



West

Scoping Report

Hunter Street East Over Station Development

Concept State Significant Development Application

June 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) eastern 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**.

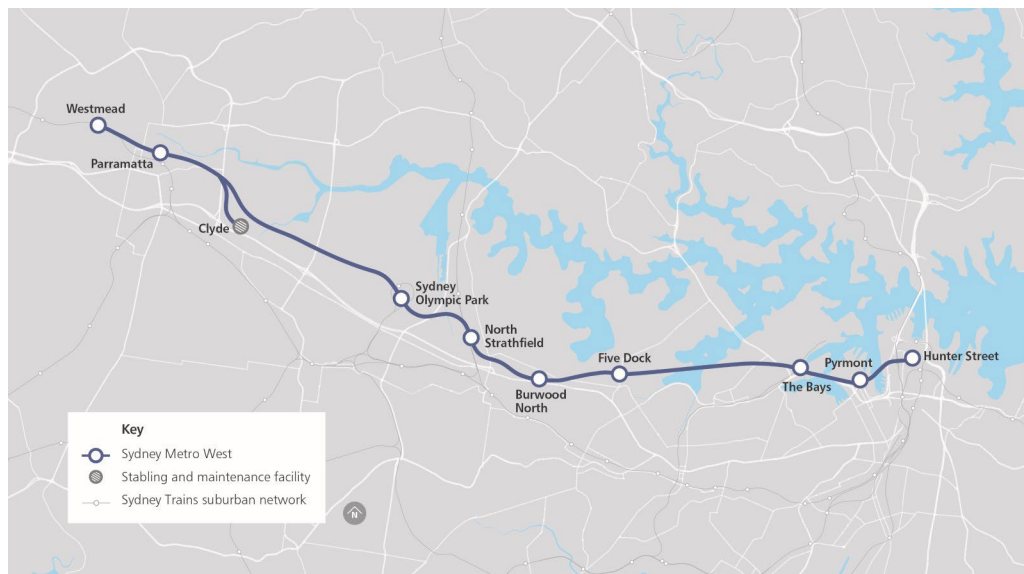


Figure 1-2 Sydney Metro West

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 eastern Hunter Street Station site that would:

- comprise a maximum building height of between RL 238.9m and RL 269.1m (as it varies to comply with the relevant sun access plane controls)
- deliver a maximum gross floor area (GFA) of 84,287sqm (resulting in a maximum floor space ratio (FSR) of 22.82:1), measured above ground level
- 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 eastern 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 eastern 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 58 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 84,500sqm including GFA associated with the metro station and associated facilities.

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 the Sydney CBD from Parramatta, Sydney's rapidly growing second CBD. The proposed OSD for the eastern 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 eastern site only. A separate Scoping Report has been prepared for the western site. The eastern and western sites will therefore be subject of two separate Concept SSDAs.

