



Transport  
for NSW

# **Sydney Metro Hunter Street Station (Sydney CBD)**

Planning Proposal Request

April 2022

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## Glossary and abbreviations

Term	Definition
CBD	Sydney Central Business District
CSPS	Central Sydney Planning Strategy 2016-2036
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
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	Application (SSI-22765520) seeking approval to carry out major civil construction works between the Bays and Sydney CBD including station excavation and tunnelling, associated with the Sydney Metro West railway line
CSSI Stage 3 application	Application (SSI-227-65520) seeking approval to carry out rail infrastructure, stations, 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 Regs	<i>Environmental Planning and Assessment Regulation 2000</i>
FSR	Floor Space Ratio as defined in clause 4.5 of the <i>Sydney Local Environmental Plan 2012</i>
GBA	Gross Building Area as defined within the Property Council of Australia's Method of Measurement Technical Paper
GFA	Gross Floor Area as defined in the <i>Sydney Local Environmental Plan 2012</i>
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

Term	Definition
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	<p><i>State Environmental Planning Policy (Planning Systems) 2021</i></p> <p>Commencing on 1 March 2022, certain provisions of <i>State Environmental Planning Policy (State and Regional Development) 2011</i> (SRD SEPP) were transferred to Chapter 2 of <i>State Environmental Planning Policy (Planning Systems) 2021</i> as part of the consolidation of SEPPs announced on 2 December 2021.</p> <p>No changes are proposed to the affected provisions of the SRD SEPP. For the purposes of this report, all clause references remain as per the SRD SEPP.</p>
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>
SDCP 2012	<i>Sydney Development Control Plan 2012</i>
Sydney Metro	The applicant for this Planning Proposal request
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
TfNSW	Transport for New South Wales

## Executive summary

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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.

This Planning Proposal request has been prepared by Sydney Metro to support a proposed amendment to the *Sydney Local Environmental Plan 2012* (SLEP 2012) which would facilitate a future over station development (OSD) which promotes design excellence and is integrated with the new Hunter Street Station. This request seeks to enhance the capacity of the two Hunter Street Station (Sydney CBD) sites to deliver high quality employment generating floor space.

- The future OSD would comprise two commercial buildings in the northern CBD including new development that engages with the precinct, raises the urban quality, and enhances the overall experience of the city.
- Facilitate future development that promotes design excellence and is consistent with the objectives of the Central Sydney Planning Framework.
- Deliver high quality employment generating floorspace that aligns with the objectives for development within the tower cluster areas identified within the Central Sydney Planning Framework.
- Contribute towards the establishment of an integrated transport hub within the Sydney CBD which strengthens Sydney's rail network improving connectivity.
- Delivers employment density alongside the delivery of significant new public transport infrastructure servicing the site and surrounding precinct.

This Planning Proposal request seeks to establish both a site-specific provision included in Part 6, Division 5 of the SLEP 2012, and key built form and design guidelines within a site-specific Design Guidelines to be endorsed by the Planning Secretary to inform a future staged State Significant Development Application (SSDA) process.

To realise the primary objective and intended outcome of the Planning Proposal request, a planning envelope is outlined for both the Hunter Street Station (Sydney CBD) eastern and western sites. The planning envelope establishes the built form parameters to guide future development on the sites to be secured under a future SSDA process.

A concept reference design has been prepared for both the Hunter Street Station (Sydney CBD) eastern and western sites. The concept reference design is indicative only and has primarily been prepared to demonstrate and justify the proposed numerical amendments to SLEP 2012 which are being sought under this Planning Proposal request. The final detailed design of the scheme will be the subject of a future Concept SSDA, competitive tendering process, and a future Detailed SSDA.

The future redevelopment of the sites is expected to deliver the key components as follows.

### **Eastern site**

- Land uses including commercial premises integrated with associated passenger rail infrastructure
- A planning envelope capable of accommodating a maximum 84,287sqm of gross floor area (or FSR of 22.82:1) measured above ground level (RL 11.4m), including:
  - A maximum podium height between RL 36.3m and RL 56.4m, as it varies to respond to the various streetscape conditions surrounding the site
  - A maximum building height of RL 269.1m, as it varies to comply with the relevant sun access plane controls
- Up to 70 car parking spaces, maximum total across both the eastern and western sites and therefore will be reduced from a maximum of 70 on the eastern site by the equal number of any spaces proposed on the western site, and a loading dock and service and waste facilities accessed from O'Connell Street
- End of journey facilities
- An east-west through-site link between O'Connell Street and Richard Johnson Square
- Activated building frontages to Hunter Street, O'Connell Street, and Bligh Street
- Integration with the Hunter Street Station (Sydney CBD), the subject of a separate application process

### **Western site**

- Land uses including commercial premises integrated with passenger rail infrastructure
- A planning envelope capable of accommodating a maximum 69,912sqm of gross floor area (or FSR of 18.71:1) measured above ground level (RL 7.0m), including:
  - A maximum podium height between RL 25.0m and RL 43.8m, as it varies to respond to the various streetscape conditions surrounding the site
  - A maximum building height RL 220.0m, as it varies to comply with the relevant sun access plane controls
- Facilitate the adaptive reuse of the former Skinners Family Hotel building as part of the integrated station development
- Up to 70 car parking spaces (across both the eastern and western sites) and a loading dock, service and waste facilities accessed from Hunter Street
- End of journey facilities
- A series of through-site links connecting both Hunter Street and George Street and facilitating potential future links to adjacent properties to the east and south of the site
- Activated building frontages to Hunter Street and George Street
- Integration with the Hunter Street Station (Sydney CBD), the subject of a separate application process.

The proposal is considered consistent with the local provisions relevant to new commercial development in the Sydney CBD and in a 'tower cluster area'. To accommodate and realise the capacity and capability of this site, including additional employment floor space, amendments to the existing planning controls are required.

The Urban Design and Indicative Built Form Report and concept reference design (Appendix C) developed to support the proposed SLEP 2012 amendment and the Design Guidelines anticipates the delivery of premium grade office towers would accommodate contiguous and flexible office floor plates, and optimise significant infrastructure delivery and the future public transport accessibility of the site.

The delivery of large office floorplates will ensure that the building is flexible and available to accommodate a range of future tenants to support the Sydney CBD office market in the future. The importance of worker well-being, delivery of sustainable development, high quality and high amenity commercial buildings, and dynamic floorplates and activation will be key elements of the future commercial offering to deliver an asset that is attractive for investment and future workers in a post-COVID 19 environment.

The sites possess distinctive characteristics within the Sydney CBD context which makes it an attractive proposition for redevelopment. These characteristics include:

- Large site for renewal extending to a total area of 3,694 sqm (eastern site) and 3,736sqm (western site)
- Two significant street frontages, being George Street to the west and Hunter Street to the North (western site) and South (eastern site)
- Close proximity to both existing and proposed public transport infrastructure
- Sites previously unlikely to be amalgamated, however facilitated through the Sydney Metro acquisition process.

These characteristics enable the comprehensive redevelopment of the site which can:

- Deliver large, efficient, and flexible office floorplates to accommodate a variety of future tenant needs
- Deliver larger floorplates allowing greater access to daylight through the use of a centralised building core
- Address site frontages resulting in an improved urban design outcome
- Deliver high quality pedestrian connections to integrate with, and build on, the City's pedestrian network.

This future redevelopment is consistent with the long-term objectives and vision set out within the strategic planning framework.

The proposed setbacks and building massing have been assessed against the City of Sydney equivalence testing as outlined in the SDCP 2012 to demonstrate that the built form to be delivered on the site(s) results in a high quality amenity outcome for pedestrians and the public domain. The proposal is therefore considered consistent with the local provisions relevant to new commercial development in the Sydney CBD and in a 'tower cluster area'.

The redevelopment of the site provides the opportunity to deliver significant public benefits. This includes:

- City-shaping benefits through supporting planned growth, expanding the 30-minute cities, and increasing all-day accessibility to the Sydney CBD.
- Increasing transport network capacity and accessibility to key centres, reducing train and station crowding, increasing public transport network reach and use, improving travel times, and improving resilience to incidents on the network.
- Enhanced amenity and activation of the street frontages and existing through-site links compared to existing development.
- Consolidation of fragmented small allotments.
- Integration of the public domain design to align with Richard Johnson Square as currently planned by the City of Sydney.
- 0.5% of the Capital Investment Value (CIV) public art contribution.
- Best practice sustainability commitments.
- The provision of end of journey facilities and bicycle parking to the benefit of future tenants.
- Delivery of through-site link on the eastern site between Bligh and O'Connell Streets for pedestrians.
- Reasonable endeavours to facilitate additional through-site linkages with adjacent properties at the western site.
- Sensitive integration of the State-listed former Skinners Family Hotel building with adjacent buildings.
- Enhanced amenity and activation of the street frontages and existing through-site links compared to existing development

For these reasons, we request that City of Sydney Council (as the relevant planning authority) resolve to initiate the amendment process under Section 3.33 and 3.34 of the EP&A Act and seek a 'Gateway Determination' from the NSW Department of Planning and Environment.

# 1 Introduction

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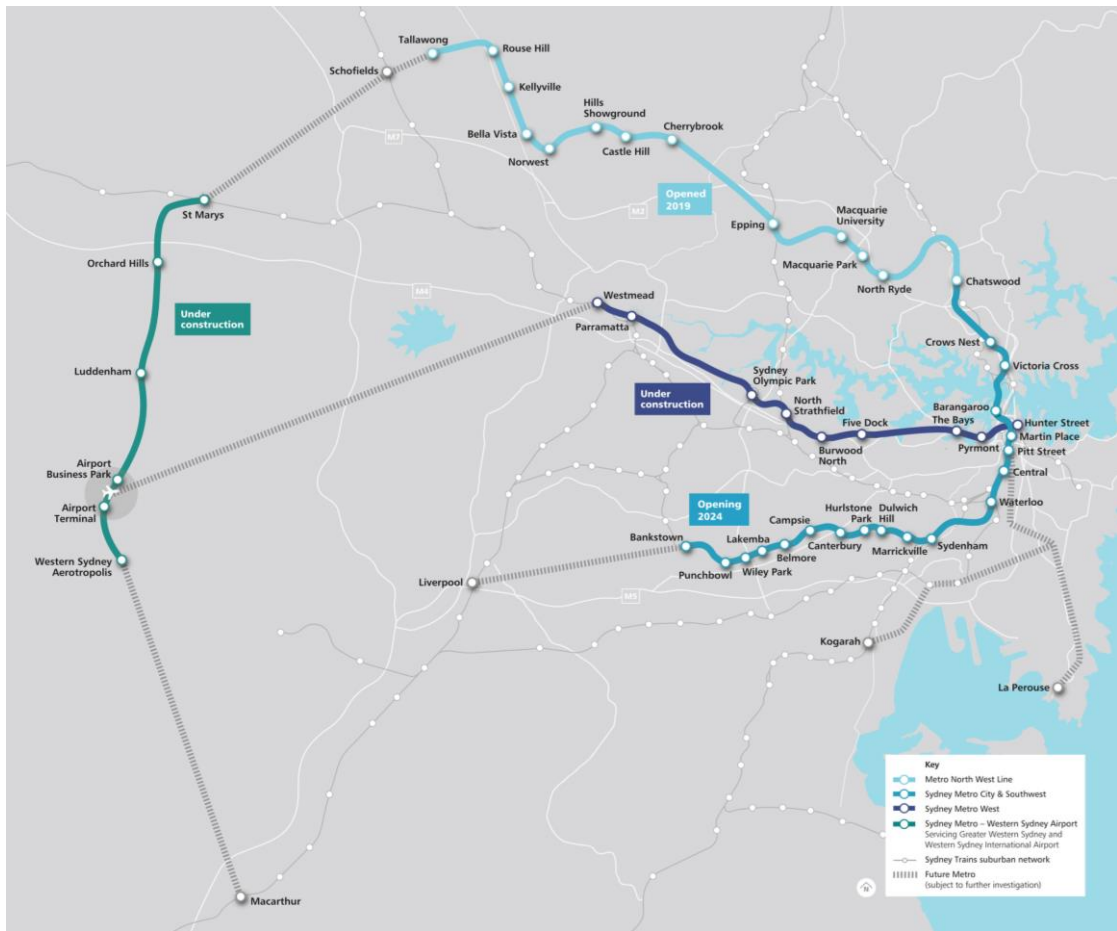
## 1.1 Overview of Sydney Metro

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

Sydney Metro is Australia's biggest public transport program. Services on the Metro North West 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. Sydney Metro's program of work is shown on Figure 1-1 and includes:

The Sydney Metro West project forms part of the broader Sydney Metro network which includes:

- The Metro North West Line - Opened in May 2019 with driverless trains running every four minutes in the peak in each direction between Tallawong Station in Rouse Hill and Chatswood
- Sydney Metro City & Southwest - A new 30-kilometre metro line extending the new metro network from the end of the Metro North West Line at Chatswood, under Sydney Harbour, through the Sydney CBD and southwest to Bankstown. It is due to open in 2024 with capacity to run a metro train every two minutes each way under the centre of Sydney
- Sydney Metro West - A new 24-kilometre metro line that will connect Greater Parramatta with the Sydney CBD. Confirmed stations include Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock, The Bays, Pyrmont and Hunter Street (Sydney CBD). This infrastructure investment will double the rail capacity of the Greater Parramatta to Sydney CBD corridor with a travel time target between the two centres of about 20 minutes
- Sydney Metro – Western Sydney Airport - A new metro line that will service Greater Western Sydney and the new Western Sydney International (Nancy-Bird Walton) Airport forming the transport spine of the Western Parkland City.

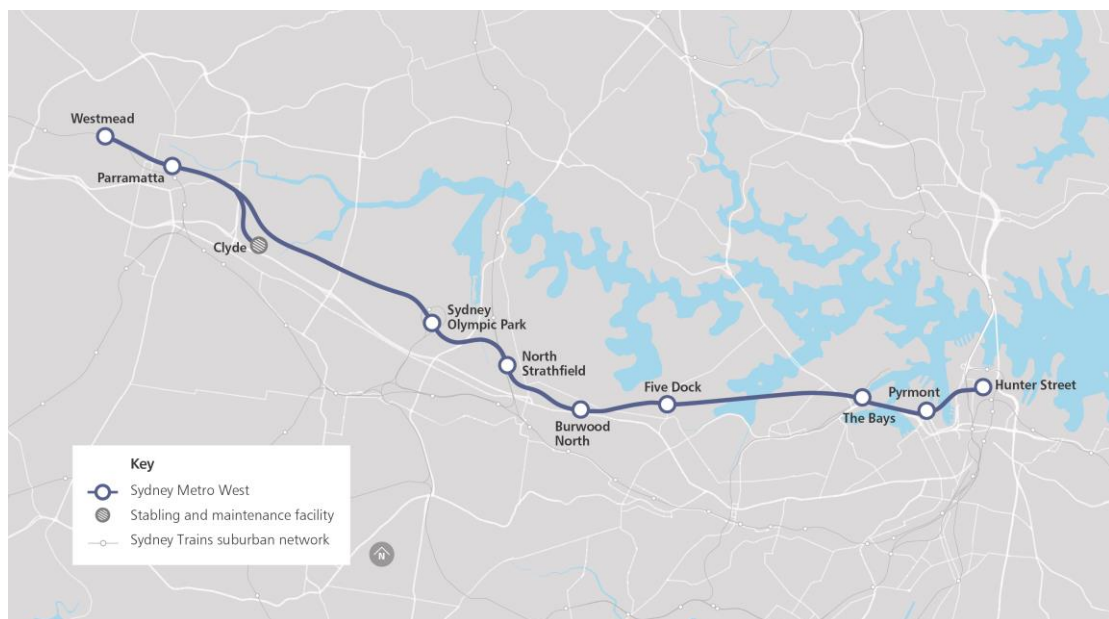


**Figure 1-1 Sydney Metro network**

## 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. The station locations and alignment of Sydney Metro West is shown in Figure 1-2.



**Figure 1-2 Sydney Metro West**

## 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 approved critical State Significant Infrastructure (CSSI) Concept identified that provision for future integrated station and/or precinct development to contribute to the success of places by:

- Ensuring that metro station development is integrated, and metro operations are not compromised
- encouraging precinct activation and use of Sydney Metro West across different times of the day and week
- creating opportunities to provide facilities that 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.

