reduced travel experience for pedestrians:
 - During construction, the proposed development will likely require temporary short-term closures to footpaths and therefore have a negative minor impact on pedestrians in the nearby area through delayed travel times.
 - During operation, the Transport and Access Report found that the proposed development's generation of additional pedestrians will be negligible in comparison to the pedestrian flows and accessibility impacts resulting from the construction of Hunter Street Station. The Transport and Access Report also finds that the proposed development's impact on pedestrians will likely be minimal once pedestrian network is considered.
 - At this stage, and with the information available, it is difficult to determine the cumulative social impact of the two OSDs and Hunter Street Station development on pedestrian experience in the nearby area.
 - It is therefore recommended that this impact be reassessed as part of the detailed SSDA for the Hunter Street West OSD, once further information about the detailed design of the Hunter Street and West and East sites and their cumulative impact on pedestrian experience is available.
- Increased noise and vibration during construction:
 - The proposal is expected to have a low negative impact on residents, businesses and workers nearby the site from noise exceedances during construction. To mitigate this negative impact, the recommendations made in the Noise and Vibration Assessment should be implemented in the future Construction Noise and Vibration Management Plan.
- Increased employment opportunities in high-quality and accessible spaces: The proposal is expected to have a low positive impact on working-aged residents in the professional, scientific and technical sector and the insurance and financial sectors connected by the Sydney Metro West line.

Based on this assessment and the recommendations provided, the Concept SSDA is likely to have a neutral impact on the community.

6.17 Infrastructure requirements and utilities

A Utilities and Infrastructure Servicing Assessment (Appendix BB) has been prepared to support of this Concept SSDA. The assessment outlines the existing utility infrastructure that currently services the site as well as potential decommissions and/or upgrade works required to service the future Detailed SSDA. This is set out within Table 6-16.

The report confirms that existing utility infrastructure, such as telecommunication, water, sewer and stormwater can be augmented to meet the anticipated augmentation required to meet the increased demand generated by the future OSD

on the site. As the site is located within the Sydney CBD it is well served by the full range of public utilities including telecommunications, water, sewer and stormwater.

As a part of the Stage 2 CSSI Application, utility protection, amendment or relocation works will be undertaken. These will take place prior to Stage 3 CSSI Application and this SSDA. There are no proposed upgrades to existing utility services as part of the proposal.

Table 6-16 Utility and services infrastructure

Service	Existing supply	Augmentation required
Stormwater	Overland flows are collected through City of Sydney road catch pits and carrier pipes to Sydney Water's local stormwater network (City Area 29 Catchment). The Site's stormwater network includes heritage assets Sydney Tank Stream and Bennelong drains.	<p>New proposed stormwater connections for the OSD are part of this SSDA scope. The full details are contained within the Integrated Water Management Plan report (Appendix U). A summary of potential stormwater works is given below:</p> <ul style="list-style-type: none"> • proposed stormwater connections reusing the existing connections to City of Sydney catch pits along Hunter Street and George Street • decommission existing stormwater connections servicing the lots within the site • protection to the heritage assets including the Sydney Tank Stream adjacent to the site boundary and Bennelong drain along Hunter Street • temporary stormwater connection during the construction phase <p>The Former Skinner Family Hotel adjacent to the proposed station is a listed heritage building of significant historical importance to the City of Sydney. Its existing utility services shall be assessed separately.</p>
Wastewater	Wastewater servicing is provided by connections to Sydney Water's trunk sewers connected to the Bondi Wastewater Treatment Plant	<p>Treatment to existing utilities would be part of the CSSI enabling works scope, involving decommissions, relocations and protections as part of the works. New proposed utility connections for the OSD are part of the SSDA scope, and is through DN450 sewer in Empire Lane</p> <p>There are no proposed upgrades to Sydney Water's sewer network due to the development, with the exception of a sewer vent to be installed.</p>
Potable Water	Provided by connections to Sydney Water's trunk sewers connected to the Bondi Wastewater Treatment Plant	New proposed utility connections for the OSD are part of the SSDA scope. There are no proposed upgrades to Sydney Water's potable water network. Potable water servicing via existing reticulation network along Hunter St and George St.