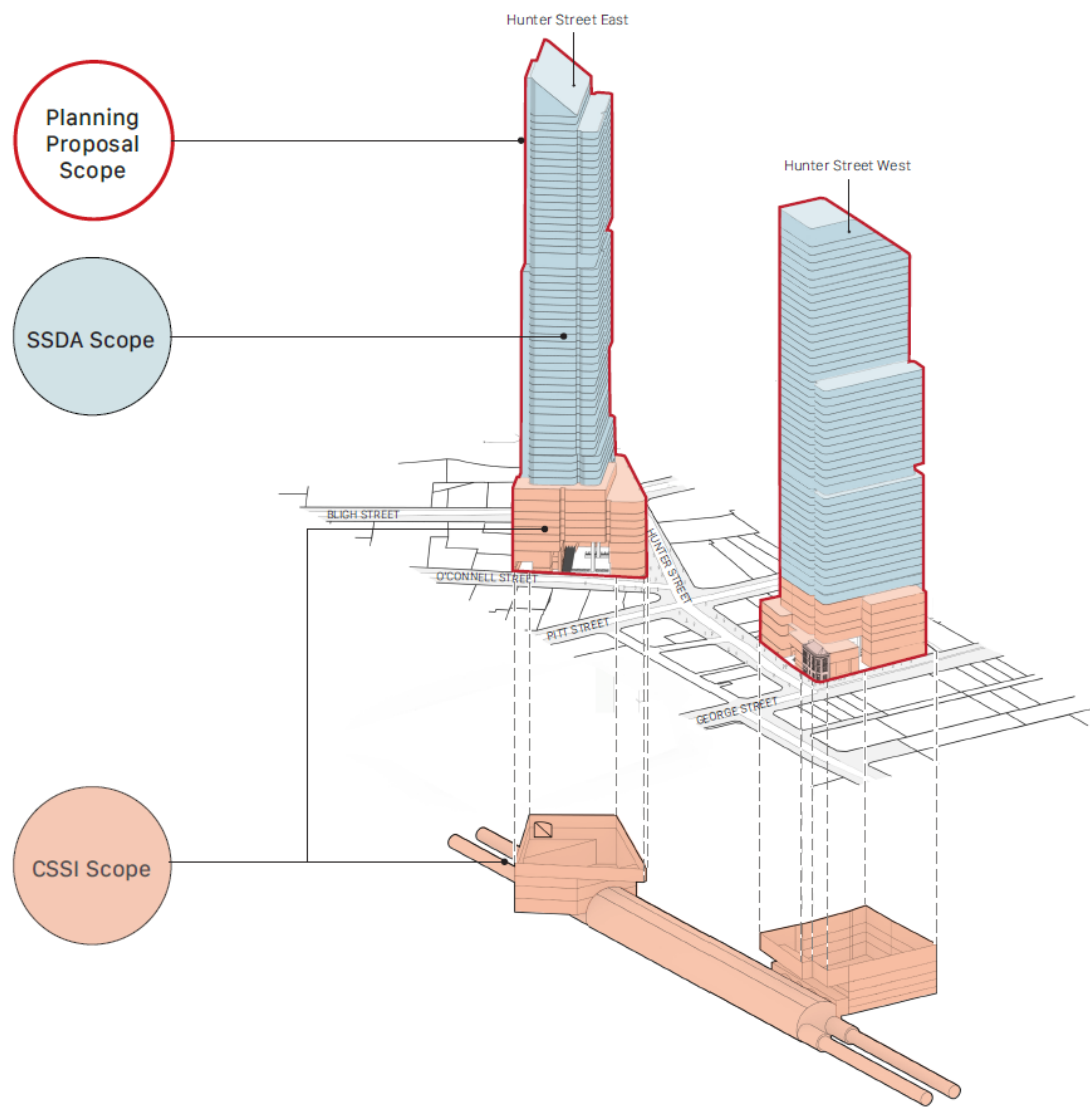


Figure 1-3 Overview of planning pathway and scope

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
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 (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 & 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>
Alternative Design	<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, 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 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>

Options	Assessment
Proposed Design	<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.

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, 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, and an area for increased pedestrian priority to the south-eastern corner of the site. The site is also 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.