The purpose of this Planning Proposal request is to facilitate the future development above (and integrated with) the Hunter Street Station in the Sydney CBD. The Planning Proposal request includes site-specific controls that will guide the future design of OSD that is integrated with and aligned with the Hunter Street Station physical and functional requirements

## 1.4 Objectives

Sydney Metro has prepared this Planning Proposal request to support a proposed amendment to the *Sydney Local Environmental Plan 2012* (SLEP 2012) to facilitate a future over station development (OSD) integrated with the Hunter Street Station being delivered by Sydney Metro in the Sydney CBD.

The future OSD would comprise two commercial office buildings positioned above the two main entrances to the Hunter Street Station (Sydney CBD) sites. The Planning Proposal request has been prepared to address the following objectives for future development on the eastern and western sites:

- The future OSD would comprise two commercial buildings in the northern CBD including new development that engages with the precinct, raises the urban quality, and enhances the overall experience of the city.
- Facilitate future development that promotes design excellence and is consistent with the objectives of the Central Sydney Planning Framework.
- Deliver high quality employment generating floorspace that aligns with the objectives for development within the tower cluster areas identified within the Central Sydney Planning Framework.
- Contribute towards the establishment of an integrated transport hub within the Sydney CBD which strengthens Sydney's rail network improving connectivity.
- Delivers employment density alongside the delivery of significant new public transport infrastructure servicing the site and surrounding precinct.

To achieve these objectives, this document requests the preparation of a Planning Proposal to amend the SLEP 2012 to enable future development on the site(s) as follows:

- Enable the development of a commercial office building on the Hunter Street Station (Sydney CBD) eastern site that:
  - Comprises maximum podium heights between RL 36.3m and RL 56.4m to respond to the various streetscapes surrounding the site,
  - Comprises maximum building heights of between RL 238.9m and RL 269.1m to comply with the relevant sun access plane controls,
  - Encompasses a maximum gross floor area (GFA) of 84,287sqm (resulting in a maximum floor space ratio (FSR) of 22.82:1), as measured above ground level, and
  - Integrates with the Hunter Street station, the subject of a separate application process.
- Enable the development of a commercial office building on the Hunter Street Station (Sydney CBD) western site that:
  - Comprises maximum podium heights between RL 25.0m and RL 43.8m to respond to the various streetscape conditions surrounding the site,

- Comprises maximum building heights of between RL 148.2m and RL 220.0m to comply with the relevant sun access plane controls,
  - Enables a maximum GFA of 69,912 sqm (resulting in a maximum FSR of 18.71:1), as measured above ground level,
  - Facilitate the adaptive reuse of the existing Former Skinners Family Hotel within the overall development on the western site, and
  - Integrates with the Hunter Street Station, the subject of a separate application process.
- Include site-specific controls which ensure the provision of employment and other non-residential land uses only on both the Hunter Street Station (Sydney CBD) sites.
  - Require the mandatory consideration of a site-specific design guideline (Design Guidelines) within the site-specific controls to guide the assessment of development consent sought under a future State Significant Development Application (SSDA) process.
  - Include a site-specific control allowing the delivery of a maximum total 70 car parking spaces across both the Hunter Street Station (Sydney CBD) sites (with the total to be split across the eastern and western sites as part of a future SSDA).
  - Clarifies the application of Heritage Floor Space allocation requirements.
  - Establish an alternative design excellence process for the Hunter Street Station (Sydney CBD) sites that responds to the physical and procedural requirements for the integration of the OSD with the Sydney Metro West project and specifically the Hunter Street Station (Sydney CBD).

This Planning Proposal request is supported by a concept reference design that achieves the objectives above, however this design is indicative only and has been prepared to demonstrate and justify the proposed numerical amendments to SLEP 2012 which are being sought under this Planning Proposal request. The proposed planning controls and concept reference design has been informed by the required integration of any OSD with the functional requirements of the Hunter Street Station (Sydney CBD).

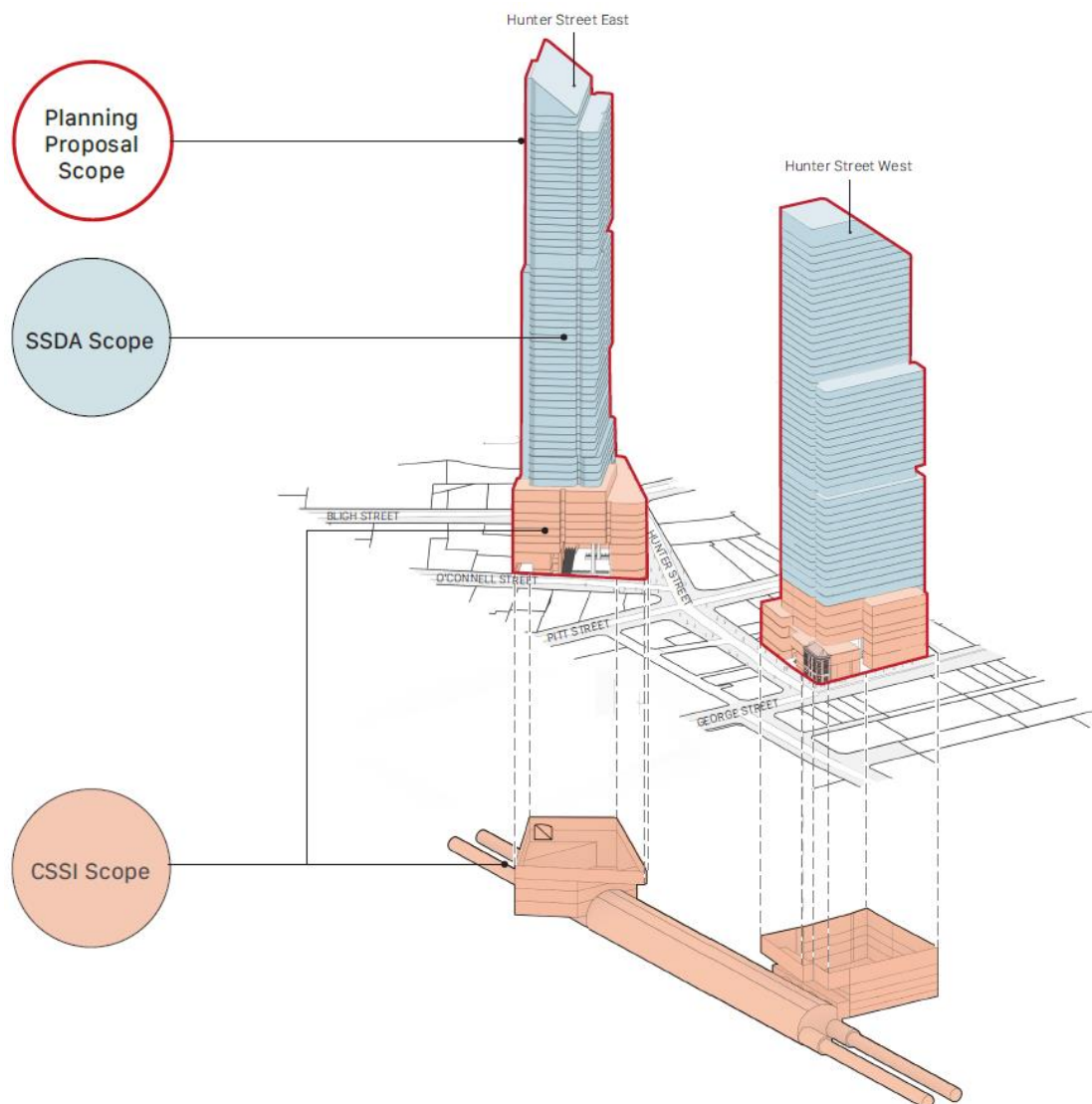
## 1.5 Planning pathway

### 1.5.1 Hunter Street Station (Sydney CBD)

Sydney Metro West is being assessed as a staged, 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 was approved on 11 March 2021. Applications for stages of the CSSI project currently underway include:

- All major civil construction works including station excavation and tunnelling between The Bays and Sydney CBD;
- Tunnel fit-out, construction of stations, ancillary facilities and station precincts, and operation and maintenance of the Sydney Metro West line.



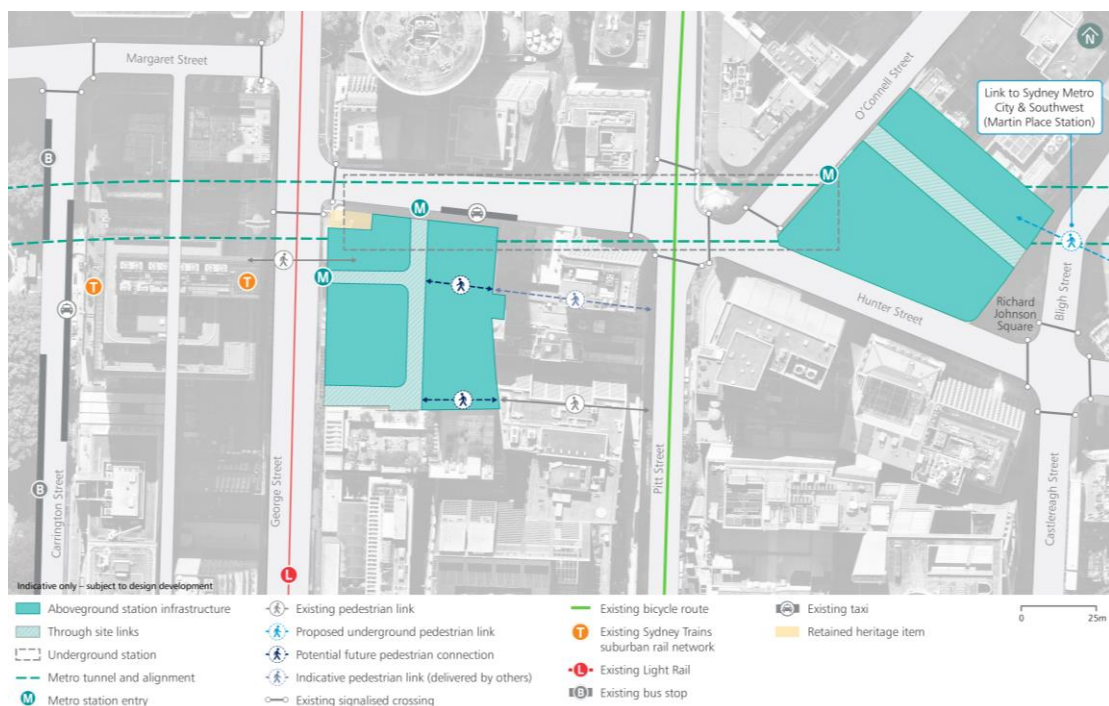
**Figure 1-3 Overview of planning pathway and scope**

### 1.5.2 Integration with Hunter Street Station (Sydney CBD)

The Hunter Street Station (Sydney CBD) consists of two separate cut-and-cover shafts, connected by a mined single-span, double height cavern which includes an island platform. The location of the cavern and the associated trackways, platform, and services all influence the possible OSD above each of the station entrances.

The integration of building services, structure, vertical transport, and access and egress points for vehicles and pedestrians to the building all need to integrate with the design of the Hunter Street Station (Sydney CBD) to ensure the integrity of the design and delivery of the terminus station of Sydney Metro West.

The location of the double height cavern is a fixed constraint for the OSD to respond to as part of the future SSDA. The cavern has been designed to meet the gradients, engineering standards, depth, and dimensions required to connect the station to the Sydney Metro West line while also avoiding existing underground infrastructure such as the rail lines at Wynyard and Martin Place, and the new Sydney Metro City & Southwest project. The proposed Hunter Street Station (Sydney CBD) also connects into an underground pedestrian link below Bligh Street that provides access to the Martin Place metro station currently under construction. These fixed station constraints are illustrated in Figure 1-4.



**Figure 1-4 Indicative station layout (subject to design development)**

Accordingly, the planning controls for the OSD at both the eastern and western sites need to respond to these constraints and demonstrate how integration between the OSD, station box, and underground station and station infrastructure can be achieved.

While further refinement of the station design will occur as part of the relevant CSSI application, the proposed planning envelope and proposed planning controls in this Planning Proposal request and Design Guidelines respond to these station constraints.

### 1.5.3 Over station development at Hunter Street Station

The primary land use of the OSD in relation to the Hunter Street Station (Sydney CBD) sites is anticipated to be 'commercial premises' which will have a capital investment value of more than \$30 million, and which are located within a rail corridor and/or are associated with railway infrastructure. Therefore, the future OSD will be classified as State Significant Development (SSD) (provided that it is permissible with consent).

The OSD component of the Hunter Street (Sydney CBD) integrated station development is not declared as SSI or CSSI under *State Environmental Planning Policy (State and Regional Development) 2011* (SRD SEPP). Rather, the OSD component will be controlled by Part 4 of the EP&A Act. Separate development consent is required to be granted for the construction and operation of commercial office development above the Hunter Street Station (Sydney CBD) and the fit out and use of spaces for commercial purposes within the podium.

This request seeks the preparation of a Planning Proposal to establish the built form parameters for the future OSD. Accordingly, this request relates primarily to the controls contained in SLEP 2012. To inform the planning controls relevant for a staged SSD application for the OSD, amendments to the SLEP 2012 are proposed within this Planning Proposal request to enable additional maximum height of building and FSR controls applicable to the Hunter Street Station (Sydney CBD) sites.

In addition, as the SDCP 2012 will not apply to future SSD on the land, the Proponent has prepared Design Guidelines to inform the future built form on the site including details such as street frontage heights, setbacks, massing, interface with heritage items, building exteriors, and measures to ameliorate wind impact.

Under the SSD SEPP, to the extent that the future OSD is declared to be SSD, the Sydney Development Control Plan 2012 (SDCP 2012) would not apply to the OSD. Notwithstanding, the preparation of the Planning Proposal Request has taken into consideration the SDCP 2012 provisions as relevant to Central Sydney (including where relevant development within Tower Cluster Areas).

## 1.6 Community and stakeholder engagement

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

Early engagement with the community and stakeholders began in June 2017 and continued into 2018. A summary of feedback from this consultation, and how it has been considered in the development of Sydney Metro West, is included in the Scoping Report for the Concept and Stage 1 CSSI Approval. From 30 April to 28 June 2020, Sydney Metro exhibited Concept and Stage 1 CSSI Approval and asked for the community to provide feedback.

Further engagement for the project followed the announcement of confirmed station locations for Pyrmont and Hunter Street stations in May 2021.

An Environmental Impact Statement (EIS) for major civil construction between The Bays and Sydney CBD was on public exhibition from 3 November 2021 until 15 December 2021 and is currently with the Department of Planning and Environment (DPE) for assessment. Feedback received through this process will be included in ongoing design development of the station.

The projects team has also worked closely with the Sydney Metro Design Advisory Panel, DPE, and the City of Sydney Council and presented to the City of Sydney

Design Advisory Panel to resolve key issues and key considerations with the Planning Proposal request and the supporting concept reference design including:

- Spatial and structural interfaces with the station
- Podium alignment
- Tower setbacks
- Planning envelope articulation zones
- Flooding impacts
- Visual and view impacts
- Wind assessment, and wind safety and comfort environment
- Skyview factor assessment
- Building massing and GFA
- Urban design and built form impacts
- Car parking provision and site access

As a result of this preliminary consultation, the proposed maximum planning envelope controls have been amended and refined to respond to this feedback. Sydney Metro will continue to engage with City of Sydney Council and the City of Sydney Design Advisory Panel throughout this process.

An EIS for the tunnel fit-out, construction of stations, ancillary facilities and station precincts, and operation and maintenance of the Sydney Metro West was recently submitted to DPE for assessment. The EIS is currently on public exhibition from 23 March 2022 until 4 April 2022. Feedback received throughout this process will also be included within the ongoing design and operation of the station.

## **1.7 Engagement with industry and adjoining landowners**

Sydney Metro regularly undertakes engagement with private sector organisations to understand market interest, capacity and ability to participate in the delivery of projects.

In February 2022, the NSW Government announced plans to engage with the market through a partnership model called the Hunter Street Station Precinct Development Partner (PDP).