Service	Existing supply	Augmentation required
Communication	Various telecommunications providers service the site including Telstra, NBN TPG and Optus	<p>New OSD telecommunications ducting, and connections is proposed to the existing infrastructure including service providers pits along George Street and Hunter Street.</p> <p>No demand assessment has been undertaken for ICT services at this stage, however initial site utility survey indicates sufficient telecommunication service pits along George and Hunter Street for connections.</p> <p>Proposed telecommunication works, and potential new building connections are still under development. The final relocations and servicing arrangements will be identified in the future Detailed SSDA in consultation with the various utility providers.</p> <p>Utilities servicing for the heritage Skinners Family Hotel may require further assessment in later design stages.</p>
Electrical	High and low voltage electrical supply is provided by Ausgrid, including the substations within the proposed site	<p>Treatment to existing utilities would be part of the CSSI enabling works scope, involving decommissions, relocations and protections as part of the works.</p> <p>Further consultation with Ausgrid has been conducted since the preparation of the Utilities Assessment.</p> <p>Ausgrid have confirmed that currently there is no supply available on the Ausgrid Triplex network without running new feeders to a zone substation. Two options have been identified as being capable of supplying the requested loads for the proposed development:</p> <ul style="list-style-type: none"> • Option 1 – Belmore Park Zone Substation • Option 2 - City North Zone Substation. <p>This would require installing new duct line from the zone substations to the development.</p> <p>There is the possibility of major utility works in the CBD required to facilitate the OSD power at Hunter Street.</p> <p>Consultation with Ausgrid will continue post lodgement of the Concept SSDA.</p>
Gas	Gas reticulation is provided by Jemena Gas West	There is no gas connection to the proposed OSD in line with the development's sustainability strategy.

The proposed OSD is subject to further design development as part of Detailed SSDAs, that is required to ensure adequate servicing includes:

- further coordination with utility agencies on lead-in infrastructure connections and any amplifications of existing assets
- further utility investigation including slit trenching and obtaining Quality Level A survey information of existing utility assets
- implementation of selected sustainability initiatives in the building design and revised demand modelling to determine the impacts on the required lead-in infrastructure
- formal connection applications for utility services through appropriate channels such as Water Service Coordinators and Accredited Service Providers
- development of formal utility relocation and connection packages to the utility agencies including any protection details of existing utility assets.

Further utility information will be included as part of future Detailed SSDAs.

6.18 Construction, operation and staging

A Construction Management Statement (CMS) (Appendix CC) has been prepared to address how future stages of the project would manage construction impacts to pedestrians, road network, public transport, emergency access and other developments nearby. The CMS also outlines preliminary mitigation measures to ensure the delivery of the project can comply with safety and environmental requirements.

Methodology

The statement considers the two construction scenarios outlined in Section 3.11 which are:

- Scenario 1: Continuity of construction works from station to proposed development.
- Scenario 2: Gap between completion of station (with full de-mobilisation) and commencement of proposed development works at a later stage.

The following construction projects need to be considered as part of cumulative construction impact as they could be in delivery at the same time as the development:

- Hunter Street West Over Station Development
- Commercial redevelopment of 2 Chifley Square
- Mixed use redevelopment of 4-6 Bligh Street
- Commercial redevelopment of 15-25 Hunter Street and 105-107 Pitt Street

Assessment

The identified risks and proposed mitigation strategies for construction scenario 1 and 2 are outlined in Table 6-17 below.

Table 6-17 Construction impact and mitigation strategies for construction Scenario 1 and 2

Impact type	Impact	Mitigation
Pedestrian	The risk to pedestrians is higher because the proposed development	Specific pedestrian management measures would need to be put in place to manage pedestrians on