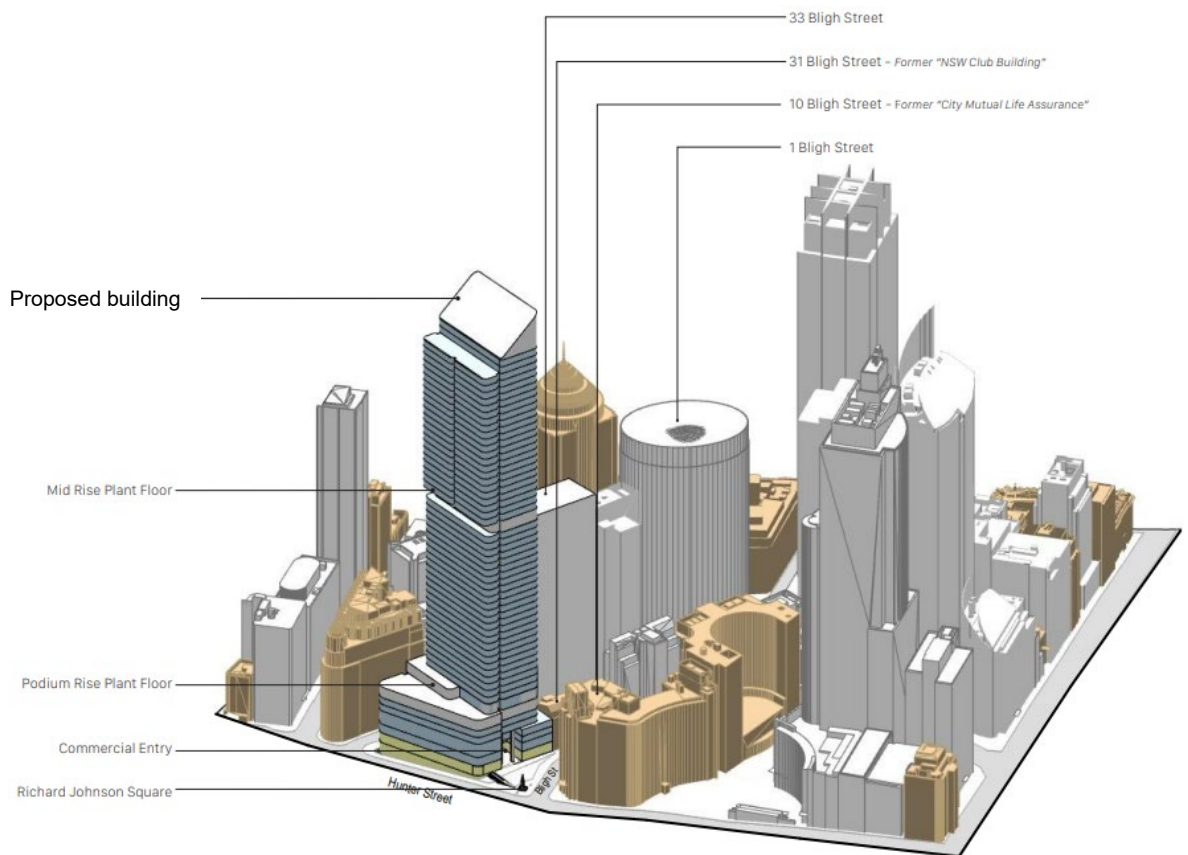


Figure 2-1 Hunter Street East OSD indicative concept design (shown in blue) – Southeast view



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 eastern site and the western site. This Scoping Report relates to the eastern site only.

The eastern Hunter Street Station site is on the corner of O’Connell Street, Hunter Street and Bligh Street adjacent to the new Martin Place Station which forms part of the Sydney Metro City & Southwest due to open in 2024.

The site’s location is shown in **Figure 2-4**.