This new procurement model provides greater flexibility for organisations to bring forward a variety of solutions and potential for alternative approaches to value sharing, including from adjoining landowners and developers.

To support ongoing engagement with industry, an industry briefing was held on 9 February 2022 which received a high level of interest from 231 attendees. The industry briefing sought to:

- Update industry on the rationale, opportunity and objectives of the PDP including options to enhance benefits of the station precinct through value sharing or the possible use of non-government land surrounding the Hunter Street Station (Sydney CBD) sites.
- Highlight the planning approval strategy for the Sydney Metro West sites, including the Planning Proposal request for the Hunter Street Station (Sydney CBD) sites (this report)

- Provide an overview of the procurement process including ongoing engagement.

Ongoing feedback gathered will continue to assist in development procurement strategies that encourage market participation in a way that delivers value for money to the NSW Government.

## 1.8 Purpose and structure of this report

The purpose of this Planning Proposal request is to facilitate the future development above (and integrated with) the Hunter Street Station in the Sydney CBD.

This Planning Proposal request has been prepared in accordance with Section 3.33 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and the Department of Planning and Environment's (DPE) *Local Environmental Plan Making Guideline* dated December 2021.

The relevant sections of the report are listed below:

- **Section 1 (Introduction):** Outlines the key elements of the Hunter Street Station (Sydney CBD) sites and the purpose of this Planning Proposal request.
- **Section 2 (The Site):** Provides a description of the site, existing development, and surrounding context.
- **Section 3 (Statutory Planning Framework):** Provides an overview of the relevant statutory planning framework, including the State and local planning controls and development contributions.
- **Section 4 (Strategic Context):** Provides an overview of the strategic planning framework.
- **Section 5 (Concept Proposal):** Provides a description of the indicative development concept associated with this Planning Proposal request.
- **Section 6 (Planning Proposal Assessment):** Provides an explanation of the proposed SLEP 2012 amendments and justification for the requested Planning Proposal request in accordance with the Department's *Local Environmental Plan Making Guideline* (December 2021).
- **Section 7 (Environmental Impact Assessment):** Provides a technical assessment of the potential environmental impacts of this proposal, taking into account any relevant mitigation and management measures (where required).
- **Section 8 (Conclusion):** Provides a conclusion to the Planning Proposal request, including justification for this proposal.

The structure of the appendices and technical reports are outlined in Table 1-1.

**Table 1-1 Structure of appendices and technical reports**

Appendices	Document
Appendix A	Design Guidelines
Appendix B	Architectural Plans
Appendix C	Urban Design and Indicative Built Form Report
Appendix D	Survey Plan
Appendix E	Traffic and Transport Study
Appendix F	Heritage Impact Statement
Appendix G	Preliminary Flood Impact Assessment
Appendix H	Pedestrian Wind Assessment
Appendix I	ESD Strategy
Appendix J	Geotechnical and Contamination Assessment
Appendix K	View and Visual Impact Assessment
Appendix L	Utilities and Infrastructure Servicing Assessment
Appendix M	Rail Corridor Impact Assessment
Appendix N	Aeronautical Impact Assessment
Appendix O	Economic Impact Assessment
Appendix P	Waste Management Strategy

## 2 The site and surrounding context

### 2.1 Regional context

The Hunter Street Station is located 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 – Hunter Street Station (Sydney CBD) western site and Hunter Street Station (Sydney CBD) eastern site.

The Hunter Street Station (Sydney CBD) western site is located on the corner of George and Hunter Street, including De Mestre Place 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.

The Hunter Street Station (Sydney CBD) eastern site is located 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.

Refer to Figure 2-1 below which illustrates the location of the Hunter Street Station (Sydney CBD) sites within its CBD context.

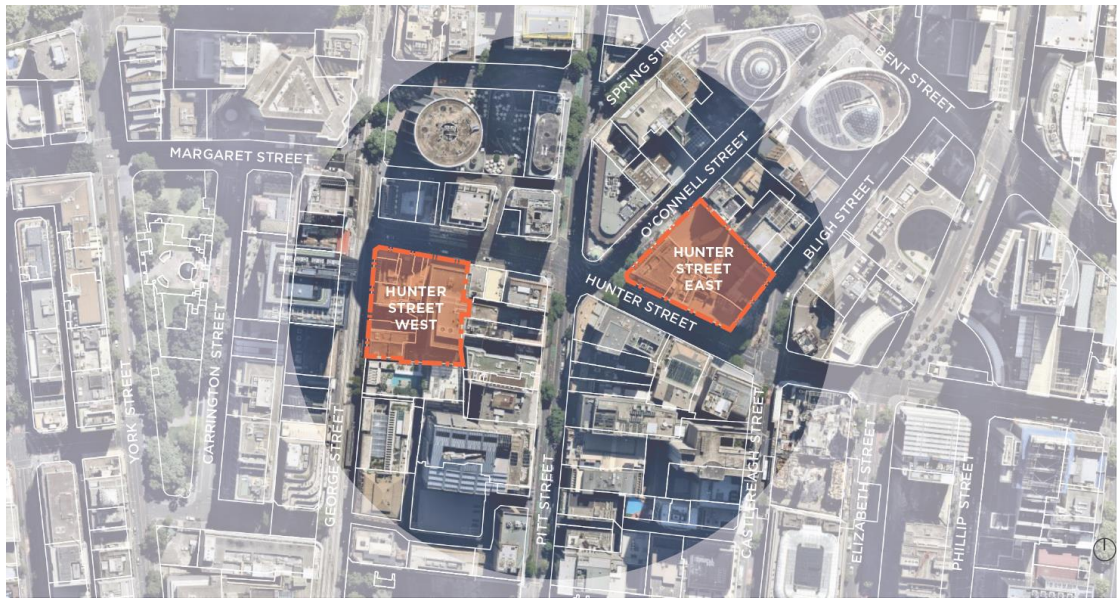


**Figure 2-1 Location of Sydney Metro West stations at Hunter Street (Sydney CBD)**

## 2.2 Local context

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

A number of key buildings are located in or around the Sydney CBD, including 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 World Heritage Sydney Opera House and iconic Sydney Harbour Bridge.



**Figure 2-2 Site location**

Land uses surrounding the Hunter Street Station (Sydney CBD) sites include:

- North of the Hunter Street Station (Sydney CBD) sites is a major commercial area comprising high density commercial towers along George Street, Pitt Street, and Bridge Street, including the MetCentre and Australia Square buildings.

The surrounding area also comprises tourism and entertainment related uses including hotels, shops, restaurants, cafes, nightclubs, and bars, with the area around Circular Quay and the Rocks a major tourism precinct and providing significant support for the night time economy.

- East of the Hunter Street Station (Sydney CBD) sites are major commercial towers along Hunter Street, including Chifley Tower, 8 Chifley Square, Aurora Place and Deutsche Bank Place. Beyond Hunter Street, the State Library of NSW, and the NSW Parliament House front onto Macquarie Street, and beyond that lies the public open space of The Domain.
- South of the Hunter Street Station (Sydney CBD) sites the land use remains predominantly multi-storey commercial offices but also includes cafes, bars and nightclubs, including the Ivy complex. Martin Place is a significant east–west pedestrian thoroughfare which contains many culturally significant buildings and structures including the Cenotaph memorial and the General Post Office building, as well as Martin Place Station.

Beyond Martin Place the Sydney CBD continues towards Town Hall, Haymarket, and the Central Station precinct.

- West of the Hunter Street Station (Sydney CBD) sites the land use remains predominantly high-density commercial offices, anchored by Wynyard Station. George Street contains the Sydney Light Rail (L2 Randwick Line and L3 Kingsford Line) and is a major north–south axis through the CBD, and along with Pitt Street connects Circular Quay, Wynyard, Town Hall and Central.

West of Wynyard Station, the CBD continues towards the major commercial and entertainment areas around King Street Wharf and Barangaroo, which contain significant high density residential apartment buildings.

## **2.3 Site description**

The Hunter Street (Sydney CBD) integrated station development relates to the following properties:

- 28 O’Connell Street, 48 Hunter Street, and 37 Bligh Street, Sydney (eastern site); and
- 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 (western site).

Table 2-1 and Table 2-2 set out the address, and legal description of the parcels of land that comprise the Hunter Street Station (Sydney CBD) land that is the subject of this Planning Proposal request.

**Table 2-1 Legal description – Hunter Street Station (Sydney CBD) eastern site**

<b>Address</b>	<b>Lot and DP</b>
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
<b>TOTAL EASTERN SITE AREA – 3,694 sqm</b>	

**Table 2-2 Legal description – Hunter Street Station (Sydney CBD) western site**

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

**TOTAL WESTERN SITE AREA – 3,736 sqm**

## **2.4 Site history**

### **2.4.1 Aboriginal history pre-1788**

Historically in this area, Aboriginal people lived in small clan groups that were associated with particular territories or places. Territorial boundaries were imprecise by modern standards but were typically based upon natural features and traditions. Aboriginal people across Australia were diverse in their language and culture but shared core beliefs regarding their origins and history.

The name Gadigal and its alternative spellings (Cadigal, Cadi) was used in the earliest historical records of the European settlement in Sydney to describe the Aboriginal clan that lived on the southern shore of Port Jackson, from South Head west to the Darling Harbour area. The term Eora is also used as a name for the Aboriginal people south of Port Jackson. The term Eora was likely a word used by the Gadigal people to refer to an Aboriginal person, rather than a reference to a clan or band in particular.

### **2.4.2 Post-contact history**

As outlined in the Heritage Impact Statement at Appendix F, Sydney Town (as it was known in the late 1700s by European colonists), developed on either side of the central creek line that was later called the Tank Stream. Initially, the officers and senior administrators of the colony were located east of the creek and the convicts and soldiers were located on the west side.

Although this division did not remain operational for long, it had a lasting impact on the city, with the major offices of government located along Bridge Street east of Pitt Street and the working-class houses of The Rocks on the west forming a division that lasted until the end of the 20th century.

Hunter Street developed early in the colony as the second crossing of the Tank Stream after Bridge Street. Originally known as Bell Street, it was renamed by Governor Macquarie in 1812 as Hunter Street, in honour of Captain John Hunter, Master of the HMS Sirius in the First Fleet and the second Governor of the colony.

By the 1830s, the Tank Stream had been covered over at Hunter Street and both sides of the street were occupied with buildings. By the 1850s, several of these had been subdivided and, west of Pitt Street, both sides of Hunter Street were occupied by small retail premises; east of Pitt Street, the buildings tended to be larger, corporate offices and merchant houses, including the Union Bank. This trend continued into the late nineteenth century.

Further detail on the remaining buildings and artifacts of this period and the impact of the proposal on heritage listed landscapes, features, and items is provided at Section 7.10.

## 2.5 Existing development

### 2.5.1 Eastern site

The Hunter Street Station (Sydney CBD) eastern 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.

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

- **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 eastern site currently have 41 parking spaces distributed as follows:

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

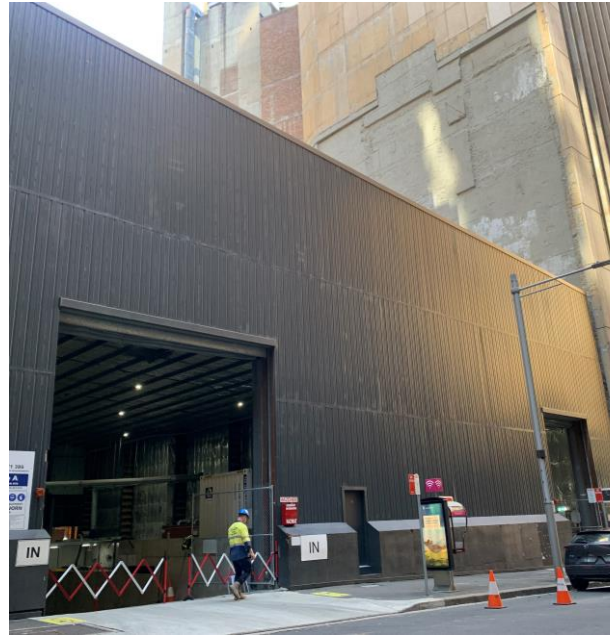
An additional 45 parking spaces existed in the buildings at 33 Bligh Street before it was demolished in late 2015. In total, there were 86 parking spaces on the lots allocated to the eastern site.

The eastern site features a steep gradient running from east down to west along Hunter Street, noting that there is approximately an 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 11.31 m while the highest point on the site at the northeast corner at Bligh Street is RL 19.0 m.

Refer to images of the existing development at the Hunter Street Station (Sydney CBD) eastern site in Figures 2-3 to 2-8 below.



**Figure 2-3 Existing office building at 28 O'Connell Street**



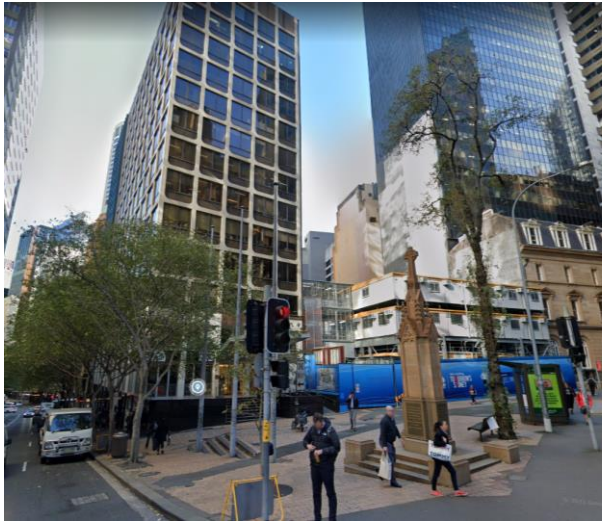
**Figure 2-4 Construction site at 33 Bligh Street and existing office building at 37 Bligh Street**



**Figure 2-5 Existing office building at 37 Bligh Street**



**Figure 2-6 Existing office building at 48 Hunter Street**



**Figure 2-7 Richard Johnson Square and 48 Hunter Street**



**Figure 2-8 Building at 48 Hunter Street, facing south-west**

### 2.5.2 Western site

The Hunter Street Station (Sydney CBD) western site is occupied by commercial office buildings, restaurants, shops, as well as a range of business premises and employment and medical/health services premises. 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 western site include:

- **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.

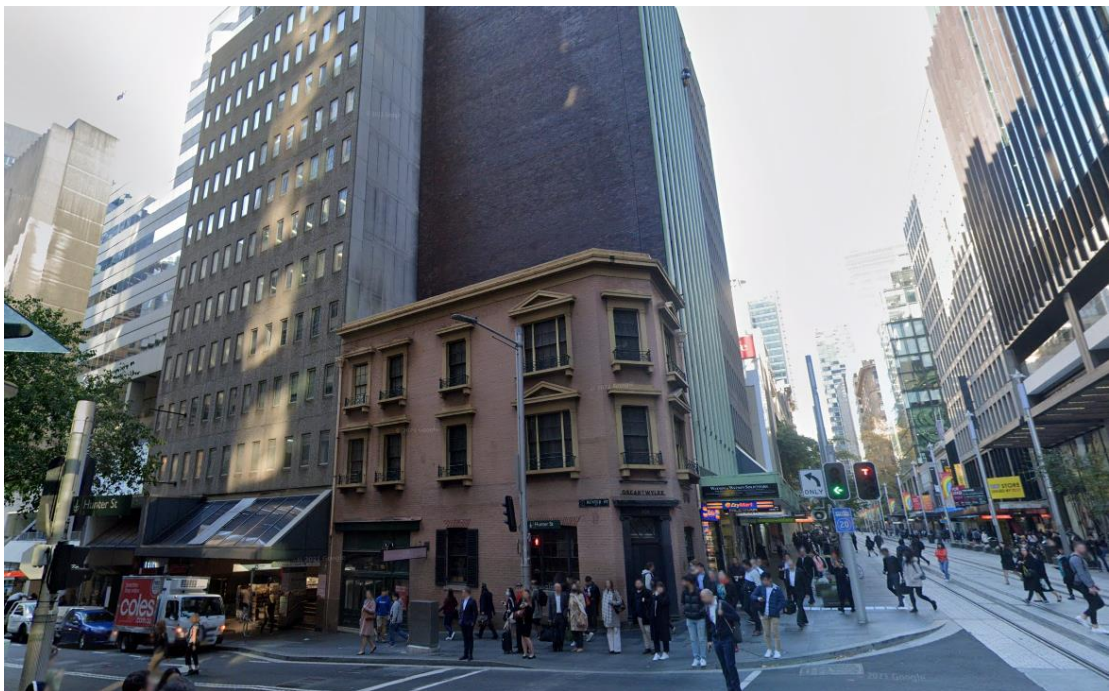
- **De Mestre Place** – A laneway off George Street which includes access for loading and servicing including commercial and retail tenancies within Hunter Connection and the commercial buildings fronting George Street.

