



West

# Scoping Report

Hunter Street West Over Station Development

Concept State Significant Development Application

July 2022



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## Glossary and abbreviations

Term	Definition
ASD	Adjacent Station Development
BCA	Building Code of Australia
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 <i>a 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
CSSI Concept and Stage 1 approval	SSI-10038, approved 11 March 2021, including all major civil construction works between Westmead and The Bays, including station excavation and tunnelling, associated with the Sydney Metro West railway line
CSSI Stage 2 application	SSI-19238057, currently under assessment, 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
CSSI Stage 3 application	SSI-227-65520, currently under assessment, 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
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
DPE	Department of Planning and Environment
EIS	Environmental Impact Statement
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EP&A Regulations	<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>

Term	Definition
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
NAO	No additional overshadowing
OSD	Over station development
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	<i>Sydney Development Control Plan 2012</i>
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
SRD SEPP	<i>State Environmental Planning Policy (State and Regional Development) 2011</i>
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>
Sydney Metro	The applicant for this Scoping Report
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

# 1 Introduction

## 1.1 Sydney Metro

This Scoping Report has been prepared by Sydney Metro who is seeking to deliver over station development (OSD) at the Hunter Street Station (Sydney CBD) western site as a part of the Sydney Metro West project.

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 project forms part of the broader Sydney Metro network which 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 (this project) – 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**.



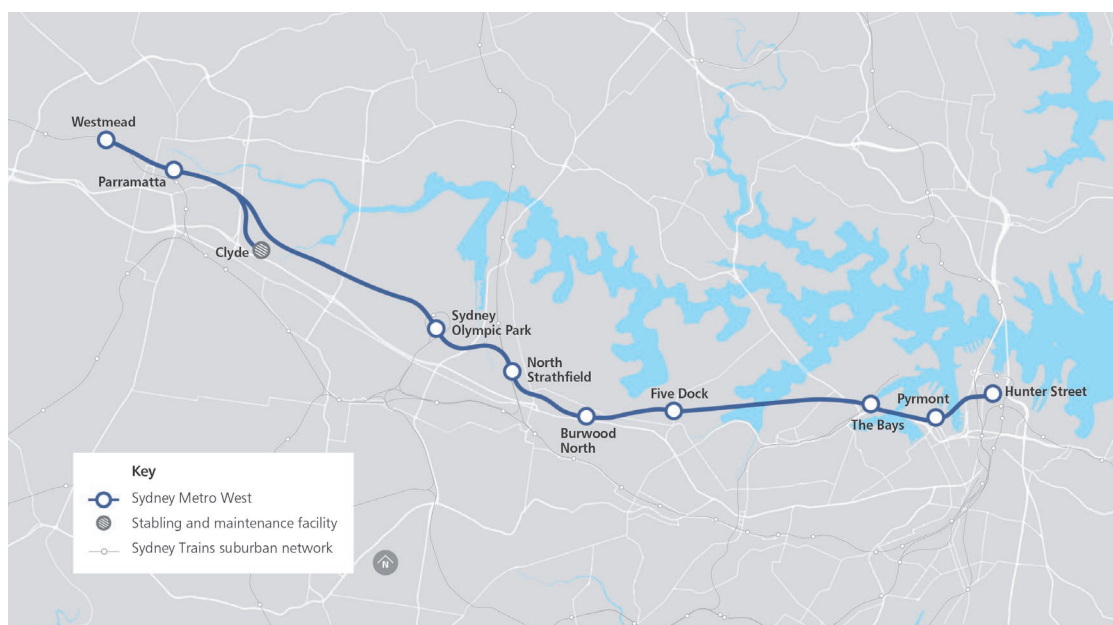
Figure 1-1 Sydney Metro network

## 1.2 Sydney Metro West

Sydney Metro West will double rail capacity between Greater Parramatta and the Sydney CBD, transforming Sydney for generations to come. The once-in-a-century infrastructure investment will 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.

Stations have been confirmed at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock, The Bays, Pyrmont, and Hunter Street in the Sydney Central Business District (CBD).

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



**Figure 1-2 Sydney Metro West**

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).

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 (CSSI Concept and Stage 1 approval) was approved on 11 March 2021. Applications for stages of the CSSI project currently under assessment by the Department of Planning and Environment (DPE) include:

- 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 (CSSI Stage 2 application)
- 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 (CSSI Stage 3 application)

### 1.3 Over station development and adjacent station 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 Sydney Metro West Environmental Impact Statement (EIS) for the CSSI Concept and Stage 1 approval identified that provision for future integrated station and/or precinct development 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 making provision for OSD and/or adjacent station development (ASD) at Westmead, Parramatta, Sydney Olympic Park, Burwood North, The Bays, Pyrmont, and Hunter Street (Sydney CBD).

Sydney Metro will continue to work closely with the local community and stakeholders so that station precincts become welcoming hubs that build on the local character.

### 1.4 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 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)
- Delivers employment density alongside the delivery of significant new public transport infrastructure which services the site and surrounding CBD precinct.

The new controls proposed as part of the Planning Proposal request seek to enable the development of a commercial office building on the western Hunter Street Station site that would:

- comprise a maximum building height of between RL 148.2m and RL 220.0m (as it varies to comply with the relevant sun access plane controls)
- deliver a maximum gross floor area (GFA) of 69,912sqm (resulting in a maximum floor space ratio (FSR) of 18.71:1), measured above ground level.
- facilitate the adaptive reuse of the existing Former Skinners Family Hotel within the overall development.



- include site specific controls which ensure the provision of employment and other non-residential land uses,
- require the mandatory consideration of a site specific Design Guideline within the site specific controls to guide the assessment of the development consent sought under the future Concept State significant development application (SSDA) (and subsequent Detailed SSDAs)
- allow for the provision of up to a maximum of 70 car parking spaces (to be split across both the eastern and western Hunter Street Station sites)
- 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 (Sydney CBD) and broader Sydney Metro West project.

This Planning Proposal request was submitted to the City of Sydney Council in May 2022 and is currently under assessment.

## 1.5 The proposed development

The purpose of this Scoping Report is to request the Secretary's Environmental Assessment Requirements (SEARs) for the preparation of an EIS. This EIS will accompany a Concept State Significant Development Application (SSDA) for a proposed building envelope for the OSD at the western Hunter Street Station site. An indicative concept reference design will be submitted illustrating how the site could potentially be developed within the proposed building envelope.

The Concept SSDA will seek consent on a conceptual level for a building envelope above the western Hunter Street Station site for the OSD, including:

- Maximum building envelope and built form parameters (including tower envelopes and heights, and building setbacks, in accordance with the concept reference design)
- Maximum building height of approximately 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 approximately 70,000m<sup>2</sup>.

The proposed development is further described in **Section 3**.

Hunter Street Station (Sydney CBD) will be a strategically important station on the Sydney Metro West network providing access to Sydney CBD from Parramatta, Sydney's rapidly growing second CBD. The proposed OSD for the western Hunter Street Station site includes a single tower comprising commercial and retail uses integrated with associated passenger rail infrastructure.

As the development is within the Sydney Metro West railway corridor, is associated with railway infrastructure, and is for commercial land uses with a capital investment value (CIV) of more than \$30 million, the project is specified in Schedule 1, Clause 19(2)(a) of *State Environmental Planning Policy (Planning Systems) 2021* (Planning Systems SEPP). As the development is also not permissible without development consent, it is declared to be State significant development.

The Concept SSDA will seek consent for a concept proposal, within the meaning of section 4.22 of the EP&A Act. The Concept SSDA will not seek consent to carry out the proposed development. It will seek consent for the proposed land uses, maximum building envelopes, maximum building heights, a maximum gross floor area (GFA), pedestrian and vehicle access, vertical circulation arrangements and associated car parking. The Concept SSDA will be followed by Detailed SSDA(s) prepared by future development partners, seeking consent to carry out the development subject of the Concept SSDA.