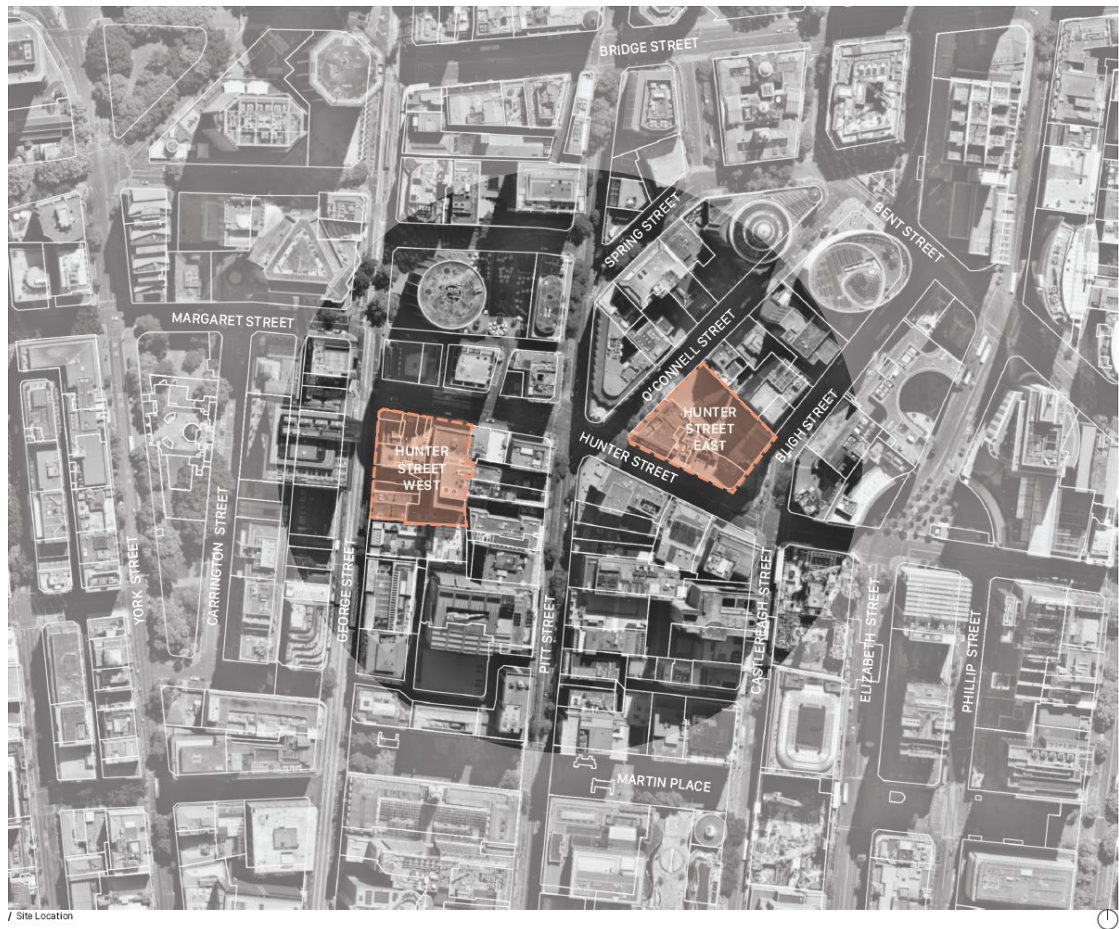


Figure 2-4 Aerial map of Hunter Street Station (Sydney CBD) precinct

2.3.2 Site description

The OSD for the eastern Hunter Street Station site relates to the properties at 28 O’Connell Street, 48 Hunter Street, 33 Bligh Street and 37 Bligh Street, Sydney.

Table 2-1 sets out the address, and legal description of the parcels of land that comprise the eastern Hunter Street Station site that is the subject of this Scoping Report. The total site area is 3,694sqm.

The site has frontages of approximately 72m to Hunter Street, 43m to Bligh Street and 66m to O’Connell Street.

Table 2-1 Site legal description

Address	Lot and DP
28 O’Connell Street, Sydney	Lot 1, DP217112
28 O’Connell Street, Sydney	Lot 1, DP536538
28 O’Connell Street, Sydney	Lot 1, DP1107981
48 Hunter Street, Sydney	Lot 1, DP59871
48 Hunter Street, Sydney	Lot 2, DP217112
33 Bligh Street, Sydney	Lot 1, DP626651
37 Bligh Street, Sydney	CP and Lots 1-14, 21-31, 33-36, and 40, SP58859
37 Bligh Street, Sydney	CP and Lots 41-49, SP61852
37 Bligh Street, Sydney	CP and Lots 50-57, SP61922
37 Bligh Street, Sydney	CP and Lots 58-65, SP61923
37 Bligh Street, Sydney	CP and Lots 66 and 67, SP63146
37 Bligh Street, Sydney	CP and Lots 67-70, SP63147
37 Bligh Street, Sydney	CP and Lot 72, SP74004
37 Bligh Street, Sydney	CP and Lots 75-82, SP87437
37 Bligh Street, Sydney	CP and Lots 73-74, SP87628
TOTAL SITE AREA – 3,694sqm	

The eastern Hunter Street Station site is currently partially occupied for the Sydney Metro City & Southwest construction site. The remainder of the site is currently occupied by commercial office buildings and a range of ground floor business premises including retail, restaurants and cafes, all of which will be demolished to facilitate building the Hunter Street Station.