There are no parking spaces currently located on the lots allocated to the Hunter Street Station (Sydney CBD) western site.

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

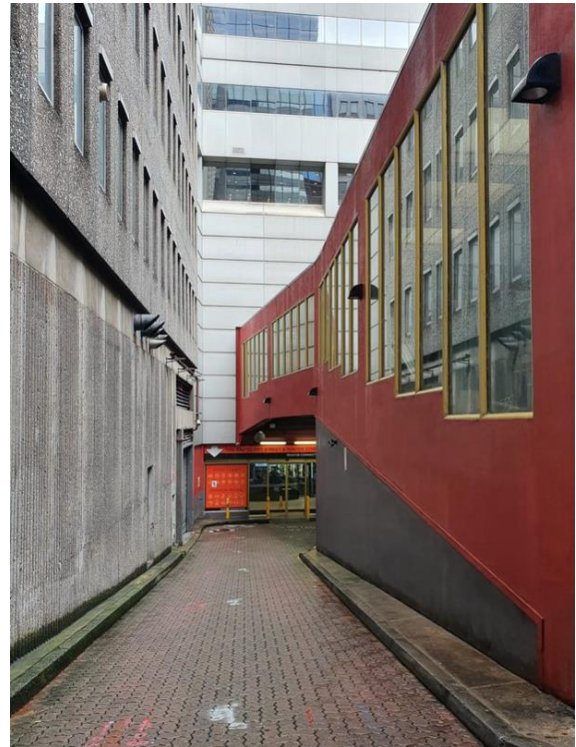
Refer to images of the existing development at the western site in Figure 2-9 to Figure 2-13 below.



**Figure 2-9 Former Skinnners Family Hotel at 296 George Street**



**Figure 2-10 Existing commercial buildings at 312 and 314-318 George Street**



**Figure 2-11 De Mestre Place, facing east**



**Figure 2-12 De Mestre Place with overpass above (5010 De Mestre Place)**



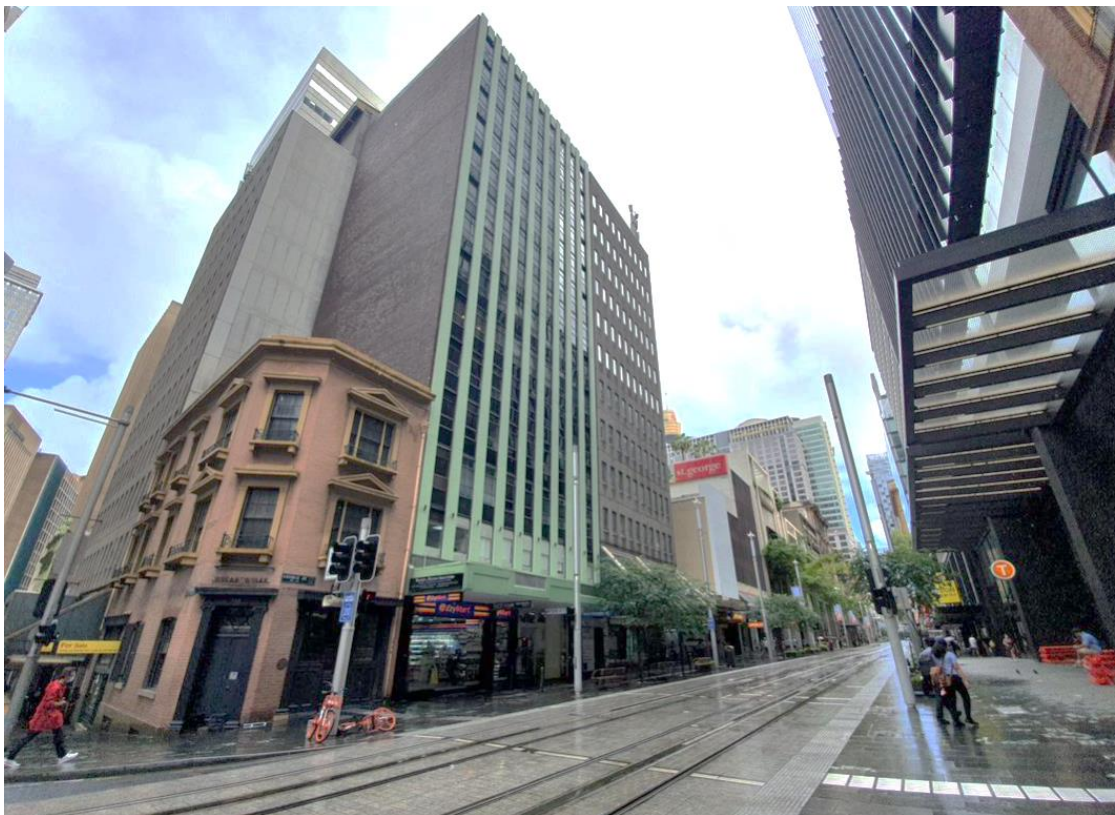
**Figure 2-13 Existing commercial building at 5 Hunter Street**

### 2.5.2.1 Former Skinners Family Hotel

The Former Skinners Family Hotel, a State registered heritage item, 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 Hunter Street Station (Sydney CBD) integrated station development.

The original building has been substantially demolished, 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 2017 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 2-14 The Former Skinners Family Hotel at 296 George Street and adjacent office buildings**

## 2.6 Surrounding context

### 2.6.1 Eastern site

The eastern site is adjacent to several items on the State Heritage Register including the Former NSW Club Building at 31 Bligh Street and the Former Bank of NSW at O'Connell Street. 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, the Former Rofe Chambers on O'Connell Street, the Former City Mutual Life Assurance Building on the corner of Hunter and Bligh Streets and the Former Public Trustee building on Hunter Street. The eastern site is also located adjacent to the local heritage listed Richard Johnson Square.

#### North

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

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 (item no. I902) and the former Bank of NSW at 16 O'Connell Street (item no. I1903).

The former NSW Club building at 31 Bligh Street is an existing 4-storey building listed on the State Heritage Register (item no. I1676) that is located to the north east of the Hunter Street Station (Sydney CBD) eastern site. It is currently occupied by the Lowy Institute.



**Figure 2-15 Existing heritage listed buildings at 12-14 and 16 O'Connell Street**



**Figure 2-16 Heritage listed NSW Club Building at 31 Bligh Street**

### **East**

Richard Johnson Square is located to the immediate east of the eastern site and is located at the northwest corner of Bligh and Hunter Streets. The Square 'including monument and plinth' is a heritage item of local significance (item no. I1673) 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 (item no. I1675\*). This building is located opposite Richard Johnson Square on the northeast corner of Hunter and Bligh Streets.

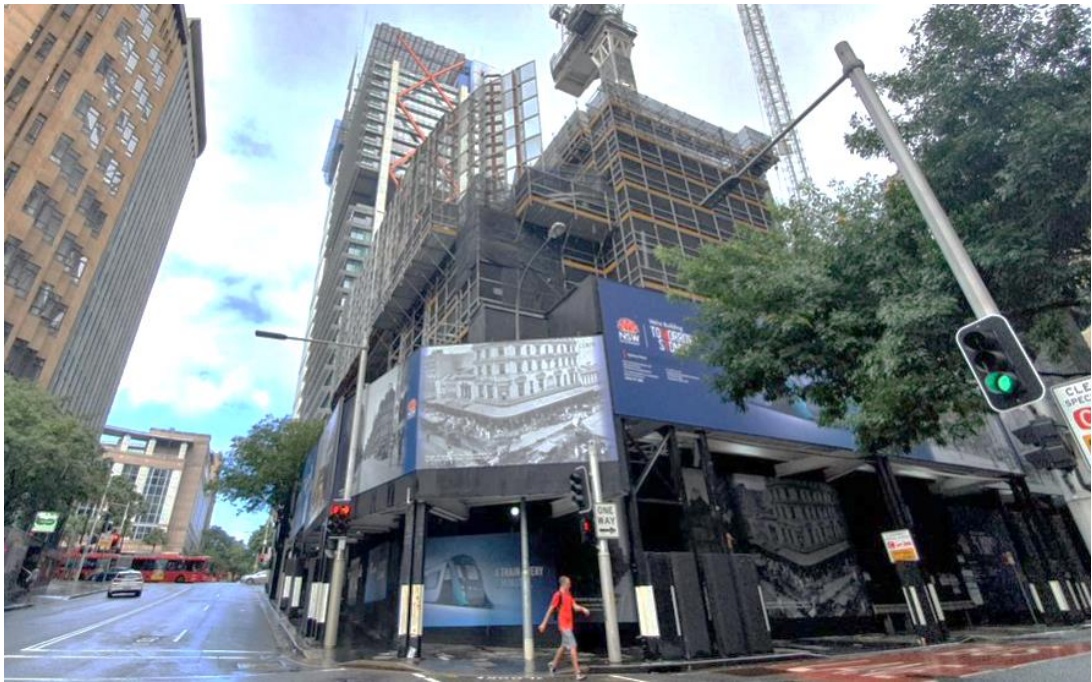
The southeast corner of Hunter and Castlereagh Streets is currently being utilised as a construction site for the Sydney Metro City & Southwest as part of the integrated station development for Martin Place Station.



**Figure 2-17 Heritage listed Richard Johnson Square**



**Figure 2-18 Heritage listed City Mutual Life Assurance Building at 10 Bligh Street**



**Figure 2-19 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. The building was constructed in 1917 and is listed on the State Heritage Register (item no. 11810). The building is occupied by a single commercial tenant.



**Figure 2-20 Heritage listed commercial building at 39 Hunter Street**

## West

To the west of the eastern site at 27 O'Connell Street is the 10-storey Radisson Blu Plaza Hotel which comprises traditional heritage architecture and a sandstone façade. 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 (item no. I1915). It was built in the early 1920s by the Fairfax family to house the offices of their newspapers.



**Figure 2-21 Radisson Blu Plaza Hotel at 27 O'Connell Street**

### 2.6.2 Western site

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

The eastern boundary of the western site intersects with the registered curtilage of local heritage item Tank Stream. However, proposed works on the western site are not proposed to involve any modification to the Tank Stream structure itself.

The western site is located at a prominent location, with frontages to both George and Hunter Streets, and including De Mestre Place within the site area. Little Hunter Street is also located to the north on the opposite side of Hunter Street.

#### North

Opposite the western site on the northern side of Hunter Street is the NSW Sports Club at 10-14 Hunter Street which is a local heritage listed item under Schedule 5 of the SLEP 2012. It is approximately 5-storeys in height and was established in 1896 as home to many sporting groups in NSW.



**Figure 2-22 Commercial buildings on the opposite side of Hunter Street**

## East

To the east of the western site are a mix of commercial office buildings and ground floor retail tenancies. This includes 23-25 Hunter Street which is an existing 17-storey commercial office building located on the southwest corner of Hunter and Pitt Streets.

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

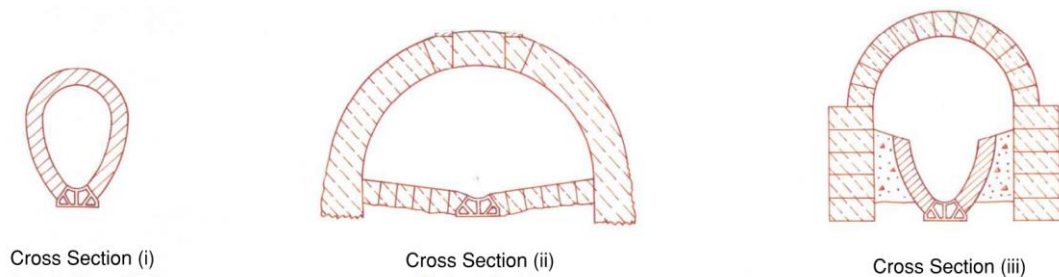


**Figure 2-23 Existing commercial building at 20-25 Pitt Street**

## The Tank Stream

The Tank Stream is located on the eastern boundary of the western site. 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 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 2-24.



**Figure 2-24 Tank Stream – Typical cross section profiles**

## South

To the south of the western 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 2-25 Bars and restaurants on Ash Street**

## West

To the west of the western 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 an 8-storey commercial office building at 285-287 George Street which is a heritage item of local significance under Schedule 5 of the SLEP 2012 (item no. I1764).



**Figure 2-26 Brookfield Place and 285-287 George Street**

## **2.7 Transport and access**

### **2.7.1 Road network**

The eastern site is bounded by the following roads:

- O'Connell Street to the north-west
- Bligh Street to the east
- Hunter Street to the south

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

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

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

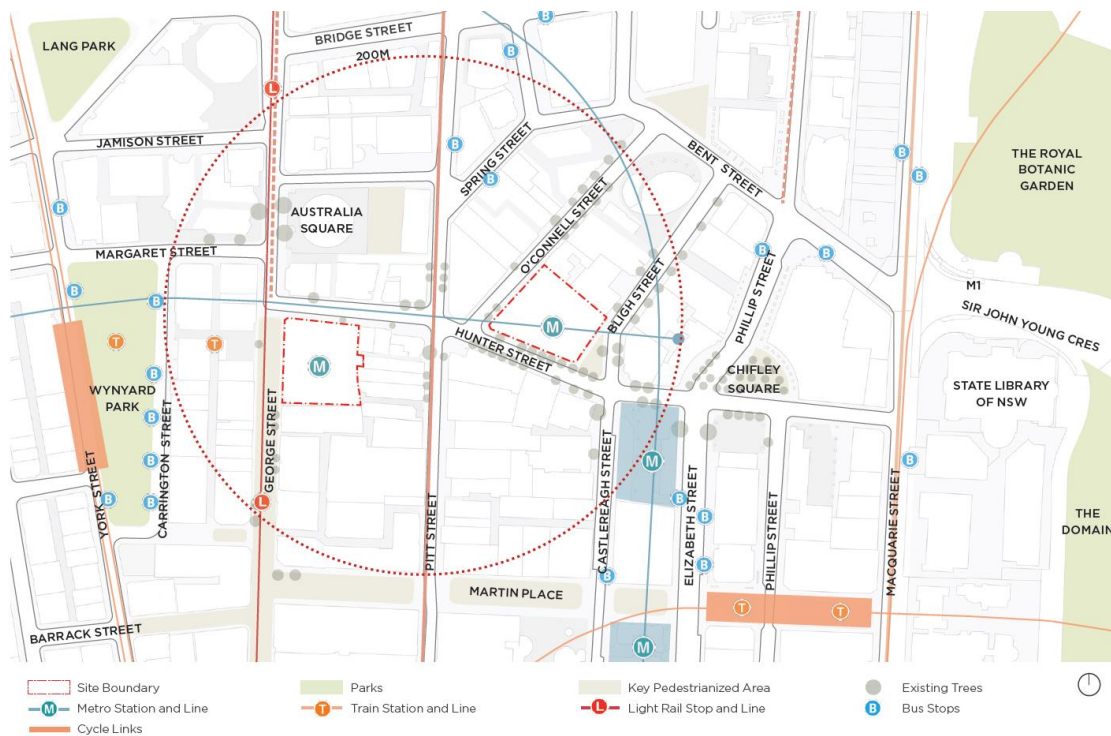
George Street is a north-south road with a posted speed limit of 40km/h. North of the intersection of Hunter Street, it is a two-way, two-lane road with light rail infrastructure and services running through the centre of the roadway, dividing opposing directions of general traffic travel. South of this intersection, George Street is a shared road environment for pedestrians and light rail services. General traffic is not permitted to travel on the section of George Street to the south of the Hunter Street intersection.

O'Connell Street is a four-lane, one-way undivided local road with a posted speed limit of 40km/h. A bus layover facility, coach drop-off zone (for surrounding hotels), parking zone and loading zone occupy kerbside space on both kerbside lanes, reducing capacity to a two-lane, one-way road during weekday business hours. O'Connell Street is used by several public transport bus services and through traffic.