To support the request for SEARs, this Scoping Report provides an overview of the proposal and its site location and context, a description of the concept proposal, the statutory context, key environmental and planning issues associated with the proposal, expected report and document deliverables, and the key stakeholders for consultation.

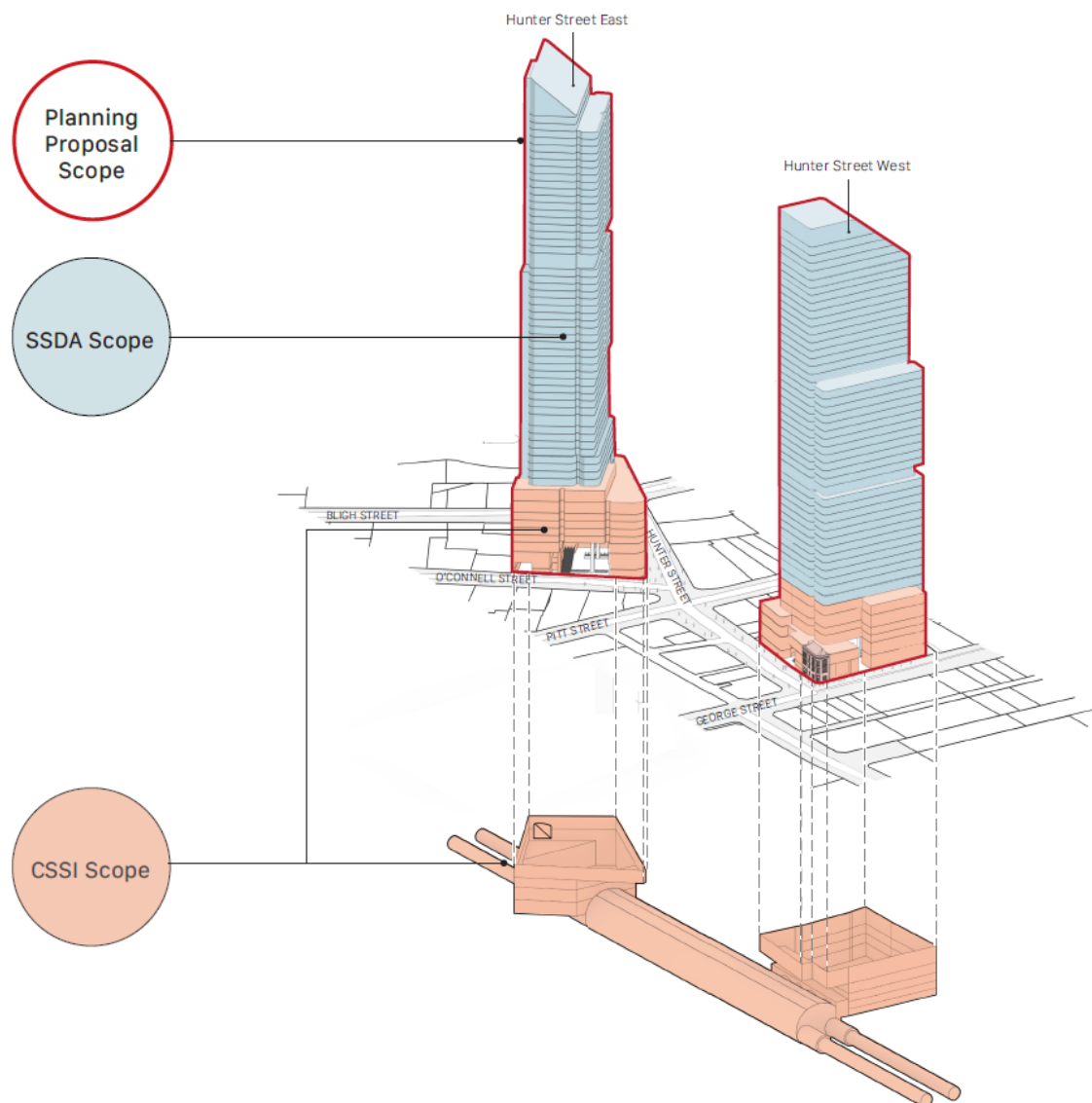
## 1.6 Interface with the station

The detailed design and fit-out of Hunter Street Station (Sydney CBD) infrastructure will be integrated with the OSD 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 CSSI Stage 3 Application, currently under assessment by DPE.

The Concept SSDA would seek approval for the proposed land uses within the podium that directly relate to the commercial tower development.

The proposed planning envelopes for the entire Hunter Street Station (Sydney CBD) are shown in **Figure 1-3**, which includes both the eastern and western sites. However, this Scoping Report relates to the OSD for the western site only. A separate Scoping Report has been prepared for the eastern site. The eastern and western sites will therefore be subject of two separate Concept SSDAs.



**Figure 1-3 Overview of planning pathway and scope**

## **1.7 Project alternatives**

Under the provisions of *Environmental Planning and Assessment Regulation 2021* (EP&A Regulation), and in accordance with *the State Significant Development Guidelines* (November 2021) prepared by the Department of Planning and Environment (DPE), Scoping Reports must include an analysis of feasible alternatives considered as part of the SSDA.

**Table 1-1** outlines three feasible alternatives: Do Nothing, Alternative Design and Proposed Design.

**Table 1-1 Project alternatives**

Options	Assessment
<p><b>Do Nothing</b></p>	<p>The ‘Do Nothing’ alternative would result in the existing buildings on the site being demolished and the new metro station at Hunter Street (Sydney CBD) 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 Sydney Metro City &amp; 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><b>Alternative Design</b></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 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</p>

Options	Assessment
	<p>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><b>Proposed Design</b></p>	<p>The proposed design presents a balanced and feasible option as it will:</p> <ul style="list-style-type: none"> <li>• maintain the competitiveness and global status of the Sydney CBD by significantly enhancing the employment generating capacity of the site</li> <li>• provide an appropriate balance between commercial uses and pedestrian connectivity within and around the site whilst being sympathetic to adjoining heritage items</li> <li>• establish the land uses, maximum indicative floor space and maximum car parking spaces for the site</li> <li>• provide a building envelope which complies with the existing sun access plane controls.</li> </ul>

## 2 Strategic context

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### 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, helping to leave a lasting legacy and shaping Sydney for generations to come.

The development subject of the Concept SSDA application 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. It would also facilitate 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 proposal 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 Future context

The Sydney CBD is currently undergoing significant growth and change under the Greater Sydney Region Plan, the Eastern City District Plan, the Local Strategic Planning Statement (LSPS) and the Central Sydney Planning Strategy (CSPS). In particular, the CSPS emphasises the importance of delivering additional floor space to accommodate future employment growth ensuring the pool of future employment floor space is not overly constrained.