The existing buildings occupying the site comprise a mix of commercial buildings as follows.

- 28 O'Connell Street – A 19-storey commercial office building which was completed in 1972. It is currently occupied by a range of boutique office tenants.
- 48 Hunter Street – A 13-storey commercial office building completed in 1961.
- 33 Bligh Street – Demolished in late 2015 to be utilised as a construction site for the Sydney Metro City & Southwest.
- 37 Bligh Street – A 14-storey strata-titled commercial office building which includes several retail tenancies at the ground floor.

The lots comprising the site currently have 41 parking spaces distributed as follows:

- 48 Hunter Street – 6 parking spaces
- 28 O'Connell Street – 35 parking spaces

An additional 45 parking spaces existed in the buildings at 33 Bligh Street before it was demolished in late 2015. In total, there were 86 parking spaces on the lots allocated to the eastern site.

The site features a steep gradient running from east down to west along Hunter Street, noting that there is an approximate 8m level difference between Bligh Street and O'Connell Street. The lowest point on the site at the corner of O'Connell and Hunter Street is at RL 11.31m while the highest point on the site at the northeast corner at Bligh Street is RL 19.0m.

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 2-10**.



Figure 2-5 Existing office building at 28 O’Connell Street



Figure 2-6 Construction site at 33 Blich Street and existing office building at 37 Blich Street



Figure 2-7 Existing office building at 37 Blich Street



Figure 2-8 Existing office building at 48 Hunter Street

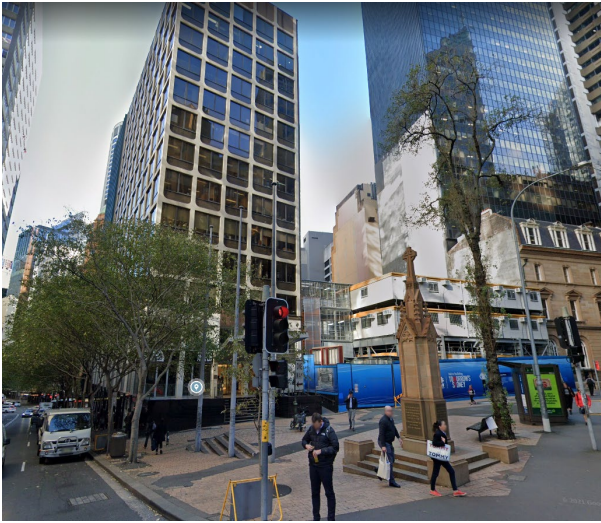


Figure 2-9 Richard Johnson Square and 48 Hunter Street



Figure 2-10 View of 48 Hunter Street, facing south west

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 items on the State Heritage Register including the Former NSW Club Building at 31 Bligh Street (I1676 in SLEP 2012) and the Former Bank of NSW at O'Connell Street (I182 in SLEP 2012). It is also located opposite a number of items on the State Heritage Register including the Former Wales House at the junction of Pitt and O'Connell Streets (I1915 in SLEP 2012), the Former Rofe Chambers on O'Connell Street (I1904 in SLEP 2012), the Former City Mutual Life Assurance Building on the corner of Hunter and Bligh Streets (I1675 in SLEP 2012) and the Former Perpetual Trustee building on Hunter Street (I1810 in SLEP 2012).

The site is also located adjacent to the local heritage listed Richard Johnson Square (I1673 in SLEP 2012).

North

The adjacent sites immediately to the north on O'Connell Street are local heritage-listed items under Schedule 5 of the Sydney Local Environmental Plan 2012 (SLEP 2012). These include the former Manufacturers House at 12-14 O'Connell Street (I902 in SLEP 2012) and the former Bank of NSW at 16 O'Connell Street (I1903 in SLEP 2012).