Impact type	Impact	Mitigation
	construction is occurring after the metro station has opened.	two frontages to the site. This may include a restriction on heavy vehicle access into and out of the site during the AM and PM peak periods. Preparation of a site-specific Pedestrian Management Plan may also be required at future Detailed SSDA.
Metro customers	The station contractor works have been completed, the metro station is open and the proposed development contractor works are ongoing. This increases risk for metro station customers and pedestrians generally if construction activities are not clearly segregated.	The Construction Traffic Management Plan (CTMF) will need to consider strategies of maintaining the operation of the Metro station
Light rail and light rail customers	The proposed development construction vehicle activity will need to ensure minimal to no impact on the Light Rail service running along George Street.	Measures will need to be put in place to manage pedestrian activity within close proximity to the light rail. The number of proposed development deliveries will be always controlled on site to ensure safety of the commuters is maintained at all times.
Taxi	Kerbside Taxi zones may be impacted by construction zone.	Depending on the timing of the start of the proposed development construction and on the kerbside taxi zones, replacement taxi space(s) may need to be considered in the immediate vicinity of the site to mitigate any displacement related to the proposed development.
Traffic and access	The proposed development contractor may require vehicular access to basement levels for the shared loading dock facilities during construction. The operating metro station will also require access to these dock facilities.	This would require careful management of pedestrian and vehicular conflicts along Hunter Street where the loading dock facilities are proposed to be located and accessed.
Road network	Vehicle movements for the construction of the proposed development would peak during the third and final phase of construction. Forecasts indicate that a maximum of	Construction traffic modelling would be undertaken at future stages of the Detailed SSDA to ensure that changes to traffic arrangements would not result in significant impact on network performance.

Impact type	Impact	Mitigation
	12 light and 12 heavy vehicle movements per hour (access and departure) in AM and PM peak periods.	
Cycling	<p>During construction of the proposed development, no long term road closures are expected, and cyclist access on Hunter Street and George Street would be maintained. Whilst these roads only have a dedicated cycling lane running north south along Pitt Street, the remainder of the road network are all low speed environments and are likely to be used by cyclists comfortable with sharing road space with vehicles.</p> <p>Cyclists in the vicinity of the Concept SSDA construction site would still be able to use the off-road cycling facility on Pitt Street.</p>	<p>The CTMP should include measures to protect the safety of the cyclist.</p>
Impact on emergency access	<p>It is not anticipated that there will be any major impacts to emergency vehicles within the area surrounding the site as no road closures are planned as part of any construction phase.</p>	<p>Access to nearby buildings is to be maintained, or alternative arrangements put in place in the event that access cannot be achieved. In the event of emergency services requiring access, consultation with the relevant authorities is to be undertaken.</p> <p>Relevant services will be notified of the works as part of the CTMP approval process of the final construction routes.</p> <p>The construction activities must not impact station emergency egress.</p>

Cumulative construction impact

Information about the estimated number of construction vehicles that are associated with the construction of the concurrent projects is not publicly available. The number of vehicles may have an impact on the road network and intersections in the vicinity of the development.

If required, construction traffic analyses would be undertaken at the Detailed SSDA stage to ensure that changes to traffic arrangements would not result in significant impact on network performance.

Cumulative impacts on the public transport are not anticipated as a result of the construction of the projects. In addition, cumulative impacts on the pedestrian infrastructure are not anticipated as a result of the construction of the projects.

Mitigation Measures

When the timeframe for construction of the OSD is determined at a later stage, the following management plan should be prepared to mitigate construction impact:

- The Construction Traffic Management Plan (CTMP) will be prepared as part of future stages of the Detailed SSDA. The CTMP will provide the overall approach for construction traffic management for proposed development and sets out the traffic management requirements and processes and acceptable criteria to be considered and followed in managing roads and footpaths adjacent to the works..

The CTMF should include the following mitigation measures:

- pedestrian and cyclist activity
- bus, bus stop and bus operations
- business and property access
- have regard to cumulative construction traffic from other developments.
- construction haulage routes are being further investigated with key stakeholders and will form part of the CTMP.

The implementation of CTMF will ensure that impacts on pedestrians, rail users, bus services and taxis are manageable during the construction of the proposal.

6.19 Contributions and public benefit

Planning Agreement and Contribution

A Voluntary Planning Agreement (with City of Sydney) for Public Benefit Offer was prepared as part of the Planning Proposal and will be exhibited concurrently with the Planning Proposal.

The Planning Agreement applies to both the West and East sites. The following terms are outlined in the Public Benefit Offer submitted with the Planning Proposal:

- **Monetary Contributions:** The proposed offer commits to the payment of a monetary contribution towards the cost of local infrastructure equivalent to 3.0% of the cost of the proposed over station development per site which will be the subject of future State Significant Development Applications (SSDAs), calculated in accordance with the Central Sydney Development Contributions Plan 2020 (the Contribution Plan).