To accommodate the anticipated increase in employment floor space over the next 15 years, the CSPS identifies key moves as relevant to the proposal. These include:

- prioritise employment growth and increase employment capacity
- provide for employment growth in new tower clusters
- ensure infrastructure keeps pace with growth
- protect, enhance and expand Central Sydney's heritage public places and spaces
- move people more easily by prioritising streets for walking and cycling

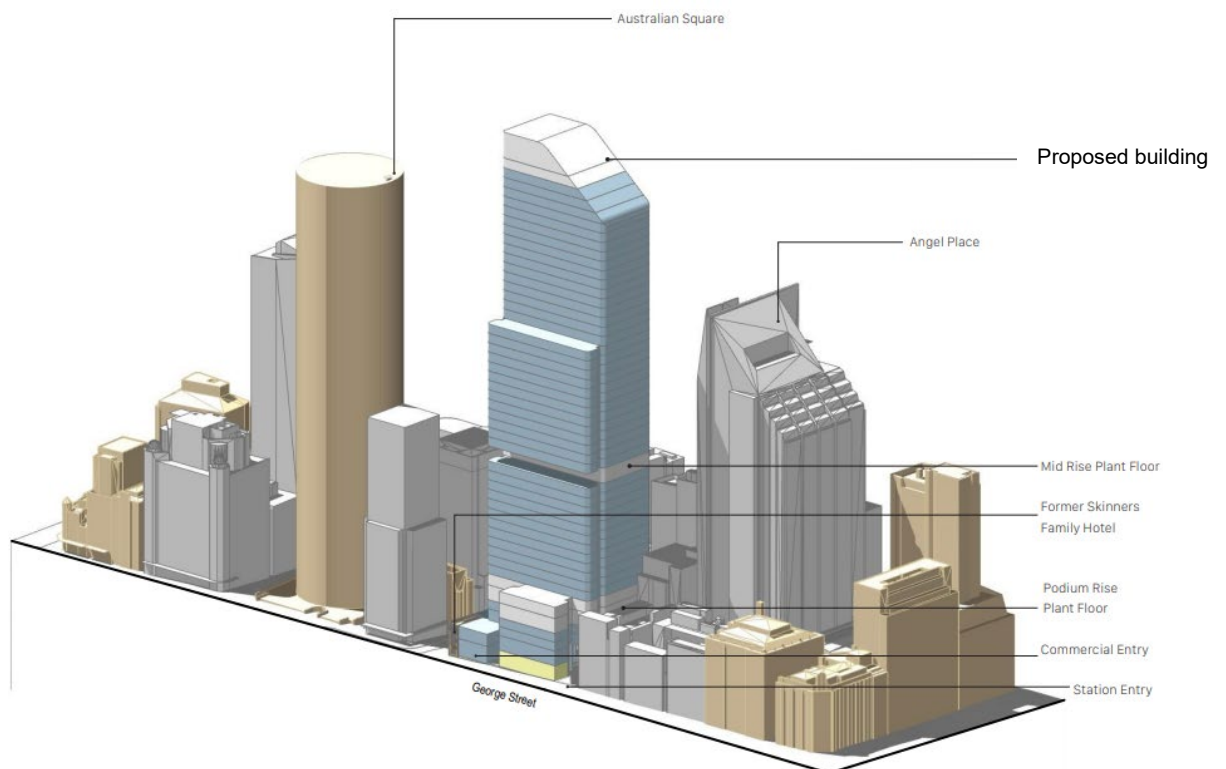
Recent changes to the planning controls in Central Sydney sought to unlock the development potential on existing sites to increase the amount of additional floor space that is available. The CSPS also identified opportunities for more height and density in certain locations. The changes as relevant to the proposal have been made in response to the identified need to accommodate up to 85,000 new jobs within the CBD to 2036.

The recent changes to the planning controls facilitated by the CSPS enables significant additional development potential at both the Hunter Street Station (Sydney CBD) eastern and western sites.

**Figure 2-1** illustrates the future built form that could be realised under the proposed building envelope.

**Figure 2-2** illustrates a structure plan which identifies zones for high density development where the site is located. The site is also partially located within one of the identified high density ‘tower cluster areas’ (**Figure 2-3**).

These figures demonstrate that the site is in an area where significant growth, increased density and the provision of employment floor space is planned to occur.



**Figure 2-1 Hunter Street West OSD indicative concept design (shown in blue) – Northwest View**



**Figure 2-2 Structure plan – Central Sydney Planning Strategy**





**Figure 2-3 Potential tower cluster areas – Central Sydney Planning Strategy**

## 2.3 The site and surrounding context

### 2.3.1 Site location

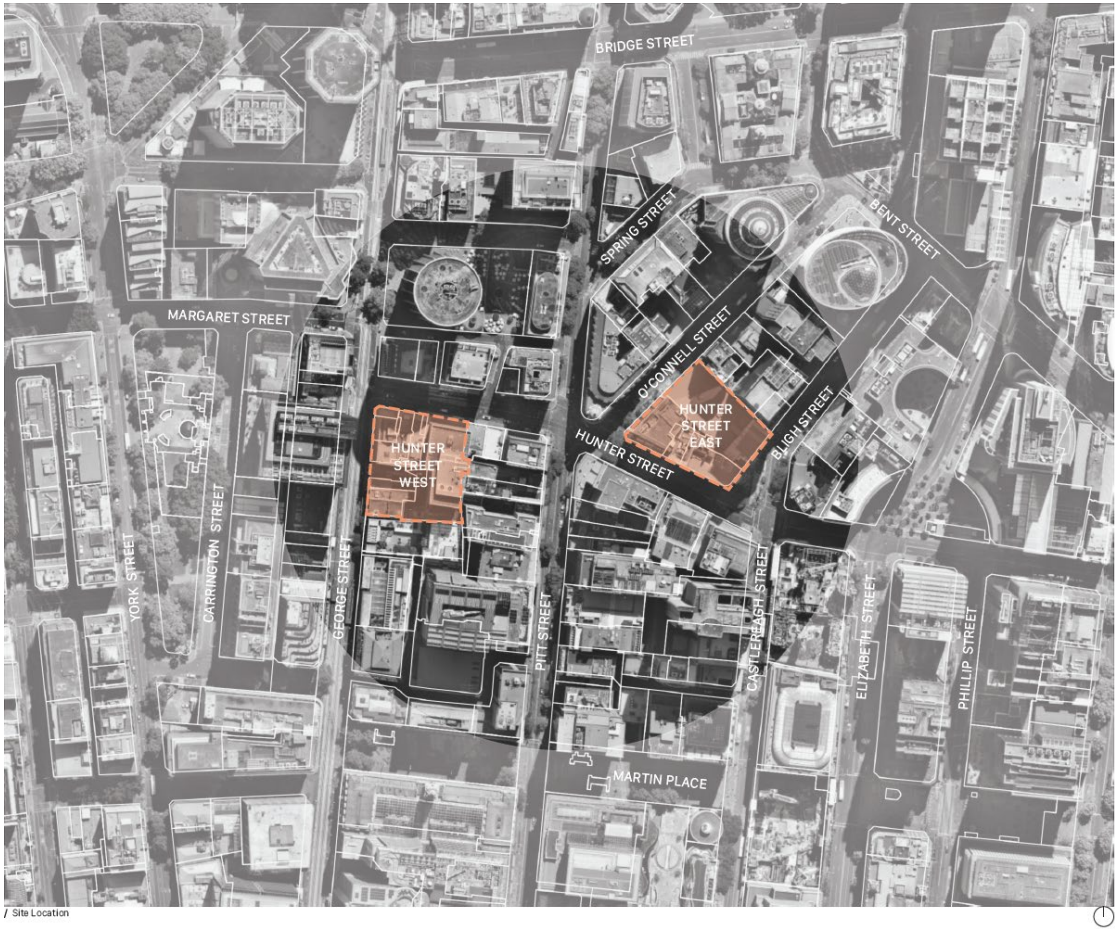
The Hunter Street Station is in the northern part of the Sydney CBD, within the commercial core precinct of Central Sydney and within the Sydney Local Government Area (LGA). The Hunter Street Station (Sydney CBD) includes two sites – the western site and the eastern site. This Scoping Report relates to the western site only.

The western Hunter Street Station 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 western site is also adjacent to the existing CBD and South East Light Rail that extends from Circular Quay to Moore Park, Kensington and Kingsford.