Bligh Street is a one-lane, one-way undivided local road with a posted speed limit of 40km/h. Parking and loading zones are provided on both shoulders, though the wide cross section of the roadway does not impact general traffic flow. Bligh Street is used by several public transport bus services and as a layover for terminating bus routes.

## 2.7.2 Public transport

The Hunter Street Station (Sydney CBD) sites are well located in proximity to a number of high frequency public transport services and multi-modal interchanges as shown in Figure 2-27, where a 200m walking catchment is denoted by the red circle.



**Figure 2-27 Location of public transport infrastructure**

### 2.7.2.1 Bus services

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

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

### 2.7.2.2 Light rail services

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

### **2.7.2.3 Rail services**

Wynyard Station is located 120 metres west of the Hunter Street Station (Sydney CBD) sites and is served by the T1, T2, T3, T8, and T9 rail services. The station allows for universal access from the York Street entrance via lifts which provide access to the station platforms. There are no cycle racks or facilities for cyclists to securely store cycles at Wynyard Station.

## **2.7.3 Active transport network**

### **2.7.3.1 Walking**

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

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

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

### **2.7.3.2 Cycling**

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

## 3 Statutory planning framework

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### 3.1 State Environmental Planning Policy (Planning Systems) 2021

#### 3.1.1 Critical state significant infrastructure

Sydney Metro West was declared state significant infrastructure (SSI) and critical State significant infrastructure (CSSI) under sections 5.12(4) and 5.13 of the EP&A Act on 23 September 2020. Section 21, Schedule 5 of the SRD SEPP notes the following works as being classified as CSSI:

- (1) *Development for the purposes of the Sydney Metro West Project, being—*
  - (a) *the construction and operation of new passenger rail infrastructure between Westmead and the central business district of Sydney, including—*
    - (i) *tunnels, stations (including surrounding areas) and associated rail facilities, and*
    - (ii) *stabling and maintenance facilities (including associated underground and overground connections to tunnels), and*
  - (b) *the modification of existing rail infrastructure (including stations and surrounding areas), and*
  - (c) *ancillary development.*

The Minister for Planning is the consent authority for CSSI and SSI applications. It is noted that under clause 5.22(2) of the EP&A Act, environmental planning instruments including the SLEP 2012 do not apply to or in respect of SSI, except that:

- (a) *they apply to the declaration of infrastructure as State significant infrastructure or as critical State significant infrastructure (and to the declaration of development that does not require consent), and*
- (b) *they apply in so far as they relate to section 3.16, and for that purpose a reference in that section to enabling development to be carried out in accordance with an environmental planning instrument or in accordance with a consent granted under this Act is to be construed as a reference to enabling State significant infrastructure to be carried out in accordance with an approval granted under this Division.*

The design and construction of the Hunter Street Station (Sydney CBD) itself is therefore not subject to the provisions of the SLEP 2012.

Notwithstanding, it is acknowledged that the OSD components of the development that are classified as SSD (assuming their underlying permissibility) will be subject to the provisions of the SLEP 2012. The design of the integrated station development would be informed by the site-specific provisions proposed for the SLEP 2012 in this Planning Proposal request and accompanying Design Guidelines.

##### 3.1.1.1 Related applications

Sydney Metro West is being assessed as a staged infrastructure application under section 5.20 of the EP&A Act. The Concept and major civil construction work for Sydney Metro West between Westmead and The Bays (Stage 1 of the planning approval process for Sydney Metro West), application number SSI-10038, were approved on 11 March 2021.

Application number SSI-19238057 seeks approval for the construction of all major civil construction works including station excavation and tunnelling between The Bays and Sydney CBD (Stage 2 of the planning approval process). This application is currently under assessment by the DPE. This application is relevant for this Planning Proposal request as it seeks approval for bulk excavation and tunnelling at the Hunter Street Station (Sydney CBD) sites.

Stage 3 of the planning approval process is also currently under assessment by DPE, being the application for the tunnel fit-out, construction of stations, ancillary facilities and station precincts, and operation and maintenance of the Sydney Metro West line. This application number SSI-22765520 is relevant for this Planning Proposal request, as it seeks approval for the construction of the Hunter Street Station (Sydney CBD), including above ground and underground structures, public domain works, and spatial provisioning and works to facilitate the construction and operation of an OSD above the two station entries which are described further in this report.

### **3.1.2 State significant development**

The OSD at the Hunter Street Station (Sydney CBD) is not declared as SSI or CSSI under the SRD SEPP. Separate development consent is required to be granted for the construction and operation of development above the Hunter Street Station (Sydney CBD).

The primary land use of the OSD is anticipated to be 'commercial premises' which will have a capital investment value of more than \$30 million, and which will be located within a rail corridor and/or are associated with railway infrastructure. Accordingly, the future OSD at the Hunter Street Station (Sydney CBD) site will be classified as SSD. The SLEP 2012 is a relevant environmental planning instrument for the future development, however the SDCP 2012 will not apply to the OSD.

#### **3.1.2.1 Over station development**

To inform the assessment of a future staged SSD application for the OSD, amendments are proposed to the SLEP 2012 to enable alternative maximum height of building and FSR controls to apply to the site. Further, as the SDCP 2012 does not apply to the future OSD development, the Proponent has prepared Design Guidelines to support the Planning Proposal request which will inform the future built form on the site including details such as street frontage heights, setbacks, massing, interface with heritage items, building exteriors, and measures to ameliorate wind impact.

## 3.2 Sydney Local Environmental Plan 2012

The following section provides an overview of the key existing SLEP 2012 development controls that apply to the site. This includes the recently gazetted amendments to the SLEP 2012 as introduced by the Central Sydney Planning Strategy (CSPS) Central Sydney 2020 Planning Proposal.

### 3.2.1 Land use zoning

The site is zoned B8 Metropolitan Core pursuant to the SLEP 2012 (refer Figure 3-1).

The concept proposal for the future OSD works comprises of *commercial premises*, along with associated *passenger transport facilities*.



**Figure 3-1 Land use zoning map (SLEP 2012)**

All land uses are permissible within the B8 zone except for *Pond-based aquaculture*. Therefore, the development outcome sought by this Planning Proposal request is permissible with consent. The objectives for development in the B8 Metropolitan Centre zone include:

- To recognise and provide for the pre-eminent role of business, office, retail, entertainment and tourist premises in Australia's participation in the global economy.
- To provide opportunities for an intensity of land uses commensurate with Sydney's global status.
- To permit a diversity of compatible land uses characteristic of Sydney's global status and that serve the workforce, visitors and wider community.
- To encourage the use of alternatives to private motor vehicles, such as public transport, walking or cycling.

- To promote uses with active street frontages within podiums that contribute to the character of the street.
- To promote the efficient and orderly development of land in a compact urban centre.
- To promote a diversity of commercial opportunities varying in size, type and function, including new cultural, social and community facilities.
- To recognise the important role that Central Sydney's public spaces, streets and their amenity play in a global city.
- To promote the primary role of the zone as a centre for employment and permit residential and serviced apartment accommodation where they complement employment generating uses.

### 3.2.2 Building height

The eastern site and the northern portion of the western site have a maximum building height of 235 metres in accordance with clause 4.3 and as shown in Figure 3-2 below.

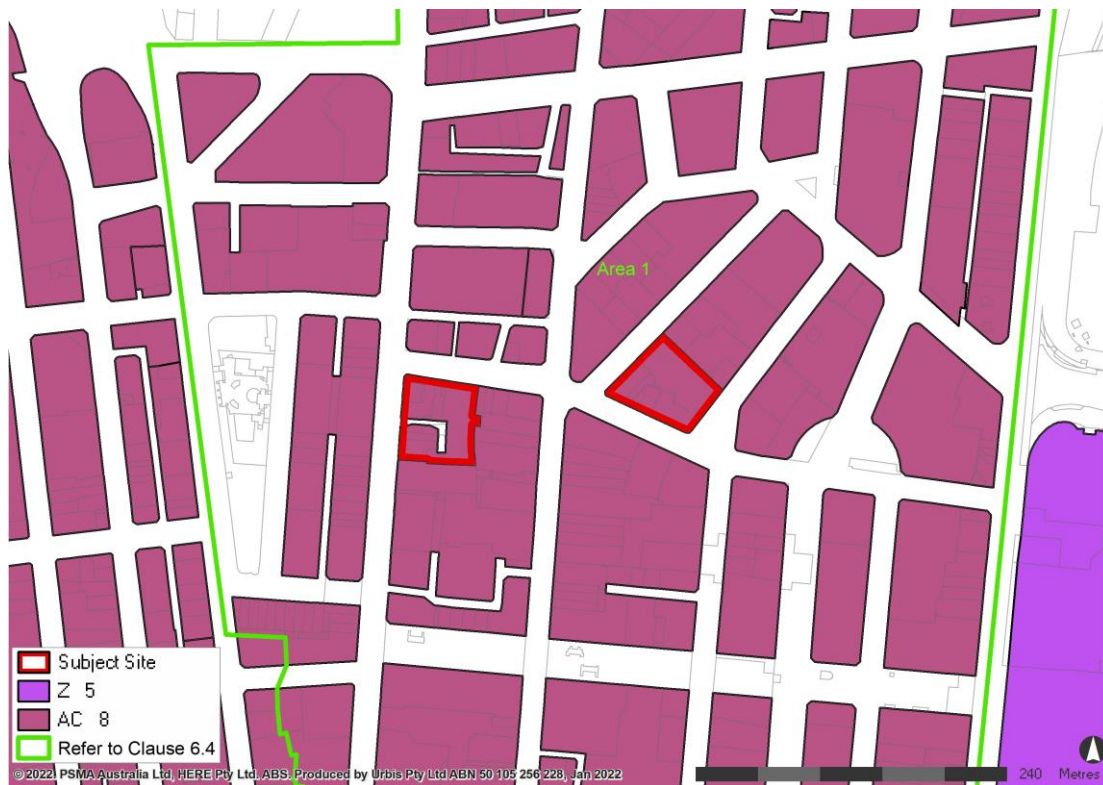
The southern portion of the western site (including De Mestre Place) is located within Area 3 on the Height of Buildings map (refer to Figure 3-2). No maximum height in metres is applicable to this portion of the site. The maximum height for buildings on this land is determined by the sun access planes that are taken to extend over the land by clause 6.17 protecting Martin Place for 1 September–31 May at Midday to 2pm. Further, the No Additional Overshadowing provisions outlined in clause 6.18 of the SLEP 2012 protecting Martin Place, between Pitt Street and George Street for 14 April–31 August at Midday to 2pm apply to the western site.



Figure 3-2 Height of buildings map (SLEP 2012)

### 3.2.3 Floor space ratio

Under the SLEP 2012, the site (excluding De Mestre Place) is subject to a base FSR of 8:1. As the site is located within Area 1 on the FSR map (refer to Figure 3-3), as per clause 6.4 of the SLEP 2012, it is also eligible for additional floor space of 4.5:1 for commercial uses.



**Figure 3-3 Floor space ratio map (SLEP 2012)**

In addition to accommodation floor space, the site is potentially eligible for additional floor space pursuant to clauses 6.5 – 6.9 of the SLEP 2012 as described below.

#### 3.2.3.1 End of journey facilities floor space

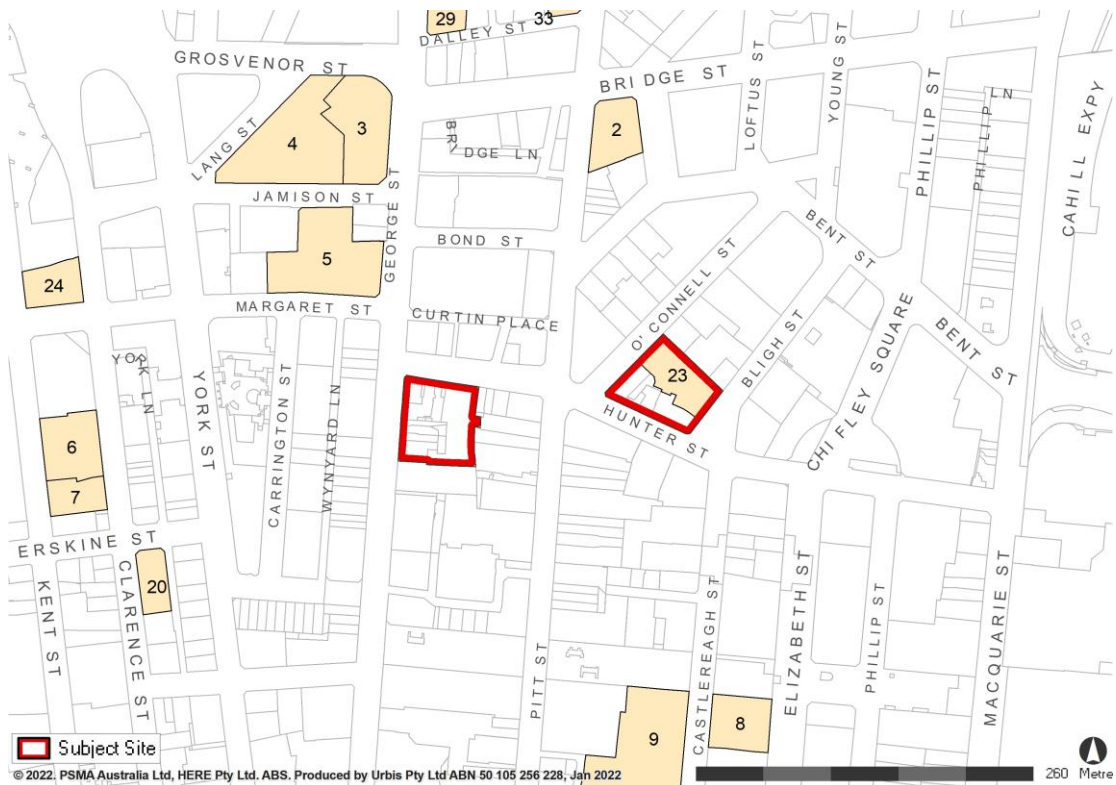
Pursuant to clause 6.6 of the SLEP 2012, development for the purposes of commercial premises only is eligible for an additional amount of floor space up to 0.3:1 to be used for the purposes of end of journey facilities, where bicycle storage, lockers, changerooms, and showers are all proposed to be located together in one area of the building.

#### 3.2.3.2 Lanes development floor space

Pursuant to clause 6.8 of the SLEP 2012 De Mestre Place is currently identified as a Central Sydney Lane. Development adjacent to the lane (less than 100sqm in area per tenancy) is identified as being eligible for an amount of additional lanes development floor space equal to that area to be used for lanes development that activates and improves the amenity of a Central Sydney Lane.

### 3.2.3.3 Opportunity site floor space

Pursuant to clause 6.9 of the SLEP 2012 the “25 Bligh Street” is identified as being eligible for an amount of additional opportunity site floor space (refer to Figure 3-4), up to 0.8:1, to improve the ground plane public domain interface including improving pedestrian movement and amenity.



**Figure 3-4 Opportunity sites map (SLEP 2012)**

### 3.2.4 Design excellence

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

The Sydney Metro West Design Excellence Strategy for Hunter Street Station (Sydney CBD) establishes a process to demonstrate how the proposal achieves design excellence taking into consideration the matters outlined in clause 6.21C of SLEP 2012 (among other matters). Refer to Section 6.5 of this report for more details on the Sydney Metro West Design Excellence Strategy for Hunter Street Station (Sydney CBD).

Under clause 6.21D(1) of the SLEP 2012, a consent authority must not grant consent to development in Central Sydney that has a total building height over 55m (among other triggers) unless a ‘competitive design process’ has been held in relation to the development. A ‘competitive design process’ means for the purposes of the SLEP 2012 an architectural design competition, or the preparation of design alternatives on a competitive basis, carried out in accordance with the City of Sydney Competitive Design Policy.

Clause 6.21D(2) of the SLEP 2012 waives the requirement under (1) if the consent authority is satisfied that such a process would be unreasonable or unnecessary in the circumstance.

As part of the Central Sydney 2020 Planning Proposal, it was proposed to add further design excellence provisions in the SLEP 2012 for development in the 'tower cluster area'. This is now contained in a new clause 6.21E (refer to Section 3.9.5 below).