The payment of this contribution per site is proposed to be on or before the date of issue of the first Construction Certificate relating to the new development on that site (excluding demolition, excavation and early works).

No further contributions pursuant to section 7.11 or section 7.12 of the EP&A Act or under City of Sydney Act 1988 will be payable as the VPA will satisfy the future developer's obligation in full.

- **Sustainability Commitments:** In accordance with the Planning Proposal Request, Sydney Metro is committed to delivering the over station development on each site that will be designed to achieve the following sustainability commitments:
 - 6 star Green Star Buildings V1 Certified Rating or if that standard has been updated or replaced, a commensurate rating under the updated or replacement standard

- 6-star NABERS Energy for Offices rating (Base building) (Commitment agreement) (without Green Power)
- 4.5-star NABERS Water for Offices rating

These commitments exceed the best practice energy performance nominated in clause 7.25A Sustainable development in Central Sydney tower cluster areas of the SLEP 2012 (Amendment No. 64).

Certification of the target ratings will occur in accordance with standard commercial practice, having regard to reaching minimum levels of occupancy. The Planning Agreement (if executed) is not required to be satisfied at concept stage, but rather prior to obtaining a construction certificate for the future Detailed SSD Application(s) for physical works, when details of floor space mix are confirmed.

Public Benefit

As outlined in the Central Sydney Planning Strategy, Sydney is a global city and will experience significant population and employment growth in the coming decades. Public transport will play an important role supporting this growth, ensuring Sydney's future liveability and global competitiveness.

The key benefits of the proposal would include:

- Increased employment density integrated with the delivery of significant new public transport infrastructure servicing the surrounding precinct, contributing towards the establishment of an integrated transport hub within the northern end of the Sydney CBD which strengthen Sydney's rail network and improves connectivity.
- The delivery of high quality employment generating floor space that aligns with the objectives for development within the tower cluster areas identified within the Central Sydney Planning Framework.
- The delivery of public art under the Critical State Significant Infrastructure application for the Hunter Street Station and the proposed future OSD.
- Improvements to the public domain to deliver:
- Quality pedestrian connections linking key CBD blocks to improve pedestrian connectivity and delivering a cohesive ground plane, unlocking the strategic vision for laneways as outlined in the Sydney Development Control Plan 2012 (DCP).
- Enhanced below ground linkages to Wynyard Station and Martin Place Station to enhance the accessibility of the transport infrastructure and overall connectivity of the city.
- City-shaping – including supporting planned growth, expanding the 30-minute cities, and increasing all-day accessibility
- Transport benefits – increasing transport network capacity, reducing train and station crowding, increasing accessibility to key centres, increasing public network reach and use, improving travel times, and improving resilience to incidents on the network, opportunities to optimise the bus network, and road user and community benefits.
- Productivity benefits – particularly enhanced competitiveness and creating productive jobs in knowledge-based industries and connectivity benefits by reducing travel times between businesses in the corridor.
- Best practice sustainability commitments.
- The provision of end of journey facilities and bicycle parking to the benefit of future tenants.

- Sensitive integration of the State-listed Former Skinners Family Hotel building with adjacent buildings.
- Consolidation of fragmented, small allotments to deliver significant new employment floor space.

7 Justification of the proposal

This section provides a comprehensive evaluation of and justification for the project having regard to its economic, environmental, and social impacts, including the principles of ecologically sustainable development.

It assesses the potential benefits and impacts of the proposed development, considering the findings in the detailed assessments and the compliance of the proposal with the relevant controls and policies.

In summary, this Concept SSDA seeks consent for the proposed OSD land uses and land uses within the podium that is associated with the OSD, concept approval for a building envelope for the OSD, including maximum building height, maximum gross floor area, and maximum car parking rate. Future Detailed SSDA(s) would be sought for the detailed design and construction of the OSD. The proposed development has been carefully considered to minimise its potential impacts, as explored below.