### 2.3.2 Site description

The OSD for the western Hunter Street Station 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 2-4**.



**Figure 2-4 Aerial map of Hunter Street Station (Sydney CBD) precinct**

**Table 2-1** sets out the address, and legal description of the parcels of land that comprise the western Hunter Street Station site that is the subject of this Scoping Report. The total site area is 3,736sqm. The site has frontages of approximately 67m to George Street and 58m to Hunter Street.

**Table 2-1 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
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
<b>TOTAL SITE AREA 3,736sqm</b>	

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. 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 features a moderate gradient running from west down to east along Hunter Street, noting that there is approximately a 3.4m 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 east corner on Hunter Street is at RL 8.92m while the highest point on the site at the south west corner of the site on George Street is at RL 13.66m.

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

### 2.3.3 Site photographs

To provide a visual point of reference for this Scoping Report, a series of photographs demonstrating the current site conditions at the site is included in **Figure 2-5** through **Figure 2-9**.



**Figure 2-5 Former Skinners Family Hotel at 296 George Street**

The Former Skinners Family Hotel, a State registered heritage item (I1766 in SLEP 2012), comprises a three-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 demolished prior to its inclusion within the Hunter Street Station (Sydney CBD) 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) saw the renovation of the retail area of the ground floor fronting George Street. The basement area contains a food outlet.



**Figure 2-6 Existing commercial buildings at 312 and 314-318 George Street**



**Figure 2-7 De Mestre Place, facing east**



**Figure 2-8 De Mestre Place with overpass above (5010 De Mestre Place)**



**Figure 2-9 Existing commercial building at 5 Hunter Street**

**2.3.4 Surrounding context**

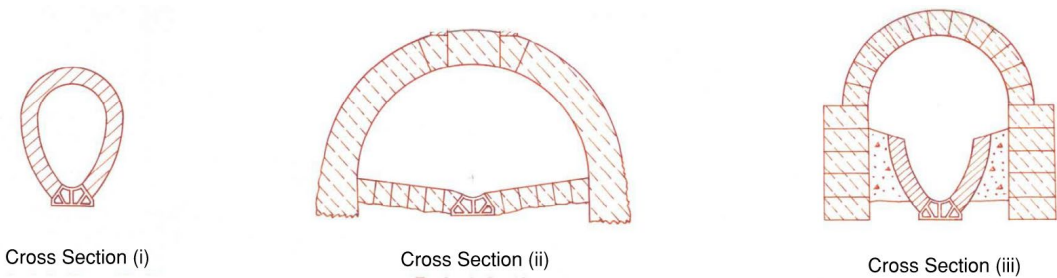
The northern part of the Sydney CBD is a highly developed commercial core with commercial, retail, health, government, and community-based uses, as well as high density residential developments.

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 Botanical Gardens, the Domain and Hyde Park are also located within or near the Sydney CBD area, 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 OSD 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 approximately 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 2-10**.



**Figure 2-10 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 (11808 in SLEP 2012) NSW Sports Club at 10-14 Hunter Street (**Figure 2-11**) It is approximately five storeys in height and was established in 1896 as home to many sporting groups in NSW.



**Figure 2-11** 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 southwest corner of Hunter and Pitt Streets (**Figure 2-12**).

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 2-12 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 2-13**).



**Figure 2-13** 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 ().

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



**Figure 2-14 Brookfield Place and 285-287 George Street**

## **2.4 Cumulative impacts**

The building envelope for the OSD would be 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 OSD.

The proposed building envelope is expected to be consistent with the planning controls as they are proposed to apply to the site in the Planning Proposal request (refer to Section 4), and therefore adverse or unexpected cumulative impacts are not anticipated to be generated by the proposed building envelope for the OSD.

## **2.5 Agreement with other parties**

Where relevant, the EIS will discuss agreements with other parties and agencies required to facilitate the delivery of the development.

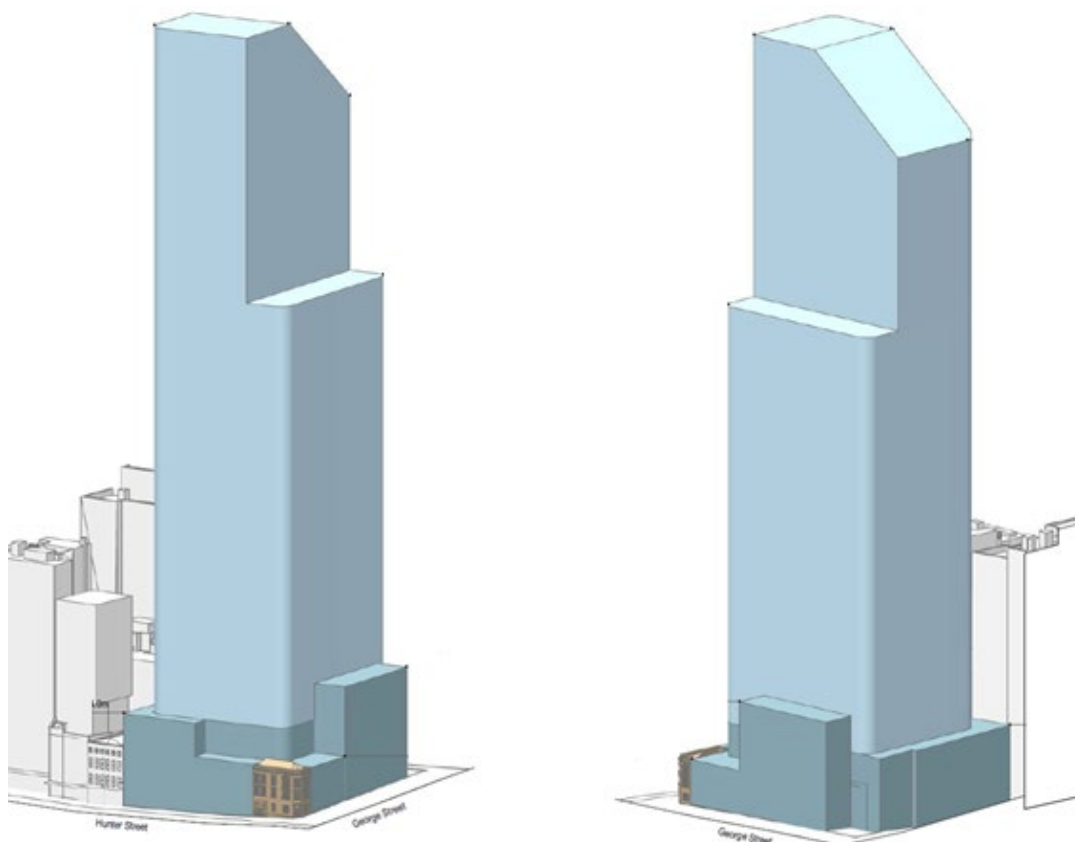
### 3 The proposed development

The Concept SSDA will seek consent for a building envelope above the western Hunter Street Station site for the OSD, including:

- Maximum building envelope and built form parameters (including tower envelopes and building setbacks, in accordance with the concept reference design)
- Maximum building height of approximately 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 approximately 70,000sqm. The proposed building envelope for the OSD will be 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 OSD. The future approval(s) will be required to be consistent with the Concept SSDA development parameters.

A preliminary illustration of the proposed building envelope is provided in **Figure 3-1**. A numeric overview provided within **Table 3-1**.