Unlike clause 6.21D(2), there is no 'waiver' option for a building to demonstrate design excellence within a tower cluster area that seeks to utilise the bonus FSR provision under the tower cluster provisions, without completing an 'Architectural Design Competition' under clause 6.21E.

### 3.2.5 Tower cluster areas

To recognise and provide for the pre-eminent role of business, office, retail, entertainment and tourist premises in Central Sydney, the City of Sydney have introduced into the SLEP 2012 provisions for development within tower cluster areas.

Development within the tower cluster areas benefit from a new planning pathway for additional building heights, turning off SLEP 2012 mapped building heights in favour of the sun access planes, and densities above existing maximum limits to increase growth opportunities for employment floor space, promote the efficient use of land and encourage innovative design.

The eastern site and portion of the western site are located within the tower cluster area (refer to Figure 3-5).



**Figure 3-5 Tower cluster areas map (SLEP 2012)**

The eastern site is wholly located within a mapped tower cluster area, is greater than 2,000sqm in area, and will be developed for commercial land uses. Accordingly, the eastern site would be eligible for additional floor space and building height under the new tower cluster provisions.

Under clause 6.21E of the SLEP 2012, the eastern site is therefore eligible for the following:

- Additional building height if:
  - An architectural design competition in accordance with the City of Sydney Competitive Design Policy is carried out and design excellence is demonstrated
  - The building height does not exceed the following
    - sun access plane controls in clause 6.17
    - overshadowing controls in clause 6.18
    - view plane controls in clause 6.19(iv) view of Sydney Harbour controls in clause 6.19A.
- Additional floor space of up to 50% of the combined total permitted FSR of 8:1 and the additional accommodation floor space under clause 6.4 of the SLEP 2012, provided that an architectural design competition in accordance with the City of Sydney Competitive Design Policy is carried out and design excellence is demonstrated
- However, additional floor space can either be applied under clause 6.21E (2) or the 10% design excellence bonus FSR, but not both.

The Hunter Street Station (Sydney CBD) sites are located, or partly located, within the mapped tower cluster areas in the SLEP 2012 (refer Figure 3-5), the additional height and FSR provisions available under clause 6.21E are dependent on the completion of an architectural design competition in accordance with the City of Sydney Competitive Design Policy. This Planning Proposal request does not rely upon the tower cluster area provisions to secure additional development uplift on the Hunter Street Station (Sydney CBD) sites.

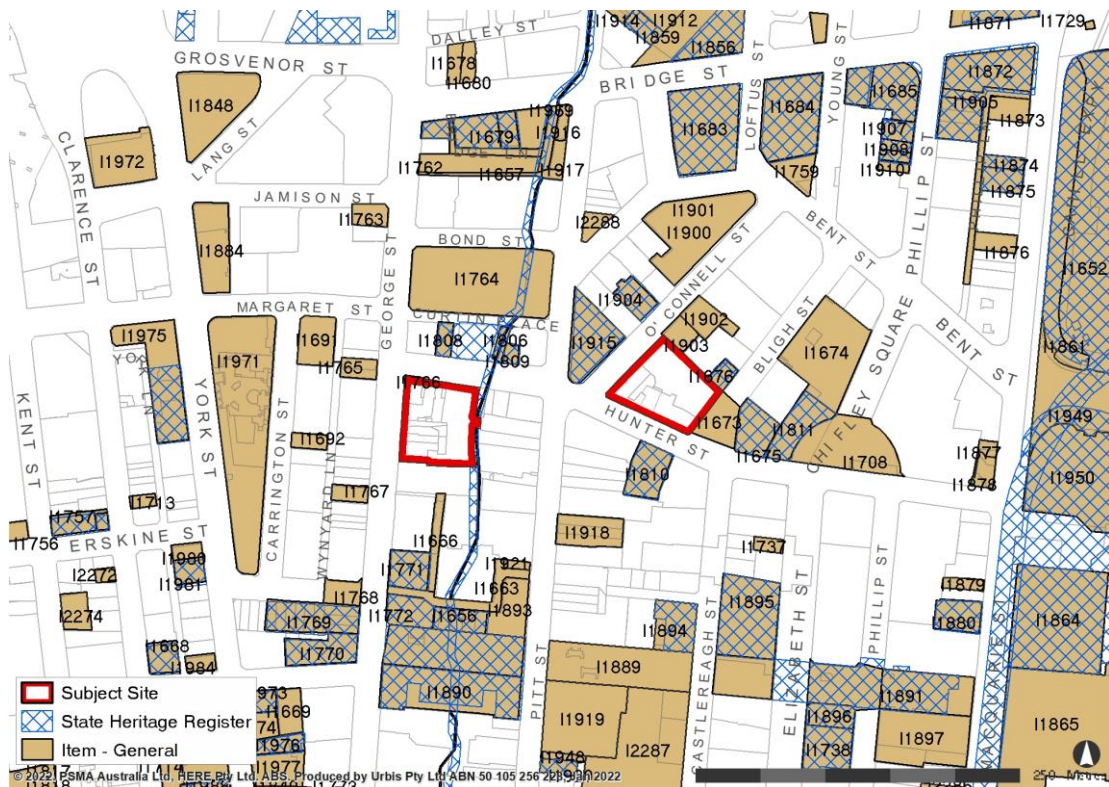
### **3.2.6 Other relevant provisions**

#### **3.2.6.1 Airspace operations**

As the site is located within the prescribed airspace of the Sydney Kingsford Smith Airport, any development on the site which penetrates the Obstacle Limitation Surface (OLS) or the Procedures for Air Navigation Services Operations Surface (PAN-Ops) must be referred to the Civil Aviation Safety Authority (CASA) for concurrence, approval will be required from the Department of Infrastructure, Transport, Regional Development and Communications (DITRDC), and approval from Sydney Local Health District and CASA for the Royal Prince Alfred Hospital Heliport OLS.

#### **3.2.6.2 Heritage conservation**

The site is not located within a heritage conservation area. The western site however includes a State heritage item, known as Item 1766 shown at the north western corner of the western site (refer Figure 3-6) located at 296 George Street, Sydney, described as the Former Skinners Family Hotel including interiors which will be retained as part of the development.



**Figure 3-6 Heritage map (SLEP 2012)**

Further, the Hunter Street Station (Sydney CBD) sites are located in close proximity to the following local heritage items (refer to Figure 3-6) as outlined in Table 3-1.

**Table 3-1 Description of surrounding heritage items**

Register /Listing	Item Name	Item Number
<b>Heritage items in the vicinity of the eastern site</b>		
State Heritage Register	Former Perpetual Trustee Commercial Building, 33-39 Hunter St	I1810
	Former Wales House, 64-66 Pitt Street (SHR00586)	I1915
	Former Rofe Chambers (Public Trust Office), 19-21 O'Connell Street (SHR01019)	I1904
	Former NSW Club Building, 31 Bligh Street (SHR00145)	I1676
	Former City Mutual Life Assurance building, 10 Bligh Street (SHR00585)	I1675
	Former Qantas House, 68-96 Hunter Street	I1811
	Grand Hotel, 30-32 Hunter Street	I1809
Local Environment Plan	Former Bank of NSW, 16 O'Connell Street	I1903
	Former Manufacturer's House, 12-14 O'Connell Street	I1902

Register /Listing	Item Name	Item Number
	Richard Johnson Square including monument and plinth, Bligh Street	I1673
	Chiefly Square, Hunter Street	I1708
	Wentworth Hotel including interiors - 2 Bligh Street (and 61–101 Phillip Street)	I1674
S170 Register	Bennelong Stormwater Channel 29A (4570854)	-
<b>Heritage Items within the western site</b>		
State Heritage Register	Former Skinners Family Hotel - 296 George Street (Local)	I1766
	Tank Stream - King Street to Circular Quay in tunnel	I1656
<b>Heritage items in the vicinity of the western site</b>		
State Heritage Register	Tank Stream - King Street to Circular Quay in tunnel	I1656
	Little Hunter and Hamilton Street Precinct – includes NSW Sports Club and Grand Hotel	I1806
	Former Wales House, 64–66 Pitt Street	I1915
S170 Register	Bennelong Stormwater Channel No 29A (4570854)	-
Local Environment Plan	Former Commercial Building “Beneficial House” - 285–287 George Street	I1765
	NSW Sports Club, 10-14 Hunter Street	I1808
	Australia Square, 264-278 George Street	I1764
	Grand Hotel, 30-32 Hunter Street	I809
	Commercial building facades and external walls only, 319-321 George Street	I1767
	Former Telford Trust building including Interiors	I1763

### 3.2.6.3 Heritage floor space

Subdivision 3 of the SLEP 2012 relates to award and allocation of certain floor space bonuses subject to the purchase of heritage floor space. Under Subdivision 3, the following provision applies:

- Creation of heritage floor space
- Extinguishing heritage floor space
- Trading heritage floor space
- Exclusion of land from floor space ratio calculations

Under clause 6.11, development consent must not be granted to development in Central Sydney that utilises any amount of additional floor space (including accommodation floor space, opportunity site floor space, and design excellence bonus floor space), unless the consent authority is satisfied that an amount of heritage floor space is allocated to the site that is equal to 50% of the relevant bonus floor space to be utilised.

In addition, the consent authority may reduce the amount of heritage floor space that is required to be allocated to a site if an architectural design competition is undertaken and design excellence is demonstrated.

It is proposed that heritage floor space equal to 50% of the equivalent accommodation floor space will be required to be purchased as part of a future development application. This is proposed within the site-specific provision outlined in Section 6. The additional site-specific FSR permitted for the Hunter Street Station (Sydney CBD) sites under this Planning Proposal request (i.e. in addition to the accommodation floor space) would not be the subject of heritage floor space provisions.

### 3.2.6.4 Car parking

The site is currently subject to the following maximum car parking rate pursuant to the SLEP 2012. For office premises, business premises and retail premises, the following formula is to be used:

$$M = (G \times A) / (50 \times T)$$

Where:

- M is the maximum number of parking spaces, and
- G is the GFA of all office premises / business premises / or retail premises in the building in square metres, and
- A is the site area in square metres, and
- T is the total GFA of all buildings on the site in square metres.

Based on the provisions of Part 7 of the SLEP 2012, the proposed uses on the land generate a maximum parking provision of 148 spaces across both the eastern and western sites.

#### **3.2.6.5 Ecologically sustainable development**

The CSPS Planning Proposal introduced new provisions which mandate the design of buildings and building services for new developments in tower cluster areas to make appropriate measures to ensure that new development can achieve best practice NABERS ratings.

Although the proposal is not reliant on the tower cluster area provisions, the Planning Proposal request seeks to ensure that the future building(s) on the site achieve a high level of environmental performance.

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

The preparation of the Planning Proposal Request has taken into consideration the SDCP 2012 provisions as relevant to Central Sydney and development within Tower Cluster Areas. The methodology of equivalence testing for variation to building setbacks in the SDCP 2012 has informed the site-specific provisions proposed in the Planning Proposal request. The future development applications for the OSD will be classified as SSD. Therefore, the *Sydney Development Control Plan 2012* (SDCP 2012) will not apply as per clause 11 of the SRD SEPP.

## 4 Strategic context

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This section of the report identifies the relevant State and local strategic planning policies which are relevant to the site and the proposed amendment to the SLEP 2012. It outlines the key objectives, planning priorities and actions required to deliver the vision for the Greater Sydney Region, the Eastern City District and the Sydney local government area.

A detailed assessment of the consistency of the proposal with the State and local strategic planning policies is provided within Section 6.

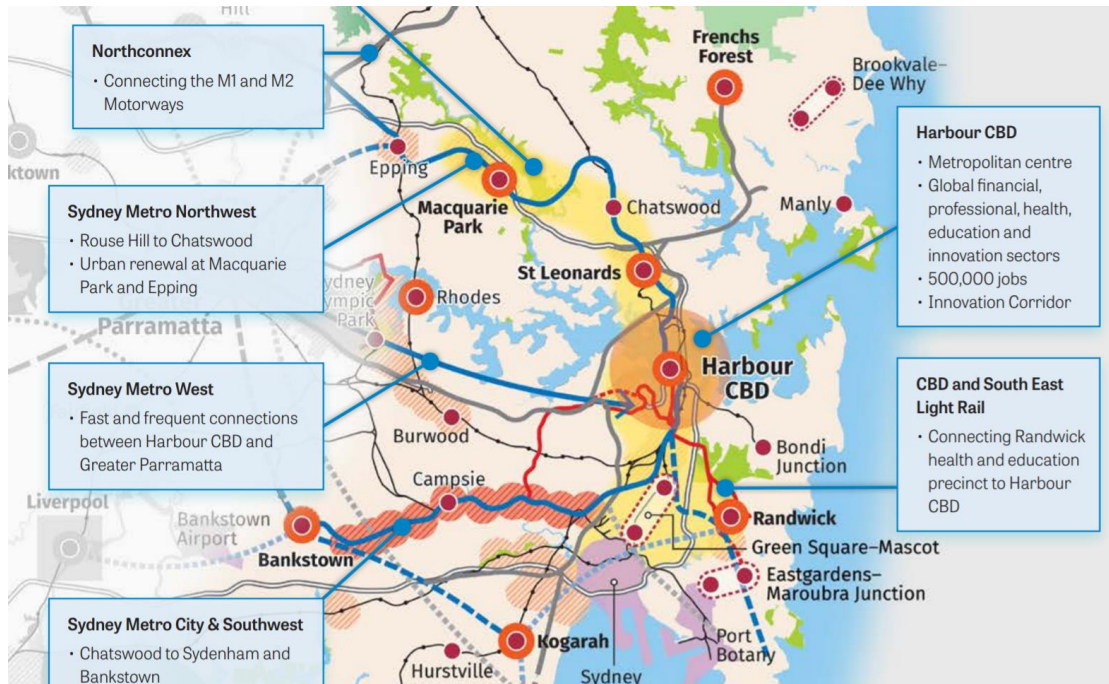
### 4.1 Greater Sydney Region Plan: A Metropolis of Three Cities

The Greater Sydney Region Plan provides the overarching strategic plan for growth and change in Sydney. It is a 20-year plan with a 40-year vision that seeks to transform Greater Sydney into a metropolis of three cities – the Western Parkland City, Central River City and Eastern Harbour City. It identifies key challenges facing Sydney including increasing the population to eight million by 2056, 817,000 new jobs and a requirement of 725,000 new homes by 2036.

The site sits within the Harbour CBD, which is identified as an employment hub, supporting more than 500,000 jobs, as shown in Figure 4-1 below.

The Region Plan includes objectives and strategies for infrastructure and collaboration, liveability, productivity, and sustainability. The following matters are relevant to the proposed development:

- Objective 4: Infrastructure use is optimised
- Objective 5: Benefits of growth realised by collaboration of governments, community, and business
- Objective 6: Services and infrastructure meet communities' changing needs
- Objective 12: Great places that bring people together
- Objective 13: Environmental heritage is identified, conserved and enhanced.
- Objective 14: A Metropolis of Three Cities – integrated land use and transport creates walkable and 30-minute cities.
- Objective 18 – Harbour CBD is stronger and more competitive.
- Objective 21: Internationally competitive health, education, research, and innovation precincts
- Objective 22: investment and business activity in centres
- Objective 24: Economic sectors are targeted for success
- Objective 31: Public open space is accessible, protected and enhanced
- Objective 33: A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change



**Figure 4-1 Greater Sydney Region Plan – Harbour CBD**

## 4.2 Our Greater Sydney 2056: Eastern City District Plan

The Eastern City District Plan is a 20-year plan to manage growth in the context of economic, social and environmental matters to implement the objectives of the Greater Sydney Region Plan. The intent of the District Plan is to inform local strategic planning statements and local environmental plans, guiding the planning and support for growth and change across the district.

The District Plan contains strategic directions, planning priorities and actions that seek to implement the objectives and strategies within the Region Plan at the district-level. The Structure Plan identifies the key centres, economic and employment locations, land release and urban renewal areas and existing and future transport infrastructure to deliver growth aspirations.