7.1 Minimise impacts of the project

The potential environmental impacts of the proposed development are considered acceptable, subject to the appropriate mitigation and management measures, and further detailed design. The mitigation measures are outlined in detail in Appendix D and key mitigation measures are summarised below:

- The future detailed SSDA must implement the process outlined in the Sydney Metro West Design Excellence Strategy for Hunter Street Station and address the draft Design Guidelines to ensure design quality and design excellence.
- Future Detailed SSDA is to be consistent and contained within the proposed maximum building envelope (detailed in Appendix G) so as to ensure that the built form impacts (such as overshadowing, view, skyview, pedestrian amenity, etc) are not worse than those assessed in this Concept SSDA.
- As part of the future Detailed SSDA, the design and materiality of the façade should adopt a maximum 20 per cent specular reflectance for the glazed surfaces and must not exceed a veiling luminance limit of 500 cd/m² to drivers.
- Further investigation of the wind conditions for the ground level and elevated areas within and around the development must be undertaken as part of the Detailed SSDA to verify the suitability of the relevant public domain areas. This would also include detailed wind tunnel testing of any proposed elevated and open communal areas in the OSD.
- The future Detailed SSDA would need to propose a building which is architecturally and structurally integrated with the station structure beneath and would be guided by the draft Design Guidelines.
- In order to achieve a high level of ecological sustainability, a Detailed SSDA should comply with the sustainability framework and strategies, including the minimum targets identified in the ESD Report (Appendix P).
- To minimise traffic impact and encourage sustainable travel, a maximum of 70 car parking spaces is to be provided between the West and East sites. A green travel plan will also be developed to encourage sustainable travel.
- The future Detailed SSDA must address and meet the noise and vibration criteria established within the Acoustic and Vibration Impact Assessment Report at Appendix S.
- The mitigation measures described Flooding Assessment at Appendix V should be incorporated as part of the Detailed SSDA for further design refinement to

ensure that floor levels would be situated at or above the flood planning level to ensure the requisite flood immunity at all access points.

- The Conservation Management Plan should be used to guide the future conservation and adaptive reuse of the Former Skinners Family Hotel. The Former Skinners Family Hotel should be maintained and protected from damage during the works.
- Consider provision for the interpretation of archaeological findings from the surface demolition and excavation proposed in Stage 2 CSSI Application as public art in the proposed development.
- The detailed Waste Management Plan should be prepared as part of the Detailed SSDA to manage waste on site.
- When the timeframe for construction of the OSD is determined at a later stage, a Construction Traffic Management Framework should be prepared to mitigate construction impact.

7.2 Consistency with strategic context

The proposed development is consistent with the strategic planning objectives for the site as it would capitalise on the Government's investment in public transport infrastructure by locating additional jobs above a new metro station in Central Sydney.

Strategic context and policy have been assessed in section 2 of this EIS. The proposal will contribute to the achievement of planning objectives of the Region Plan, District Plan and Central Sydney Planning Strategy in the following ways:

- The proposed development is co-located with the new metro and will directly facilitate the development of a place-based infrastructure service which encourages active transit methods such as walking and cycling.
- By locating additional commercial land uses above the station, the proposal contributes to the vision for a 30-minute city. Further, the proposal is considered sustainable as it increases the proportion of trips by public transport, walking and cycling trips to reduce emissions and health.
- The proposed development will deliver a significant amount of new commercial floor space which will contribute to the targeted increase in employment floor space within the city centre.
- The proposal is located within the Sydney CBD and will provide for additional and contemporary commercial floor space to support business and enterprise activities to contribute to the creation of a world class city centre.
- The proposed development will facilitate genuine activation at street level and the lower podium levels via the provision of retail spaces.
- The proposal will achieve the ambitious sustainability targets as set out in the draft Design Guidelines, consistent with the City of Sydney's expectations for commercial buildings within the tower cluster areas.
- The concept design has been the subject of an extensive design review that involved a collaborative, cyclical and iterative process. The concept building envelope will inform future detailed design outcome, which will accommodate a built form that is sustainable, functional, sensitive to its context and visually distinctive as encouraged by objectives of Better Placed.
- Reflecting on Country and Heritage has been a fundamental design principle which underpins the Concept SSDA and will the future Detailed SSDA. Sydney

Metro is committed to develop a 'Designing with Country' strategy which can be implemented for the Hunter Street Metro Station site. Through this process, the ancient spiritual significance of this site can be celebrated.