**Figure 3-1 Proposed building envelope – Western site**

**Table 3-1 Numerical Overview**

<b>Reference Design</b>	<b>Numerical Overview (Approximate)</b>
Maximum height	51 storeys
Commercial GFA	66,000sqm
Retail GFA*	1,000sqm within the podium
Station GFA*	3,000sqm within the podium (for the station and associated passenger rail facilities)
Car Parking	Up to a maximum of 70 spaces
<b>Total GFA</b>	<b>70,000sqm</b>
FSR	18.7:1

*\*GFA and FSR calculations include floor space attributed to the station which will be subject to a separate planning approval under the CSSI Stage 3 application and may be subject to change*

## 4 Statutory context

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

The following are the key relevant legislation and planning instruments that apply to the proposed building envelope for the OSD:

- *Environmental Planning and Assessment Act 1979* (EP&A Act)
- *Biodiversity Conservation Act 2016*
- *Environmental Planning and Assessment Regulation 2021* (EP&A 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)

**Table 4-1** sets out a summary of the key statutory requirements that are relevant to the Concept SSDA.

**Table 4-1 Key Statutory Requirements**

Matter	Guidance
<b>Power to grant consent</b>	<p>The EP&amp;A Act establishes the framework for the assessment and approval of development and activities in NSW. The EP&amp;A Act also facilitates the making of environmental planning instruments including State environmental planning policies (SEPPs) and local environmental plans (LEPs) which guide the way in which development should occur across the State.</p> <p>Pursuant to section 4.22 of the EP&amp;A Act, a Concept DA 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). The proposed development is for a Concept SSDA in accordance with section 4.22 of the EP&amp;A Act.</p> <p>The Minister for Planning and Homes is the consent authority for SSDAs made by or on behalf of public authorities. The Minister may delegate this function to staff within the DPE.</p>
<b>Permissibility</b>	<p>The site is located on land zoned B8 Metropolitan Centre.</p> <p>The proposed commercial and retail land uses are permissible with consent in the B8 zone. 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>

Matter	Guidance
<p><b>Pre-conditions to exercising the power to grant approval</b></p>	<p><b>State Environmental Planning Policy (Resilience and Hazards) 2021 (Resilience and Hazards SEPP)</b></p> <p><i>State Environmental Planning Policy (Resilience and Hazards) 2021 (Resilience and Hazards SEPP)</i> requires the consent authority to consider whether the subject land of any rezoning or DA is contaminated. If the land requires remediation to ensure that it is made suitable for a proposed use or zoning, the consent authority must be satisfied that the land can be suitably remediated for that purpose.</p> <p>The EIS will outline how the site is able to be made suitable for the proposed land uses.</p>
<p><b>Mandatory matters for consideration</b></p>	<p><b>Biodiversity Conservation Act 2016</b></p> <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.</p>
	<p><b>State Environmental Planning Policy (Transport and Infrastructure) 2021 (Transport and Infrastructure SEPP)</b></p> <p><i>State Environmental Planning Policy (Transport and Infrastructure) 2021 (Transport and Infrastructure SEPP)</i> requires certain traffic generating developments to be referred to TfNSW, which may include the proposed development based on the quantum of GFA proposed.</p> <p>The Concept SSDA may also be referred to the relevant utility service providers to confirm that the siting and layout of the proposed development will not impact on relevant easements and/or infrastructure corridors.</p>
	<p><b>State Environmental Planning Policy (Planning Systems) 2021 (Planning Systems SEPP)</b></p> <p><i>State Environmental Planning Policy (Planning Systems) 2021 (Planning Systems SEPP)</i> declares the development to be State significant development.</p> <p>Clause 19(2) of Schedule 1 of the Planning Systems SEPP establishes that the following development is a category of SSD:</p> <p><i>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:</i></p> <ul style="list-style-type: none"> <li><i>(a) commercial premises or residential accommodation,</i></li> <li><i>(b) container packing, storage or examination facilities,</i></li> <li><i>(c) public transport interchanges.</i></li> </ul> <p>The proposal meets the SSD criteria in Schedule 1 of the Planning Systems SEPP as it is development associated with railway infrastructure with a capital investment value CIV of more than \$30 million and is for the purpose of commercial premises.</p> <p>In addition, as the development is not permissible without development consent under Part 4 of the EP&amp;A Act, it is therefore declared to be SSD under the Planning Systems SEPP.</p>



## Matter

## Guidance

### **State Environmental Planning Policy (Biodiversity and Conservation) 2021 (Biodiversity and Conservation SEPP)**

*State Environmental Planning Policy (Biodiversity and Conservation) 2021 (Biodiversity and Conservation SEPP)* provides planning principles for development within the Sydney Harbour catchment.

Planning principles for land within the Sydney Harbour Catchment relate water quality, flooding, maintaining visibility to the water and cumulative environmental impacts.

The Concept SSDA will be broadly consistent with the relevant Planning Principles of the Biodiversity and Conservation SEPP. No significant adverse impacts on the Sydney Harbour Catchment are anticipated given the proposal relates to a concept proposal.

The subsequent Detailed SSDAs will address stormwater run-off, sediment and erosion control, and water quality in greater detail.

### **Sydney Local Environmental Plan 2012**

The *Sydney Local Environmental Plan 2012 (SLEP 2012)* is the principal planning instrument that applies to the site, and establishes the key built form parameters and development standards.

The follow section sets out a summary assessment of the proposed development against the key development standards under the SLEP 2012. A detailed assessment against the SLEP 2012 will be provided within the EIS.

#### Land use zone:

The site is zoned B8 Metropolitan Centre under the SLEP 2012. The proposed commercial and retail uses are permissible with consent in the B8 zone. 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.

#### Building height:

The Planning Proposal request seeks the imposition of a maximum building height control of RL 220.0m to apply to the site under the SLEP 2012, in addition to the existing SLEP 2012 provisions which requires that development must not exceed the existing sun access plane controls or no additional overshadowing provision protecting Martin Place and Pitt Street.

The proposed building envelope is consistent with the proposed maximum building height, the sun access plane controls and the no additional overshadowing provisions for the site.

#### FSR:

The Planning Proposal request seeks the imposition of a maximum FSR control of 18.71:1 to apply to the site (measured above ground level) under the SLEP 2012.

The integrated station precinct (including the OSD and station) will have a total FSR which is consistent with the proposed FSR control. This will be confirmed within the EIS.

## Matter

## Guidance

### Heritage:

Two State heritage listed items are located within the site boundary of the site. These include the Former Skinners Family Hotel (296 George Street, I1766) and the Tank Stream tunnel (along the site's eastern boundary, I1656). The Tank Stream and the Former Skinners Family Hotel will be retained and protected within the site as part of the proposed development.

Several items of both State and local heritage significance are also located around the site. The State heritage listed items include the Little Hunter and Hamilton Street Precinct (I1806).

The local heritage listed items located near the site include the NSW Sports Club (10-14 Hunter Street, I1808), the Grand Hotel (30-32 Hunter Street, I1809), the Former Commercial Building "Beneficial House" (285-287 George Street, I1765), and the commercial building facades and external walls at 319-321 George Street (I1767).

The proposed development will seek to ensure that a measured and sensitive design response is provided to all heritage items near the city to ensure that their heritage character and values are maintained. A Heritage Impact Statement will be submitted with the EIS.

### **Sydney Development Control Plan 2012**

Clause 2.10 of the Planning Systems SEPP states that development control plans (DCPs) do not apply to State significant development (SSD). Notwithstanding this, the *Sydney Development Control Plan 2012* (SDCP 2012) provided a reference point for the preparation of Design Guidelines that have been prepared and submitted with the Planning Proposal request for both the eastern and western Hunter Street Station sites.

Specifically, these Design Guidelines will 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.

The Design Guidelines also include objectives and guidance relating to urban design strategies, station podium and massing, design excellence, landscaping, wind conditions, heritage interpretation, public art, the pedestrian and cycle network, vehicular access, flooding and stormwater, waste management and ESD.