The adjacent sites immediately to the north on O'Connell Street are local heritage listed items under Schedule 5 of the SLEP 2012. These include the former Manufacturers House at 12-14 O'Connell Street (I902 in SLEP 2012) and the former Bank of NSW at 16 O'Connell Street (I1903 in SLEP 2012) (**Figure 2-11**).

The former NSW Club building at 31 Bligh Street is an existing 4-storey building listed on the State Heritage Register (I1676 in SLEP 2012) that is located to the north east of the eastern Hunter Street Station site. It is currently occupied by the Lowy Institute (**Figure 2-12**).



Figure 2-11 Existing heritage listed buildings at 12-14 and 16 O'Connell Street



Figure 2-12 Heritage listed NSW Club Building at 31 Bligh Street

East

Richard Johnson Square is located to the immediate east of the site and is located at the northwest corner of Bligh and Hunter Streets (**Figure 2-13**). The Square 'including monument and plinth' is a heritage item of local significance (I1673 in SLEP) under Schedule 5 of the SLEP 2012. The square includes a four-sided sandstone obelisk installed in 1925 in memory of Richard Johnson (appointed 'Chaplain to the Settlement' of NSW in 1786 and sailed with the First Fleet).

Constructed in 1936, the former City Mutual Life Assurance building is an existing 11-storey commercial building at 10 Bligh Street and is listed on the State Heritage Register (I1675 in SLEP 2012). This building is located opposite Richard Johnson Square on the northeast corner of Hunter and Bligh Streets (**Figure 2-14**).

The southeast corner of Hunter and Castlereagh Streets is currently being utilised as a construction site for the Sydney Metro City & Southwest as part of the integrated station development for Martin Place Station (**Figure 2-15**).



Figure 2-13 Heritage listed Richard Johnson Square



Figure 2-14 Heritage listed City Mutual Life Assurance Building at 10 Bligh Street

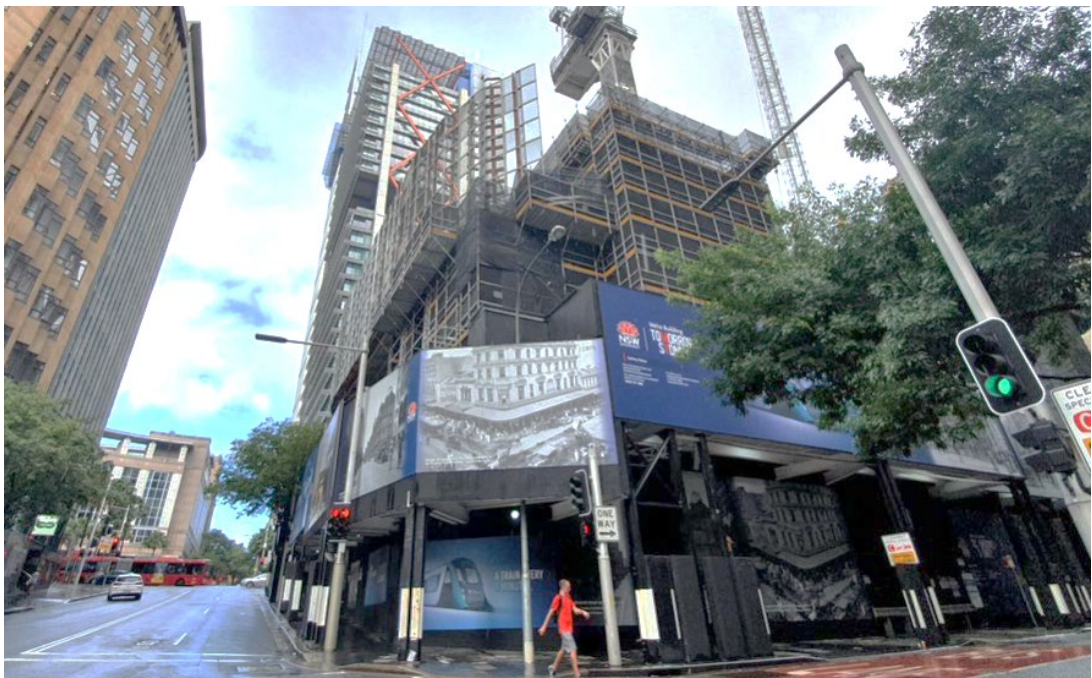


Figure 2-15 Sydney Metro City & Southwest construction site at corner of Hunter and Castlereagh Streets