7.3 Consistency with statutory requirements

The proposed development is considered compliant with the statutory requirements for the following reasons:

- The proposed development has been assessed and designed in respect to the relevant objectives of the EP&A Act as defined in section 1.3 the Act and addressed in Appendix B.
- This EIS has been prepared in accordance with the SEARs as required by Schedule 2 of the EP&A Regulations.
- Consideration is given to the relevant matters for consideration as required under the *Biodiversity Conservation Act 2016* and the SSD is not likely to have any significant impact on biodiversity values, and therefore the SSDA is not required to be accompanied by a BDAR (BDAR Waiver approved by DPE and included at Appendix R).
- This SSDA pathway has been undertaken in accordance with the Planning System SEPP as the proposed development is classified as SSD.
- The land is zoned B8 Metropolitan Centre under the SLEP 2012. The proposed development is permissible with consent and consistent with the land use objectives of B8 Metropolitan Centre zoning. The proposal complies with the relevant provisions under the SLEP 2012 (as proposed to be amended by the Planning Proposal) as detailed in Appendix B and is consistent with the zone objectives.
- The proposed concept envelope seeks consent for a maximum GFA that exceeds the maximum 12.8:1 FSR available for the site under the existing SLEP 2012 (excluding a 10 per cent design excellence bonus). A request to consider a variation under clause 4.6 of SLEP 2012 has been submitted with this Concept SSDA (Appendix J), however it is intended to be withdrawn upon finalisation and gazettal of the Planning Proposal which seeks to increase the maximum permitted GFA on the site to 69,912m² (FSR of 18.71:1). The proposal will be consistent with the maximum FSR available for the site subject to gazettal of the Planning Proposal.
- The proposal has also been assessed under the draft SLEP 2012 provisions under the Concurrent Planning Proposal (PP-2022-867) and is consistent with the relevant draft provisions.
- The proposed development has been assessed in accordance with Resilience and Hazards SEPP and can be made for suitable for the proposed commercial land use.
- The proposal generally accords with the draft Hunter Street Station OSD Design Guidelines, including requirements for the scale and massing of the OSD tower form. Future Detailed SSDA would need to respond to the guideline in more detail.

7.4 Economic, social and environmental outcomes

Economic

The delivery of the proposal is expected to make a significant positive contribution to Central Sydney by providing for additional direct and indirect employment, support additional economic activity in the retail services and office/business sectors.

Specifically, the OSD is expected to result in around 4374 jobs once operational and will generate around 271 jobs during the construction phase (subject to detailed design and future planning approval).

The proposal would help to meet the need for retail facilities and provide for contemporary and flexible commercial floor space, which overall will be a major employment generator within Central Sydney to support further employment growth and economic activity within this area. Future retail occupants will also contribute to evening and night-time economies.

Through immediate proximity to employment within the CBD, as well as through convenient and timely access to other major employment centres along the Eastern Economic Corridor via the Sydney Metro, this project supports the '30-minute city' concept to support increased productivity and reduced congestion within Sydney.

Having regard to the above, it is considered that the OSD would not result in any significant economic impact and would result in a number of benefits.

Social

As detailed in Section 6.16, the proposal provides the opportunity to capitalise on the influence of new transport infrastructure, to enable renewal and allow diverse and innovative businesses to grow in Central Sydney. The OSD would have a neutral social impact through the delivery of an integrated station development that includes a variety of commercial uses, promote public activation to create a focal point for social activity within Sydney CBD.

The proposed commercial land uses will maximise the benefits arising from the future use of the site as part of the integrated station development. New retail and business will revitalise the site and support a range of activities and occupancy throughout the day and evening. This would contribute towards a vibrant transport precinct that is safe, well-utilised and which acts as a new focal point in the CBD in regard to both transport and land use.

The Design Excellence Framework and draft Design Guidelines would ensure that future detailed design of the OSD would provide a memorable landmark that is commensurate with the important role of the site within Central Sydney. The proposal facilitates the integration of public art during the detailed design stage and would contribute to the cultural qualities of the site and the locality, improving the social experience of future visitors to and occupants of the site.

Potential environmental impacts of the proposal have been identified throughout the EIS and demonstrated to be acceptable, with specific mitigation measures identified where necessary to ensure that future development is consistent with the expected benefits of the project and does not result in any significant adverse impacts on the community.

Having regard to the above, it is considered that the OSD would not result in any significant social impacts and would result in a number of social benefits.