## 4.1 Other relevant strategies and policies

In addition to the above, the following policies also apply to the proposal and will be considered as part of the Concept SSDA:

- NSW State Plan 2021 and Premier's Priorities
- Greater Sydney Region Plan – A Metropolis of Three Cities
- Eastern City District Plan – Our Greater Sydney 2056
- NSW Future Transport Strategy 2056
- Local Strategic Planning Statement (LSPS) City Plan 2036
- Central Sydney Planning Strategy 2016-2036
- Better Placed – An integrated design policy for the built environment of NSW (Better Placed)
- Draft Connecting with Country Framework

The EIS will provide an assessment of the proposal against the above policies.

## 5 Engagement

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### 5.1 Engagement carried out

Sydney Metro has been engaging with the community, stakeholders, and industry about Sydney Metro West since 2017. Feedback gathered has helped shape the project, including station locations.

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

In November – December 2021 CSSI Stage 2 application was exhibited for public comment, including proposed major civil construction at Hunter Street Station and tunnelling between The Bays and Sydney CBD as well as consideration of over station development as part of a future planning approval.

The following aspects were identified specifically for the proposed station development at Hunter Street:

- Access to services that support wellbeing should be integrated in locations that are easy to access
- Some support for the revitalisation and development of the station precinct
- Mitigation measures should be considered and respond to the cumulative impacts in the Sydney CBD which has experienced a high volume of recent construction from other major projects

The following community and stakeholder engagement was undertaken during the EIS exhibition:

- virtual community engagement including an interactive portal
- distribution of newsletters, emails and 'Introducing your local place manager' cards to residents and businesses in Pyrmont and the Sydney CBD
- consultation with affected property occupants and owners, as well as residents and businesses neighbouring the Hunter Street (Sydney CBD) and Pyrmont stations
- media conference and media release to announce the locations of the Hunter Street (Sydney CBD) and Pyrmont Stations in May 2021
- ongoing contact with local communities through Sydney Metro's place managers
- consultation with government agencies and key stakeholders, including briefings, working groups and a planning focus meeting
- email alerts to registered community members and stakeholders consultation with Aboriginal stakeholder groups.

In March – May 2022, CSSI Stage 3 application was exhibited for public comment, including the proposed station building and precinct design for Hunter Street Station, as well as consideration of over station development as part of a future planning approval. Consultation included seeking feedback on Hunter Street Station design, integration with the local area and future council plans, and potential impacts during construction.

The following community and stakeholder engagement was undertaken during the EIS exhibition:

- community information sessions
- virtual community engagement including an interactive portal
- distribution of newsletters, emails and ‘Introducing your local place manager’ cards to residents and businesses across the project alignment
- consultation with affected property occupants and owners, as well as residents and businesses including those neighbouring Hunter Street Station
- ongoing contact with local communities through Sydney Metro’s place managers
- consultation with government agencies and key stakeholders, including briefings, working groups and a planning focus meeting
- email alerts to registered community members and stakeholders
- consultation with Aboriginal stakeholder groups.

### **Engagement with the City of Sydney Council**

Since the confirmation of a Sydney CBD station, Sydney Metro has and is continuing to engage with City of Sydney in relation to:

- the Planning Proposal request to amend the planning controls for the Hunter Street Station sites
- the design excellence strategy for Hunter Street Station sites.

The Planning Proposal request was submitted to the City of Sydney Council in May 2022. The Planning Proposal objectives are consistent with the CSPA, which seeks additional employment floor space capacity in Central Sydney. The CSPA was recently gazetted on 26 November 2021, with public exhibition between 1 May and 10 July 2020.

Sydney Metro will continue to work with the community and stakeholders as the project progresses.

## **5.2 Community views**

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.

Sydney Metro has been working closely with the City of Sydney Council through the development of the project. For the past few years, City of Sydney Council has also undertaken extensive community consultation in revising the planning controls for the Sydney CBD. In particular, the CSPA emphasises the importance of delivering additional floor space to accommodate future employment growth in Central Sydney. The Hunter Street Station eastern site and a portion of the western site sit within one of the identified ‘high density’ tower cluster area, allowing for this urban renewal, employment generating opportunity in Central Sydney. These amendments to SLEP 2012 were gazetted in November 2021. The Planning Proposal request seeks to enhance the capacity of the Hunter Street Station sites to deliver high quality employment generating floor space.

Sydney Metro has worked extensively with City of Sydney Council and the City of Sydney Design Advisory Panel prior to the lodgement of the Planning Proposal and will continue to work with Council throughout the Planning Proposal and Concept SDA process.

### 5.3 Engagement to be carried out by applicant

Sydney Metro will continue to engage with stakeholders and the community to ensure they are informed and have opportunities to provide feedback on Sydney Metro West during future planning phases, including during public exhibition of the EIS for this proposal.

Sydney Metro will ensure the community is aware and engaged at subsequent assessment and approval stages of the project.

The EIS will include a detailed consultation summary, including all pre-lodgement consultation undertaken up to submission of the Concept SSDA. Key stakeholders for Sydney Metro West include (but are not necessarily limited to):

- State government agencies including DPE, TfNSW, NSW Environment Protection Authority, Heritage NSW
- City of Sydney Council
- Public utilities and infrastructure providers
- Surrounding businesses and residents
- Special interest groups including Local Aboriginal Land Councils, Aboriginal stakeholders, and relevant community groups
- The broader community.

In addition to the formal exhibition period, Sydney Metro will continue to engage with the community and key stakeholders and seek their views on this proposal as part of the SSI process and Planning Proposal request which is running in parallel.

Sydney Metro West will continue ongoing engagement with the local community and stakeholders through the local 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.

## 6 Assessment of impacts

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Based on a preliminary environmental assessment of the proposal, the following environmental assessment matters have been identified for consideration as part of the Concept SSDA:

- Compliance with strategic and statutory plans
- Urban design and built form
- View and visual impacts
- Impacts on the public domain and nearby properties
- Wind impacts
- Heritage and archaeological impacts
- Traffic, access, and parking
- Utilities, infrastructure, and services
- Ecologically sustainable development
- Aeronautical impacts
- Biodiversity
- Noise and vibration impacts
- Contamination
- Construction staging
- Social and economic impacts
- Safety and security
- Development contributions
- Design excellence

These matters are discussed in more detail below. Furthermore, additional issues including (but not limited to) waste management, stormwater and flooding, accessibility, BCA compliance, and crime prevention through environmental design will also be addressed as a part of the EIS.

### 6.1 Compliance with strategic and statutory plans

The EIS will provide a comprehensive assessment of the proposed building envelope for the OSD against the relevant strategic plans and statutory planning instruments as outlined in **Section 4**.

## **6.2 Urban design and built form**

The proposed building envelope for the OSD will facilitate significant changes to the existing built form which is consistent with the growth projected for the Sydney CBD (outlined in Section 4). The EIS will assess the massing, scale, and density of the proposed envelopes and their relationship to the public domain, nearby heritage items and consistency with the existing and desired future character of the area.

An indicative concept reference design will be submitted illustrating how the western Hunter Street site could potentially be developed within the proposed building envelope. The concept reference design has been informed by Design Guidelines submitted with the Planning Proposal request. The Design Guidelines prepared to support the Planning Proposal request will be submitted with the Concept SSDA.

A Built Form and Urban Design Report will also be submitted with the EIS and will outline the design principles for future development, with specific consideration given to the interface with the Hunter Street (Sydney CBD) metro station (under the CSSI Stage 3 application), public domain integration, street wall heights, setbacks, massing, articulation, and proposed materiality.