South

39 Hunter Street is an 8-storey commercial office building with a single basement level known as the former “Perpetual Trustee” building (**Figure 2-16**). The building was constructed in 1917 and is listed on the State Heritage Register (I1810 in SLEP 2012). The building is occupied by a single commercial tenant.



Figure 2-16 Heritage listed commercial building at 39 Hunter Street

West

To the west of the site at 27 O’Connell Street is the 10-storey Radisson Blu Plaza Hotel which comprises traditional heritage architecture and a sandstone façade (**Figure 2-17**). This building is located at the intersections of Pitt, Hunter and O’Connell Streets and includes a total of 338 hotel rooms and 26 suites.

This building is listed on the State Heritage Register (located at 64-66 Pitt Street) and is known as the former Wales House (I1915 in SLEP 2012). It was built in the early 1920s by the Fairfax family to house the offices of their newspapers.



Figure 2-17 Radisson Blu Plaza Hotel at 27 O'Connell 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 eastern 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 58 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 84,500sqm. 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**.

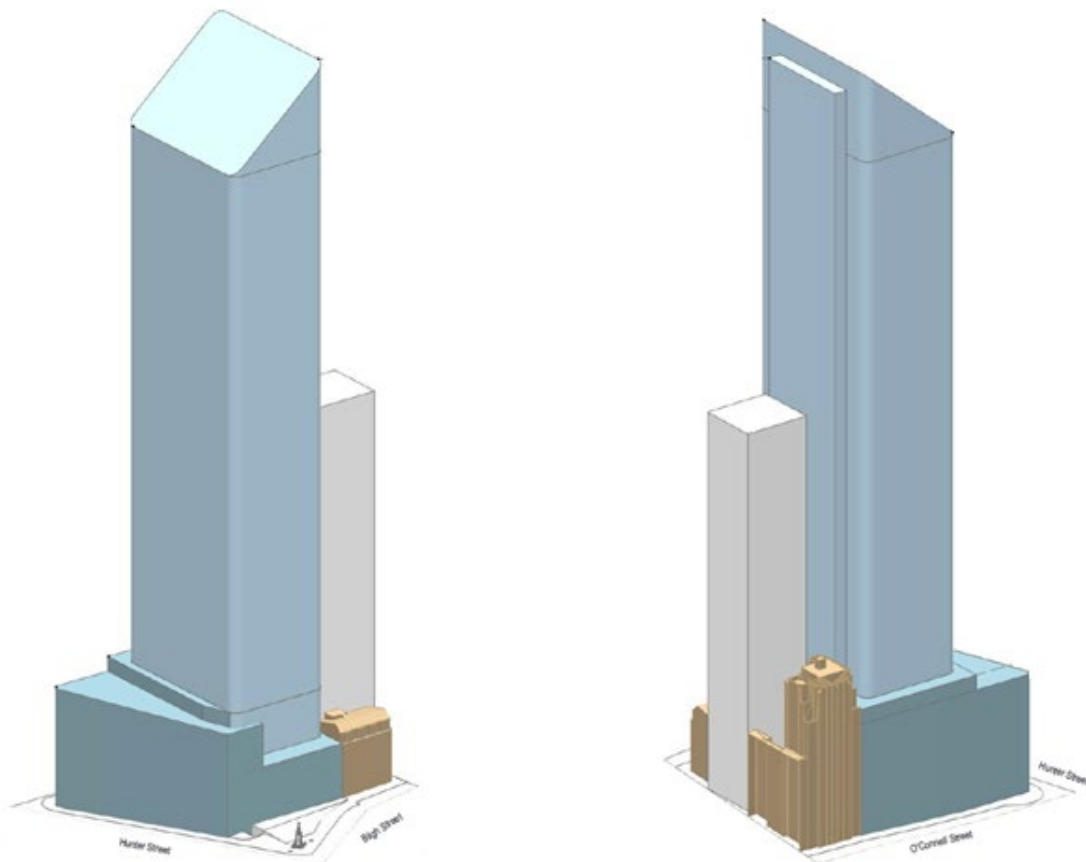


Figure 3-1 Proposed building envelope – Eastern site

Table 3-1 Numerical Overview

Reference Design	Numerical Overview (Approximate)
Maximum height	58 storeys
Commercial GFA	82,000sqm
Retail GFA*	1,500sqm within the podium
Station GFA*	1,000sqm within the podium (for the station and associated passenger rail facilities)
Car Parking	Up to a maximum of 70 spaces
Total GFA	84,500sqm
FSR	22.8:1

**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
Power to grant consent	<p>The EP&A Act establishes the framework for the assessment and approval of development and activities in NSW. The EP&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&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&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>
Permissibility	<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>Pre-conditions to exercising the power to grant approval</p>	<p>State Environmental Planning Policy (Resilience and Hazards) 2021 (Resilience and Hazards SEPP)</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>Mandatory matters for consideration</p>	<p>Biodiversity Conservation Act 2016</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>State Environmental Planning Policy (Transport and Infrastructure) 2021 (Transport and Infrastructure SEPP)</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>State Environmental Planning Policy (Planning Systems) 2021 (Planning Systems SEPP)</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"> <i>(a) commercial premises or residential accommodation,</i> <i>(b) container packing, storage or examination facilities,</i> <i>(c) public transport interchanges.</i> <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&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 269.10m 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.