Environmental

A full assessment has been undertaken of the environmental impacts of the proposal which demonstrates that potential impacts have been avoided, adequately justified or appropriately mitigated. On this basis, the proposed envelope, which represents a maximum potential building form, has been demonstrated to be appropriate within its context and the specific circumstances of the site.

7.5 Suitability of the Site

The proposal comprises a key commercial development located within the commercial core precinct of Central Sydney. Based on the environmental assessment contained in Section 6, the proposal has been subject to a substantial and thorough assessment of development suitability, which has confirmed the proposed uses as being the most suitable outcome at the site.

In this regard, the site is considered to be suitable for the concept proposal as:

- the proposal comprises a prime opportunity to take advantage of the Sydney Metro project, with the airspace created as part of the Hunter Street west site envisaged to be developed for the purposes of OSD under the CSSI Approval
- the site provides for street and laneway frontages which is suitable and will be activated by the proposed commercial uses
- the site's location within Central Sydney is well suited to retail, commercial office and business services uses, and is located in proximity to cultural, entertainment and community facilities
- the ability to support commercial uses has been demonstrated through a well-developed indicative ground floor level and the proposed envelope. It has been demonstrated through this assessment the proposal would result in the creation of a vibrant and modern commercial development to cater for emerging business
- the proposed scale and density of the development is highly appropriate in the context of Central Sydney and will integrate with other sites identified within the tower cluster area
- the proposed building envelope, including indicative building core locations, ensures the future OSD can be designed to ensure that the design and operations of Sydney Metro station is not inhibited
- the proposal would contribute to the provision of additional employment opportunities in a location which reinforces the '30 minute city' concept, providing employment in a central location which is proximal to services, open space, transport and jobs
- the development is appropriate with regards to matters such as flooding, contamination, air quality, noise and vibration, heritage, and wind.

7.6 Public Interest

The proposal is in the public interest as it would contribute to the evolution of Central Sydney in the creation of an integrated commercial development within the heart of the CBD.

Given the significance of this development within Sydney, the proposal is considered to be in the public interest as:

- the proposal would provide additional commercial floor space, ensuring that jobs located in business core and in an accessible location

- the development would provide a variety of different commercial uses at the ground and podium levels, which would work to activate the station precinct, both within traditional business hours as well as during the evening, late night and weekend periods
- the proposal would accommodate approximately 4274 jobs on an ongoing basis, generated by the retail, business, office uses
- additional economic benefits are also provided by workers and visitors using surrounding services within the CBD as part of the shared economy
- the proposal under this Concept SSDA would work alongside the Stage 2 and 3 CSSI Applications to create an overall station precinct which is integrated, high quality, enjoyable and safe for future public transport users
- the proposed building envelope would enable the delivery of a future OSD form which will landmark the Sydney skyline
- the development has been designed in such a manner which ensures that sustainability requirements are achieved or exceeded throughout the development
- the proposal provides a framework which would ensure that future development at the site exhibits design excellence, integrated with the station to deliver a very high design quality building form outcome
- the proposal includes provision for future public art, which would contribute to the vibrancy and interest generated by the surrounding built environment.

7.7 Conclusion

This EIS provides a comprehensive assessment of the environmental, social and economic impacts of the concept development envisaged within this Concept SSDA. This EIS has addressed the requirements of the SEARs (Appendix A), as well as the relevant requirements contained at the EP&A Regulation 2021.

It is concluded that the proposed development can be supported and approved for the following reasons:

- The proposal demonstrates consistency with the strategic planning framework governing the Greater Sydney Region and Sydney CBD and specifically, the Central Sydney Planning Strategy (CSPS). The CSPS seeks additional commercial floor space capacity in Central Sydney while also delivering improved public domain outcomes.
- The proposal will generate jobs both during construction and operation which will have flow on effects to the local and broader domestic economy.
- The proposal supports planned growth within the Sydney CBD, expanding the 30-minute cities, and increasing all-day accessibility to the Sydney CBD.
- By enhancing amenity and activation of the street frontages and existing through-site links compared to existing development, the proposal will enhance the public domain surrounding the site.
- The proposed development will create a place-based outcome that successfully integrates transport infrastructure, open space, ground level retail and commercial land uses.
- The proposed development provides for a future built form to ensure that setbacks respond to surrounding buildings, particularly the retained Former Skinners Family Hotel, as well as minimise overshadowing to the public domain, including Martin Place and Pitt Street