## **6.3 Interface with the Stage 3 CSSI application**

The proposed built form will be highly integrated with the Hunter Street (Sydney CBD) metro station which is subject to the CSSI Stage 3 application and does not form part of the scope of this Concept SSDA. The interface between the Hunter Street metro station and the proposed building envelope for the OSD will be broadly assessed at a conceptual level as part of the Concept SSDA and further detailed in the relevant Detailed SSDA.

The EIS will address how the Concept SSDA has been designed to ensure that both elements will be able to work alongside one another during the construction and operation phases of the development.

## **6.4 View and visual Impacts**

The EIS will include an assessment of the potential visual impact of the proposal from key locations within the public domain. The assessment will identify the existing site conditions and assess the extent and significance of the potential visual changes and impacts on the identified visual catchment.

The Sydney CBD is zoned B8 Metropolitan Centre which accommodates high density developments. As a result, the area is expected to have a high capacity to absorb physical change. The proposed building envelope is not expected to result in a high degree of visual impact on the public domain.

Photomontage images of the proposed building envelopes will be prepared to demonstrate that the visual impact of the proposed building envelope for the OSD is acceptable and appropriate for its CBD context.

## **6.5 Impacts on the public domain and nearby properties**

The EIS will provide a detailed overshadowing analysis which assesses the potential impact of the proposal on the surrounding public domain.

This includes potential for impacts on the pedestrian environment of the surrounding streets, and the potential overshadowing impact to certain public open spaces including:



- An assessment of overshadowing to Pitt Street and Martin Place to demonstrate compliance with the sun access plane controls and no additional overshadowing provisions
- The Domain
- Wynyard Park
- Chifley Square
- The existing development at 1 Hosking Place (comprising both serviced apartments and residential apartments)
- National heritage listed Hyde Park Barracks (as part of the Governor's Domain and Civic Precinct)

The proposed building envelope for the OSD has been developed considering the station design. All public domain works form part of the CSSI Stage 3 application.

The design team has oversight of both the CSSI and proposed building envelope for the OSD to ensure a consistent and an integrated approach. The EIS will include high level details of the public domain works and the consideration which has been given to the interface with adjoining neighbours.

The EIS will also outline how the proposed building envelope achieves an equivalent Sky View Factor compared to a 'base case' scenario. This will demonstrate that views of the sky from the public domain surrounding the site have been considered in the design of the proposed building envelope for the OSD.

## **6.6 Wind impacts**

The EIS will assess the potential wind impacts created by the proposed building envelope for the OSD. A wind study will be completed to ensure that the proposal does not generate unreasonable wind impacts to the pedestrian environment within the site or on the surrounding streets. The EIS will include equivalence testing against a 'base case' building envelope. The EIS will also identify wind mitigation measures to inform the future detailed design of the OSD and public domain works.

## **6.7 Heritage and archaeological impacts**

The Concept SSDA will include a summary of the previous assessments undertaken for the CSSI applications in order to demonstrate there is no further assessment of archaeological heritage required. As noted in Section 4, there are several items of both State and local heritage significance that are located adjacent to and near the site, as well as two State listed heritage items located within the site's boundary.

Each of these heritage items will be considered during the development of the Concept SSDA in order to ensure that an appropriately sensitive interface is maintained to all heritage items, and their heritage character and values are maintained. A Heritage Impact Statement will be submitted with the EIS.

## **6.8 Traffic, access, and parking**

A Traffic and Parking Assessment will be prepared for the EIS which will consider the potential traffic impacts of the proposed building envelope for the OSD on the surrounding road network (during construction and operation). Pedestrian movements related to the operation of the station have been addressed in the relevant CSSI application.

The Traffic and Parking Assessment specific to the OSD will consider:

- Site access arrangements
- The proposed provision of car parking
- Details of existing and proposed vehicular and bicycle access and car/bicycle parking arrangements for workers and visitors (as relevant)
- Loading and servicing arrangements
- Pedestrian and cycle connections/circulation
- Opportunities to improve public and active transport and promote sustainable transport initiatives.

## **6.9 Utilities, infrastructure, and services**

The EIS will demonstrate that the proposed building envelope for the OSD is capable of being appropriately serviced by water, electricity, gas, sewerage, telecommunications, and any other related infrastructure.

The EIS will broadly address the existing capacity and future requirements of the development for the provision of utilities, infrastructure and services. All subsequent Detailed SSDAs will need to consider utilities, infrastructure and services in further detail.

## **6.10 Ecological sustainable development**

The EIS will address the principles of ESD and will set out an ESD Strategy to inform the future detailed design of the OSD in accordance with the targets established by the Planning Proposal request. These include:

- 6 star Green Star Buildings rate – Climate Positive Pathway
- 6 star NABERS Energy for Offices (base building) (Commitment Agreement) without GreenPower
- 4.5 star NABERS Water for Offices

Detailed requirements of Section J of the Building Code of Australia (BCA) will be addressed under future detailed design SSDA(s), as consistent with industry best practice.

## **6.11 Aeronautical impacts**

The EIS will identify any impacts of the proposal on the prescribed airspace for Sydney Airport, including impacts of cranes required for construction.

## **6.12 Biodiversity**

A Biodiversity Assessment Waiver Request is submitted to DPE concurrent with this Scoping Report (Appendix C). The request demonstrates that the proposed building envelope for the OSD will not result in any significant impact on biodiversity value.

## **6.13 Noise and vibration impacts**

A Noise and Vibration Assessment will be undertaken as part of the EIS which will:

- Assess the impact of the Hunter Street (Sydney CBD) metro station (and associated mechanical plant and services) on the OSD and on surrounding areas (including noise-sensitive receivers)
- Identify the noise and vibration generating sources likely to occur during construction and operation of the development
- Assess cumulative impacts during construction.

The assessment will outline any measures to minimise and mitigate potential noise and vibration impacts on surrounding landowners, which will require further consideration in subsequent detailed SSDAs once a better understanding of the construction and operational impacts of these noise and vibration sources is known.

## **6.14 Contamination**

As outlined in Section 4, the Resilience and Hazards SEPP requires the consent authority to consider whether the land subject to any rezoning or development application is contaminated. The CSSI applications have assessed the potential contamination on the site as part of the required works associated with the metro tunnel alignment.

The Concept SSDA application for the OSD however will be required to address the suitability of the site to accommodate the proposed commercial and retail land uses following the completion of any remediation works required to be undertaken as part of the CSSI applications.

## **6.15 Construction staging**

A Construction Environmental Management Framework has been prepared for the site under the CSSI Stage 3 application which sets out the construction impacts associated with the site.

The framework will address traffic management during construction including cumulative impacts from Sydney Metro construction and surrounding development sites.

Notwithstanding, Sydney Metro will address construction scenarios to illustrate how the development could be constructed and staged. The Concept SSD application will include a high level assessment of how construction impacts could be managed/mitigated under each construction scenario.

## **6.16 Social and economic impact**

A Social Impact Assessment (SIA) and Economic Impact Assessment (EIA) will be submitted with the EIS.

Anticipated social and economic benefits include:

- Provision of floor space for employment-generating land uses;
- Activation of the Hunter Street metro station precinct to attract more businesses to deliver a high quality place-based outcome in a well-connected location;
- Delivery of integrated public benefits, including pedestrian links and improved public domain
- Employment opportunities during construction and operation at a later stage.

## **6.17 Safety and security**

The EIS will broadly outline how specific Crime Prevention Through Environmental Design (CPTED) principles (surveillance, access control, territorial re-enforcement and space/activity management) have been considered in the building massing.

The EIS will also outline how the relevant CPTED principles have been considered for the Concept SSDA to deter crime, manage space, and create a safe environment for users.

## **6.18 Development contributions**

The EIS will consider the application of the Central Sydney Development Contributions Plan 2020. This will be the subject of further consultation with the City of Sydney Council.