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 21.74:1 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:

Several items of both State and local heritage significance are located around the site and immediately adjacent to the site. The State heritage listed items include the Former Wales House (64-66 Pitt Street, I1915), the Former Rofe Chambers (19-21 O'Connell Street, I1904) and the Former Perpetual Trustee Commercial Building (33-39 Hunter Street, I1810).

The local heritage listed items located near the site include the Former Manufacturer's House (12-14 O'Connell Street, I1902), the Former Bank of NSW (16 O'Connell Street, I1903) and Richard Johnson Square (Corner of Bligh and Hunter Streets, I1673).

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

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 CSPS, which seeks additional employment floor space capacity in Central Sydney. The CSPS 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 CSPS 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 SSSA 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

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 eastern 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 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.

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

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

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 eastern 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

Appendix A Scoping summary table

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

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

Level of assessment	Matter	CIA	Engagement	Relevant government plan, policies and guidelines	Level of assessment
N/A	Biodiversity – native vegetation and native fauna	N	Specific	<ul style="list-style-type: none"> • BDAR Waiver sought 	Section 6.12
Minor	Heritage – historic	N	General	<ul style="list-style-type: none"> • Heritage Act 1977 • Australia ICOMOS Charter for the Conservation of Places of Significance, Burra Charter 2013 • Assessing Significance for Historical Archaeological Sites and ‘Relics’ 2009 • Skeletal Remains; Guidelines for Management of Human Skeletal Remains 1998 	Section 6.7
Standard	Hazards and Risk – Wind	N	N/A	<ul style="list-style-type: none"> • Refer to Scoping Report 	Section 6.6
Minor	Access – port and airport facilities	N	Specific	<ul style="list-style-type: none"> • Obstacle Limitation Surface • Refer to Scoping Report 	Section 6.11
Minor	Social – Safety and Security	N	General	<ul style="list-style-type: none"> • Refer to Scoping Report 	Section 6.16
Minor	Infrastructure – utilities and services	N	Specific	<ul style="list-style-type: none"> • Refer to Scoping Report 	Section 6.9

Appendix B SEARs massing diagrams and plans

Appendix C BDAR waiver request