## **6.19 Design excellence**

The EIS will be accompanied by a Design Excellence Strategy outlining how design excellence will be achieved in accordance with clause 6.21C of the SLEP 2012.

The Design Excellence Strategy submitted with the Planning Proposal request for the Hunter Street Station OSD sets out the proposed alternative approach to design excellence for endorsement by the Secretary to satisfy clause 6.21C of the SLEP 2012.

Any future Detailed SSDA would outline the design excellence process undertaken and demonstrate that design excellence has been achieved.

## **6.20 Impact on adjoining properties**

Given the location of the site within the Sydney CBD, the EIS will need to consider the potential for impacts of the OSD on adjoining properties specifically in relation to solar access, built heritage, visual privacy and ongoing access for the properties during construction and in end-state.

## 7 Expected deliverables

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To assist in confirming the SEARs, the following are the expected deliverables to support the EIS for the Concept SSDA:

- 3D Digital Model
- Site Survey
- Quantity Surveyor's Assessment Report
- Building Envelope drawings
- Indicative Architectural Plans
- Shadow diagrams and overshadowing analysis
- Design Guidelines
- Built Form and Urban Design Report
- Visual and View Impact Assessment
- Design Excellence Strategy
- Pedestrian Wind Impact Assessment
- Aeronautical Impact Assessment
- Heritage Impact Assessment
- ESD Strategy
- Stakeholder and Community Engagement Summary Report
- Geotechnical Assessment
- Social Impact Assessment
- Economic Impact Assessment
- Traffic and Parking Assessment
- Utilities and Services Assessment
- CPTED Assessment
- Noise and Vibration Assessment
- Construction Environmental Management Framework
- Preliminary Waste Management Plan
- Stormwater Management Assessment
- Flooding Assessment
- Accessibility Assessment

## 8 Conclusion

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The purpose of this report is to request the SEARs for the preparation of an EIS for a Concept SSDA for the delivery of a new commercial tower on the western Hunter Street Station site as part of the Sydney Metro West project.

This Scoping Report outlines the approval pathway for the application, the legislative framework, and the key matters for consideration in the assessment of the application. The EIS will demonstrate how the proposed building envelope for the OSD is suitable for the site and the potential environmental impacts can be appropriately mitigated, minimised, or managed to avoid any unacceptable impacts.

The development to which the concept proposal relates comprises a single tower for commercial and retail uses. The project represents a unique opportunity to contribute to the legacy of the Sydney Metro program, providing a high quality integrated station development and precinct that contributes to the ongoing development and achievement of the desired future character of the Sydney CBD.

The information detailed in this report is considered sufficient to enable the Secretary to issue the SEARs for the preparation of the EIS for the concept proposal.

## Appendices

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### Appendix A Scoping summary table

Level of assessment	Matter	CIA	Engagement	Relevant government plan, policies and guidelines	Scoping report reference
<b>Standard</b>	Amenity – Noise	N	General	<ul style="list-style-type: none"> <li>Construction Noise Strategy (Transport for NSW, 2012)</li> <li>Interim Construction Noise Guideline (Department of Environment, Climate Change and Water, 2009)</li> <li>NSW Industrial Noise Policy (Environment Protection Authority, 2000)</li> <li>NSW Road Noise Policy (Environment Protection Authority, 2011)</li> <li>Assessing Vibration: A Technical Guideline (Department of Environment and Conservation, 2006)</li> <li>German Standard DIN 4150-3: Structural Vibration – Effects of Vibration on Structures</li> <li>Environmental Noise Management Assessing Vibration: A Technical Guideline (Department of Environment and Conservation, 2006)</li> <li>Technical Basis for Guidelines to Minimise Annoyance due to Blasting Overpressure and Ground Vibration (Australian and New Zealand Environment Council, 1990)</li> </ul>	Section 6.13
<b>Detailed</b>	Built environment	N	General	<ul style="list-style-type: none"> <li>Refer to Scoping Report</li> </ul>	Section 6.1, 6.3 and 6.5
<b>Standard</b>	Social	N	General	<ul style="list-style-type: none"> <li>Social Impact Assessment Guidelines for State Significant Projects (Department of Planning Industry and Environment, 2021)</li> </ul>	Section 6.16
<b>Standard</b>	Economic	N	General	<ul style="list-style-type: none"> <li>Refer to Scoping Report</li> </ul>	Section 6.16



Level of assessment	Matter	CIA	Engagement	Relevant government plan, policies and guidelines	Scoping report reference
<b>Standard</b>	Heritage – Aboriginal	N	Consultation with RAPs	<ul style="list-style-type: none"> <li>National Parks and Wildlife Act 1974</li> <li>Guide to Investigating, Assessing and Reporting on Aboriginal Cultural Heritage in NSW 2011</li> <li>Aboriginal Cultural Heritage Consultation Requirements for Proponents 2010</li> <li>Code of Practice for Archaeological Investigation of Aboriginal Objects in NSW 2010</li> </ul>	Section 6.7
<b>Detailed</b>	Amenity – visual	Y	General	<ul style="list-style-type: none"> <li>Draft Guidelines for Landscape and Visual Impact Assessment (3rd edition)</li> <li>Refer to Scoping Report</li> </ul>	Section 6.4
<b>Standard</b>	Hazards and risk – land contamination	N	General	<ul style="list-style-type: none"> <li>Protection of the Environment Operations Act 1997</li> <li>Contaminated Land Management Act 1997</li> <li>Managing Land Contamination: Planning Guideline (SEPP 55)</li> <li>Guidelines on the Duty to Report Land Contamination</li> <li>SEPP 55 – Remediation of Land</li> <li>National environment protection (assessment of site contamination) measure</li> <li>State Environmental Planning Policy (Infrastructure) 2007</li> </ul>	Section 6.14
<b>Standard</b>	Access – Traffic and Parking	Y	Specific	<ul style="list-style-type: none"> <li>Guide to Traffic Management – Part 3 Traffic Studies and Analysis (Austroads, 2013)</li> <li>NSW Bicycle Guidelines (RTA, 2003)</li> <li>Guide to Traffic Generating Developments Version 2.2 (RTA, 2002).</li> </ul>	Section 6.8
<b>N/A</b>	Biodiversity – native vegetation and native fauna	N	Specific	<ul style="list-style-type: none"> <li>BDAR Waiver sought</li> </ul>	Section 6.12

Level of assessment	Matter	CIA	Engagement	Relevant government plan, policies and guidelines	Scoping report reference
Minor	Heritage – historic	N	General	<ul style="list-style-type: none"> <li>Heritage Act 1977</li> <li>Australia ICOMOS Charter for the Conservation of Places of Significance, Burra Charter 2013</li> <li>Assessing Significance for Historical Archaeological Sites and ‘Relics’ 2009</li> <li>Skeletal Remains; Guidelines for Management of Human Skeletal Remains 1998</li> </ul>	Section 6.7
Standard	Hazards and Risk – Wind	N	N/A	<ul style="list-style-type: none"> <li>Refer to Scoping Report</li> </ul>	Section 6.6
Minor	Access – port and airport facilities	N	Specific	<ul style="list-style-type: none"> <li>Obstacle Limitation Surface</li> <li>Refer to Scoping Report</li> </ul>	Section 6.11
Minor	Social – Safety and Security	N	General	<ul style="list-style-type: none"> <li>CPTED</li> <li>Refer to Scoping Report</li> </ul>	Section 6.17
Minor	Infrastructure – utilities and services	N	Specific	<ul style="list-style-type: none"> <li>Refer to Scoping Report</li> </ul>	Section 6.9

# Appendix B SEARs massing diagrams and plans

# Appendix C BDAR waiver request