The planning priorities and actions likely to have implications for the proposed development are listed below:

- Planning Priority E1: Planning for a city supported by infrastructure
- Planning Priority E7 Growing a stronger and more competitive Harbour CBD
- Planning Priority E10 Delivering integrated land use and transport planning and a 30-minute city
- Planning Priority E11 – Growing investment, business opportunities and jobs in strategic centres
- Planning Priority E13 – Support growth of targeted industry sectors.
- Planning Priority E19 Reducing carbon emissions and managing energy, water and waste efficiently

### 4.3 NSW Future Transport Strategy 2056

The Future Transport 2056 Strategy (Transport 2056) is a 40-year plan to support transport infrastructure delivery in Greater Sydney and regional NSW. Transport 2056 is coordinated with land use strategies including the Regional Plan and District Plans.

Transport 2056 recognises the importance of transport to support productive economies, liveable communities and more sustainable transport solutions.

### 4.4 Sustainable Sydney 2030

The Sustainable Sydney 2030 Strategy (the 2030 Strategy) is the key Strategic policy of the City of Sydney. It provides the overall vision of the long-term growth of Sydney, ensuring it is sustainable, inclusive and economically diverse.

The following strategic directions are relevant to this Planning Proposal request:

1. A globally competitive and innovative city.
3. Integrated transport for a connected city.
4. A city for walking and cycling.
7. A cultural and creative city.
5. A lively and engaging city Centre.
9. Sustainable development, renewal, and design.

### 4.5 Local Strategic Planning Statement City Plan 2036

City Plan 2036 is the Local Strategic Planning Statement (**LSPS**) for the City of Sydney and links the state and local strategic plans with the planning controls to guide future development and the Local Environmental Plan review. It delivers on the 10 strategic directions of our community strategic plan, Sustainable Sydney 2030, and has been informed by the City's other social, environmental, economic and cultural plans and strategies.

The City Plan sets 13 priorities to achieve the City's Green, Global, Connected vision and guide future changes to the City's planning controls, of which the following are relevant for the Planning Proposal request:

1. Movement for walkable neighbourhoods and a connected city
2. Align development and growth with supporting infrastructure
7. Growing a strong, more competitive Central Sydney

Creating better buildings and places to reduce emissions and waste, and use water efficiency

## 4.6 Central Sydney Planning Strategy 2016-2036

The Central Sydney Planning Strategy (**CSPS**) was originally released by the City of Sydney in 2016. The CSPS was placed on public exhibition between 1 May and 10 July 2020 accompanied by a draft amendment to the Sydney Development Control Plan. The Planning Proposal supporting the CSPS was recently gazetted on 26 November 2021 as amendment No. 64 to the SLEP 2012.

The CSPS provides the strategic framework of planning policy applying across the Sydney CBD. It establishes a 20-year growth strategy for Central Sydney, focused on the delivery of a green, global, and connected city. The CSPS is focused on delivering additional floor space to accommodate employment growth and identifies the need to look beyond the traditional height and floor space controls of the Sydney CBD Core, and explore opportunities for urban renewal within Central Sydney which are currently underdeveloped.

The site is located within the City Core precinct. The CSPS includes a structure plan (Figure 4-2) identifying zones for high density development. The eastern site and portion of western site sit within one of the identified 'high density' tower cluster areas identified in the structure plan (Figure 4-3). It also identifies increased pedestrian priority to the south-eastern corner of the eastern site.

Targets for the CSPS include increasing jobs in Central Sydney by 1.24% per annum to 2036, and residents by 3.04% per annum to 2036. To achieve this growth, the CSPS outlines 10 key moves which the strategy applies to achieve these targets. The following key moves are relevant to the proposal:

- Prioritise employment growth and increase employment capacity by implementing genuine mixed-use controls and lifting height limits along the Western Edge.
- Ensure development responds to context by providing minimum setbacks for outlook, daylight and wind.
- Provide for employment growth in new tower clusters.
- Ensure infrastructure keeps pace with growth.
- Move towards a more sustainable city.
- Protect, enhance and expand Central Sydney's heritage public places and spaces.
- Move people more easily by prioritising streets for walking and cycling and expanding the pedestrian and open space network.
- Reaffirm commitment to design excellence by continuing to work in partnership with community and industry to deliver collaborative, iterative and tailored solutions.



**Figure 4-2 Structure plan – Central Sydney Planning Strategy**



**Figure 4-3 Potential tower cluster areas – Central Sydney Planning Strategy**

## 5 Concept proposal

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### 5.1 Overview

The proposal seeks amendments to the SLEP 2012, and the supporting Design Guidelines is to facilitate the development of two over station developments at the Hunter Street Station (Sydney CBD) sites.

To achieve this a planning envelope is outlined for both the Hunter Street Station (Sydney CBD) sites which establishes the built form parameters to guide future development on the sites to be secured under a future SSDA process. This planning envelope has been informed by feedback from the Sydney Metro Design Advisory Panel in accordance with the Sydney Metro West Design Excellence Strategy for Hunter Street Station (Sydney CBD).

A concept reference design has been prepared for both the Hunter Street Station (Sydney CBD) sites (refer Appendix C). The concept reference design is indicative only and has primarily been prepared to demonstrate and justify the proposed numerical amendments to SLEP 2012 which are being sought under this Planning Proposal request. The final detailed design of the scheme will be the subject of a future Concept SSDA, competitive tendering process, and a future Detailed SSDA.

The concept reference design illustrates the potential GFA achievable within the planning envelope, demonstrating an appropriate façade articulation zone and architectural articulation zones. Given the proposed planning envelope also includes the above ground area required for the Hunter Street Station (Sydney CBD), the concept reference design also provides assumptions regarding the likely GFA and spatial provisions required to deliver a new metro station across the site.

This Planning Proposal request seeks to establish both a site-specific provision included in Part 6, Division 5 of the SLEP 2012, and key built form and design guidelines within a site-specific Design Guidelines to be endorsed by the Planning Secretary to inform a future staged SSDA process.

The future redevelopment of the Hunter Street Station (Sydney CBD) sites is expected to deliver the following key components.

#### 5.1.1 Eastern site

- Land uses including commercial premises integrated with associated passenger rail infrastructure
- A planning envelope capable of accommodating a maximum 84,287sqm of gross floor area (or FSR of 22.82:1) measured above ground level (RL 11.4m), including:
  - A maximum podium height between RL 36.3m and RL 56.4m, as it varies to respond to the various streetscape conditions surrounding the site
  - A maximum building height of RL 269.1m, as it varies to comply with the relevant sun access plane controls
- Up to 70 car parking spaces, maximum total across both the eastern and western sites and therefore will be reduced from a maximum of 70 on the eastern site by the equal number of any spaces proposed on the western site, and a loading dock and service and waste facilities accessed from O'Connell Street

- End of journey facilities
- An east-west through-site link between O'Connell Street and Richard Johnson Square
- Activated building frontages to Hunter Street, O'Connell Street, and Bligh Street
- Integration with the Hunter Street Station (Sydney CBD), the subject of a separate application process.

### 5.1.2 Western site

- Land uses including commercial premises integrated with passenger rail infrastructure
- A planning envelope capable of accommodating a maximum 69,912sqm of gross floor area (or FSR of 18.71:1) measured above ground level (RL 7.0m), including:
  - A maximum podium height between RL 25.0m and RL 43.8m, as it varies to respond to the various streetscape conditions surrounding the site
  - A maximum building height of RL 220.0m, as it varies to comply with the relevant sun access plane controls
- Facilitate the adaptive reuse of the former Skinners Family Hotel building as part of the integrated station development
- Up to 70 car parking spaces (across both the eastern and western sites) and a loading dock, service and waste facilities accessed from Hunter Street
- End of journey facilities
- A series of through-site links connecting both Hunter Street and George Street and facilitating potential future links to adjacent properties to the east and south of the site
- Activated building frontages to Hunter Street and George Street
- Integration with the Hunter Street Station (Sydney CBD), the subject of a separate application process.

## 5.2 Integration with Hunter Street Station (Sydney CBD)

The preparation of the concept reference design has been informed by the required integration of an over station development with the functional requirements of the Hunter Street Station (Sydney CBD). This includes integration of the following components:

- Accommodating sufficient spatial allocation for station services within the podium planning envelope,
- Accommodating sufficient area for customer movements to and from the station concourse within the podium planning envelope,
- Coordinating tower core and vertical transport services between the over station development and the indicative station design, including positioning the tower core outside of the location of station concourses, major services reticulation routes, platforms, and tunnels, and
- Coordinating the structural grid and structural systems for the over station development with the indicative station design, including positioning the primary building structure outside of the location of station concourses, major services reticulation routes, platforms, and tunnels.

While the concept reference design provided at Appendix C is indicative only, it is noted that the integration between the over station development and the station itself has informed the key parameters of the proposed planning envelopes including tower setbacks as outlined in the following sections.

## 5.3 Land uses and distribution

It is envisaged that the future land uses for the development will include office premises, business premises, and retail premises, as well as passenger rail infrastructure.

The future passenger rail infrastructure and ancillary retail premises to be delivered underground and within the podiums of each building are the subject of a current CSSI application. Retail premises, business premises, and office premises unrelated to the passenger rail infrastructure, including ancillary areas such as end of journey facilities, car parking, lobbies, and services are also proposed within the podium and the fit out and first use of these spaces will be the subject of a future SSDA.

It is anticipated that the proposed tower form will be used for commercial office premises and will be the subject of a future SSDA.

To align with the objectives of the City of Sydney's LSPS and the CSPS, any additional floor space permitted by the site-specific provisions within this Planning Proposal request is to be only available to employment generating uses. This will be achieved through the insertion of a restriction into the new site-specific provisions in the SLEP 2012.

This outcome is consistent with the City of Sydney's objectives by facilitating the delivery of additional employment generating floor space in a key location that is well placed to take advantage of infrastructure and planned additional capacity.

No change is proposed to the existing land use zone applying to the Hunter Street Station (Sydney CBD) sites. No change is proposed to the land uses permitted with consent in the B8 Metropolitan Centre zone or the additional permitted uses on the site specified under Schedule 1 of the SLEP 2012.

## 5.4 Maximum floor space and building height

The Planning Proposal request seeks amendments to the SLEP 2012 through the insertion of a site-specific provision into Part 6, Division 5 of the LEP to allow a greater maximum FSR than currently permitted on the Hunter Street Station (Sydney CBD) sites.

It also proposes to outline a maximum building height control for the eastern and western sites that complies with the requirements of the Martin Place Sun Access Plane and No Additional Overshadowing provisions of the SLEP 2012, which will continue to apply to the Hunter Street Station (Sydney CBD) sites.

As outlined in Section 6.3, only development comprising non-residential uses on the site is proposed to be eligible for the additional floor space permitted under the site-specific provision.

### 5.4.1 Gross floor area and floor space ratio

An area schedule accompanies this Planning Proposal request which illustrates the gross floor area (GFA) of the concept reference design plans included at Appendix C. Based on this potential GFA, it is proposed that a maximum FSR of 22.82:1 is permitted on the eastern site (for all uses above ground level), and a maximum FSR of 18.71:1 is permitted on the western site (for all uses above ground level).

This FSR is expressed as 'above ground level' in recognition that underground level GFA associated with the new passenger rail infrastructure will be proposed within the CSSI application. At this stage it is uncertain the extent of GFA this will comprise. Therefore, the site-specific provisions are proposed to articulate that the maximum FSR permitted on the site under Part 6, Division 5 of the LEP is to be calculated excluding any GFA proposed below ground for the purposes of passenger rail facilities and associated retail premises.

The concept reference design and associated area schedule demonstrates that the above ground level planning envelope for the eastern site can accommodate a total GFA of 84,287sqm, comprising the following indicative breakdown between land uses and building area:

- 72,237sqm of commercial office floor space within the tower
- 9,532sqm of commercial office floor space within the podium
- 1,454sqm of retail floor space within the podium
- 1,064sqm station (passenger rail facilities) floor space within the podium

The concept reference design and associated area schedule demonstrates that the planning envelope above ground for the western site can accommodate a total GFA of 69,912sqm, comprising the following indicative breakdown between land uses and building area:

- 60,451sqm of commercial office floor space within the tower
- 5,463sqm of commercial office floor space within the podium
- 933sqm of retail floor space within the podium
- 3,065sqm station (passenger rail facilities) floor space within the podium

The site area for the western site (3,736 sqm) used to calculate FSR in accordance with the site-specific provisions includes De Mestre Place. The area of De Mestre Place is included within the total site area as once it is acquired by the Proponent, it

will no longer be considered a public place as defined by the *Local Government Act 1993* as outlined in clause 4.5 of SLEP 2012.

This maximum floor space proposed for each site has been determined based on a consideration of the maximum size of a future built form scenario within the planning envelope, including allowance for building articulation that does not comprise floor space, the sky view factor testing undertaken, and wind testing undertaken by the application. It also considers the application of building efficiencies relevant to the scale and typology of the development outcome proposed.

Additional floor space is specific to the planning envelope outlined in this Planning Proposal request. To be eligible for the proposed site-specific FSR and height of building controls, future development on the site is to meet the site-specific requirements in the SLEP 2012, such as restricting future development on site to non-residential uses only, and compliance with the sun access plane and maximum height of building control.

This Planning Proposal request also seeks to clarify the calculation of Heritage Floor Space allocation relevant for the development. Specifically, as consistent with the requirements for other significant development in Central Sydney, an amount of heritage floor space is required to be allocated to the development that is equal to 50% of the difference between a floor space ratio of 8:1 and 12.5:1 on the relevant site area.

It is anticipated that this will require the purchase of approximately the following amount of heritage floor space per site:

- Eastern site: 8,311.5sqm
- Western site: 8,406sqm

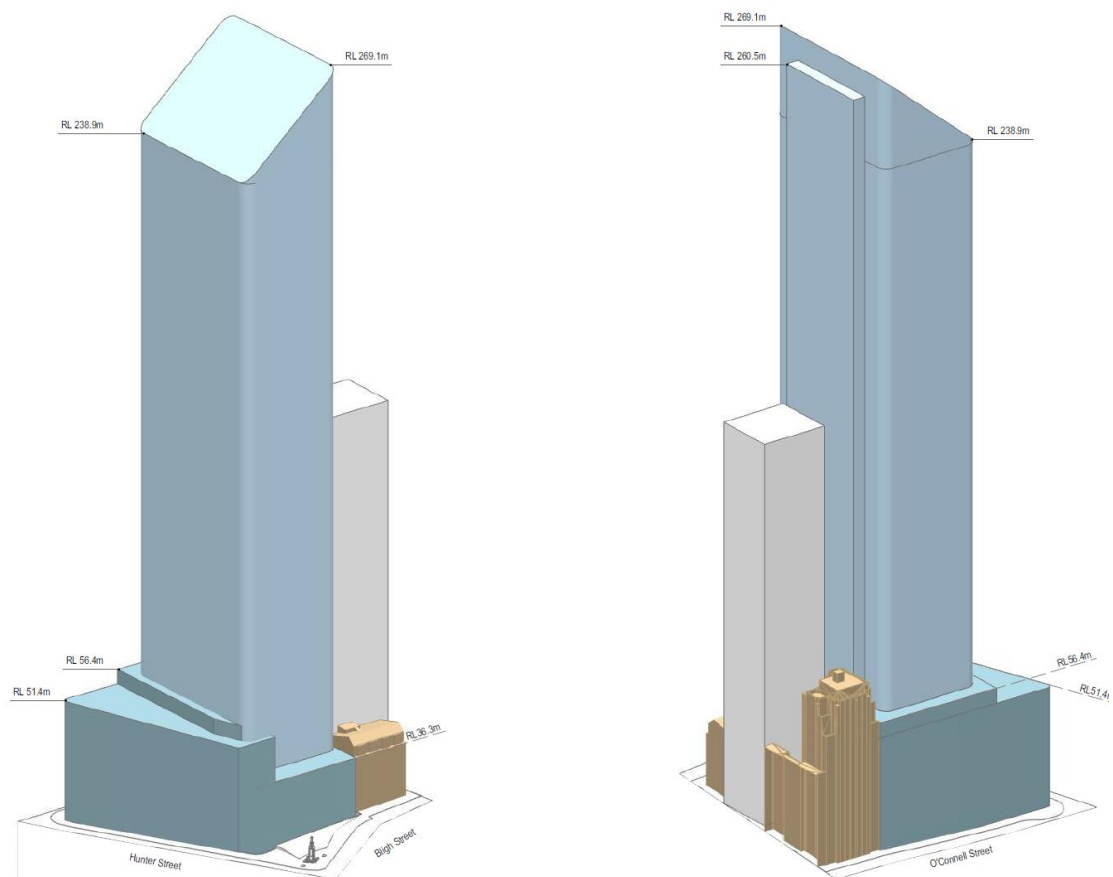
#### **5.4.2 Maximum building height**

The maximum height of building controls within the site-specific provisions of Part 6, Division 5 of the SLEP 2012 are proposed to comply with the relevant Sun Access Plane and No Additional Overshadowing controls prescribed in the SLEP 2012, which will result in a maximum building height of the following:

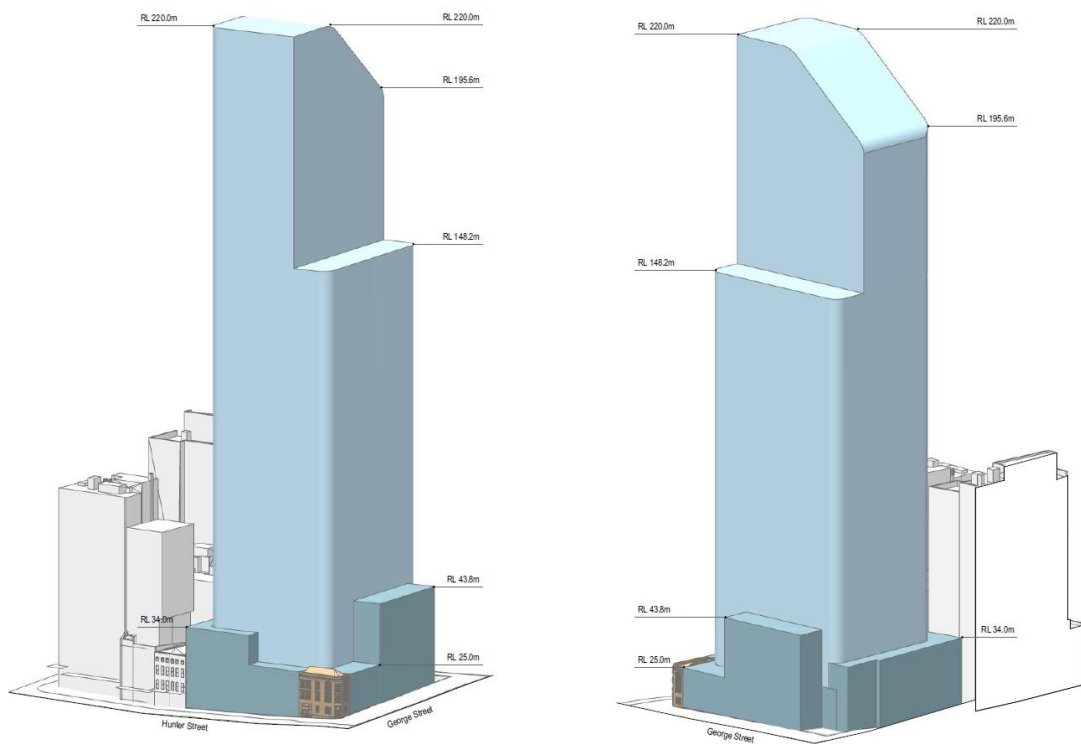
- Eastern site – Maximum RL 269.1m
- Western site – Maximum RL 220.0m

While the above figures are expressed as a maximum height, it is acknowledged that future development on the eastern and western sites will be restricted by the Martin Place West Sun Access Plane, Martin Place Sun Access Plane, Martin Place No Additional Overshadowing control, and the Pitt Street Mall No Additional Overshadowing controls as they vary across the sites prescribed by clauses 6.17 and 6.18 of the SLEP 2012.

The maximum height of building controls, when applied concurrently with the Sun Access Plane and No Additional Overshadowing Controls are illustrated in the proposed planning envelopes at Figure 5-1 and Figure 5-2.



**Figure 5-1 Planning envelope axonometric view – Hunter Street Station (Sydney CBD) eastern site**



**Figure 5-2 Planning envelope axonometric view – Hunter Street Station (Sydney CBD) western site**

## 5.5 Design excellence process

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

The Sydney Metro West Design Excellence Strategy for Hunter Street Station documents how the combined passenger rail infrastructure and OSD will achieve design excellence by following a competitive tendering process that includes a series of design advisory and review processes. These processes are designed to ensure design excellence will be achieved by the future OSD against the considerations listed in clause 6.21C(2) of the SLEP 2012 (among other matters), which will continue to apply to the development.

The planning controls and planning envelopes proposed within this Planning Proposal request have been informed by feedback from the Sydney Metro Design Advisory Panel in accordance with the Sydney Metro West Design Excellence Strategy for Hunter Street Station (Sydney CBD).

Given the proposed development will be the subject of a competitive tendering process and a specialised approach to design excellence, it is proposed that clause 6.21D and clause 6.21E of the SLEP 2012 will not apply to future development on the site that seeks to utilise the site-specific FSR proposed by this Planning Proposal request.

Under clause 6.21D(1) of the SLEP 2012, a consent authority must not grant consent to development in Central Sydney that has a total building height over 55m (among other triggers) unless a ‘competitive design process’ has been held in relation to the development. However, clause 6.21D(2) of the SLEP 2012 waives the requirement under (1) if the consent authority is satisfied that such a process would be “unreasonable or unnecessary” in the circumstance.

For several SSDAs approved for OSD along the Sydney Metro City & Southwest line, the consent authority was satisfied that the completion of a ‘competitive design process’ in accordance with the City of Sydney Competitive Design Policy is unreasonable and unnecessary given the integrated nature of the development with critical state infrastructure and proposed alternative Sydney Metro specialised approach to design excellence. For the Sydney Metro West project, a ‘line-wide’ Design Excellence Strategy is proposed to provide consistency across the design processes for each OSD, including the Hunter Street Station (Sydney CBD).

Sydney Metro’s need for a specialised approach to achieve design excellence is driven by:

- The delivery of a consistent line-wide approach to the Sydney Metro West project
- The unique character of each station and its surrounding context along the Sydney Metro West corridor
- The particular nature and associated complexity of the design and design assurance processes required to deliver railway infrastructure
- The interdependent nature of multiple procurement packages which drives the need for certainty in tender outcomes as these outcomes define interface requirements to other packages
- The need for all NSW government agencies to obtain value for money, with all procurement processes to strictly occur within the NSW Procurement Framework Policy

- The accelerated construction period of both the infrastructure and development.

Sydney Metro's design assurance processes requires all organisations involved in the design of railway infrastructure to be accredited as an Authorised Engineering Organisation (AEO), which may not be encouraging the broadest range of participants as possible. This requirement may be limiting the involvement of organisations with a strong national and global track record in delivering high quality, transformational public and private non-rail developments.

In response, Sydney Metro is working with industry to encourage partnering between AEO and non-AEO authorised companies to ensure a robust competition.

Under Sydney Metro's delivery strategy, contracts for the design and construction of the stations and the rights to develop above are tightly integrated and may occur simultaneously. This requires design excellence measures to be embedded throughout the initial design and procurement processes to ensure the station and over station development are truly integrated and deliver a holistic design composition.

Importantly, the competitive design process for OSDs must occur within the NSW Procurement Framework Policy for NSW Government Agencies, including the requirement to obtain value for money.

Sydney Metro has had a long-standing commitment to design excellence as an outcome and has led the way in setting new benchmarks for delivery of excellence in design for major infrastructure projects.

Consistent with best practice, Sydney Metro has engaged highly experienced, multi-disciplinary design practices to inform reference documents and been at the forefront of using Design Review Panels.

## **5.6 Rationale for a line-wide design excellence strategy**

The Sydney Metro West Design Excellence Strategy is unique in that it seeks to provide a clear and consistent line-wide approach to deliver design excellence across the whole network. The following section describes the rationale for the adoption of a consistent competitive design process across Sydney Metro West.

### **5.6.1 Enhanced design outcomes through an integrated design process**

Sydney Metro's iterative design process embeds competitive tension through the selection of highly experienced and competent design practices and a holistic design review process.

The full integration of station and development leads to particular challenges from a design perspective. In particular:

- Station elements extend to above ground podiums which form an integral component of the tower above and need careful attention to ensure the building 'reads as a whole' from early design stages through to resolution of reference designs
- The location and integration of station elements with core structural requirements for the development above constrains design freedom and requires station design and development teams to work closely to ensure metro operations are not compromised

- Designs for the station and development need to take into consideration and make provision for delivery strategies where stations and development are built separately.

Sydney Metro's OSD delivery strategy draws together design and construction of fully integrated and interconnected OSDs and station components to ensure excellent and coordinated design outcomes.

The concurrent procurement of the station and OSD is world's best practice for infrastructure delivery and enables design benefits that would not otherwise be possible if the station and OSD elements were separated.

### **5.6.2 Ability to meaningfully influence design**

The SSD concept designs are intrinsically linked to the existing and separate approval pathway for CSSI including the station, lower levels of the OSD and public domain surrounding.

Requiring a competitive design process to be completed for the OSD component in accordance with the City of Sydney Competitive Design Policy would impose significant risks as it would:

- Extend the duration of design work for the OSD element as a design competition cannot commence until the Stage 1 (Concept) SSD application is approved. This would risk compromising Sydney Metro's delivery as each package of works is interconnected with other works packages associated with the broader metro program.
- Require considerable time and resources being spent on a design competition for the OSD component which would have limited ability to materially influence the building form or architectural composition. The process risks compromising the benefits from the integrated design and development approach through disjointed and disconnected design responses to the station and OSD components.

### **5.6.3 Extended duration of construction and completion of over station development and station**

This Planning Proposal request allows for the concurrent delivery of the station and OSD which can reduce the overall construction timeframe for the surrounding precinct and thereby the duration of construction impacts to surrounding properties and public spaces.

### **5.6.4 Robust design review and development process to date**

The proposed Design Excellence Strategy provides a robust design review and development process. This includes rigorous testing of options for land use, building heights, envelopes and form, articulation and integration, with regard to the specific and complex parameters.

### **5.6.5 Independent review**

Design Review Panels are a tried and tested method for achieving excellent design outcomes, and are widely adopted on numerous major and SSD projects. The Design Review Panel approach has been previously implemented for technically complex state significant projects.

Sydney Metro's design process has benefited from independent design review by the Sydney Metro Design Review Panel for two years prior to the commencement of the competitive selection process. The Panel has materially lifted the design quality of the metro product through a series of independent design reviews of the urban design for each station precinct, and emerging concept reference design for the stations and associated property development.

Design Excellence Evaluation Panels have been successfully used on integrated station developments along the city stations of the Sydney Metro City & Southwest line and will contribute to the competitive selection process for Sydney Metro West. Design integrity obligations for the OSD elements will be referred back to the Sydney Metro Design Review Panel following approval of Stage 2 Detailed Development Application.

The Consent Authority and the community can have confidence in the enduring nature of the Sydney Metro Design Review Panel and its ability to continue to support design excellence consistent with the objective of local planning provisions.

#### **5.6.6 Consistency with the Government Architect NSW design excellence initiatives**

The Sydney Metro West Design Excellence Strategy directly responds to, and is consistent with, the adopted "Better Placed" design policy for NSW prepared by the GANSW. It is noted that Better Placed supports the use of Design Review Panels for complex state significant projects.

#### **5.6.7 Consistency with precedent projects**

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

It is proposed that the site-specific provision in the SLEP 2012 state that clauses 6.21D and 6.21E of the SLEP 2012 do not apply to the site. This will mean that any future proposed development application must still demonstrate that 'design excellence' has been achieved under clause 6.21C, but not through a competitive design process in accordance with the City of Sydney Competitive Design Policy.

The proposed Sydney Metro West Design Excellence Strategy for the Hunter Street Station (Sydney CBD) is instead proposed to be referenced in the Hunter Street Station OSD Design Guidelines which are to be a mandatory matter for consideration in the assessment of the future SSDA(s). The Sydney Metro West Design Excellence Strategy includes several components that will ensure design quality is achieved through the lifecycle of the development.

These components are summarised below:

- **Sydney Metro West Design Excellence Strategy:** A line-wide strategy approved by the NSW Government Architect that sets out Sydney Metro's vision for design excellence, rationale for a bespoke integrated station and development approach, framework for advisory, competitive and design integrity processes, and benchmarks to guide development outcomes.
- **Framework for advisory:** Establishing the role and function of design advisory panels across the life of the project that collectively ensures design excellence is achieved throughout full design process to ensure the integrity of design is maintained during construction.
- **Hunter Street Station OSD Design Guidelines:** Site-specific design guidelines approved by the Sydney Metro Design Advisory Panel and

supported by the City of Sydney to achieve the urban design and place making outcomes which will form part of the Planning Proposal request and inform the Hunter Street Design Competitive Brief. The Design Guidelines will also detail Sydney Metro's specialised approach to design excellence outlining the three-part process that will be applied to the Hunter Street Station integrated station development.

- **Benchmarks:** A selection of high quality examples that demonstrate design excellence will be selected for the Hunter Street ISD. The benchmarks will be used to ensure that the design of the OSD meets minimum performance requirements of comparable quality.

**Competitive Tendering:** Where procurement package involves design responsibilities, the tendering process will encourage participants to demonstrate their ability to provide innovative design responses. The design excellence aspects of these proposals will be reviewed by an independent panel of design experts and will be chaired by the GANSW. This Design Excellence Evaluation Panel (DEEP) will include representation from the City of Sydney. Proposals that fail to demonstrate the achievement of design excellence (or at a minimum the capability to achieve this standard) will not be considered further in the procurement process.

## 5.7 Car parking

It is proposed that a maximum 70 car parking spaces are permitted across the Hunter Street Station (Sydney CBD) sites. This proposed maximum provision of car parking is significantly less than the maximum currently permitted for a development of the proposed scale on the site in the SLEP 2012. It is also less than what existed on the Hunter Street Station (Sydney CBD) sites prior to the demolition of buildings to facilitate the construction of the Sydney Metro West metro line.

A reduction in the reliance on private vehicles is appropriate for the site given the accessibility offered by the new metro and existing public transport infrastructure. Notwithstanding, it is proposed that some fewer car parking spaces may be delivered on the site(s) in the future to provide enhanced flexibility for users of the OSD.

## 5.8 Public benefits

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

The key benefits of Sydney Metro West would include:

- City-shaping – including supporting planned growth, expanding the 30-minute cities, and increasing all-day accessibility
- Transport benefits – increasing transport network capacity, reducing train and station crowding, increasing accessibility to key centres, increasing public network reach and use, improving travel times, and improving resilience to incidents on the network, opportunities to optimise the bus network, and road user and community benefits
- Productivity benefits – particularly enhanced competitiveness and creating productive jobs in knowledge-based industries and connectivity benefits by reducing travel times between businesses in the corridor.

The redevelopment of the Hunter Street Station (Sydney CBD) sites provides the opportunity to deliver significant public benefits. This includes:

- Enhanced amenity and activation of the street frontages and existing through-site links compared to existing development.
- Consolidation of fragmented small allotments.
- Integration of the public domain design to align with Richard Johnson Square as currently planned by the City of Sydney.
- 0.5% of the Capital Investment Value (CIV) public art contribution.
- Best practice sustainability commitments.
- The provision of end of journey facilities and bicycle parking to the benefit of future tenants.
- Delivery of through-site link on the eastern site between Bligh and O'Connell Streets for pedestrians.
- Reasonable endeavours to facilitate additional through-site linkages with adjacent properties at the western site.
- Sensitive integration of the State-listed former Skinners Family Hotel building with adjacent buildings.

Enhanced amenity and activation of the street frontages and existing through-site links compared to existing development.

## 5.9 Design guidelines

As future development on the site will be classified as SSD, the SDCP 2012 will not apply to future development applications for the site. Therefore, a site-specific DCP or amendment to the SDCP 2012 is not proposed concurrently with this Planning Proposal request. Rather, similar to other integrated station development sites along the Sydney Metro City & Southwest line, a site-specific Design Guideline is proposed to guide the future over station development at the Hunter Street Station (Sydney CBD).

It is noted that the Design Guidelines are to be read in conjunction with the Sydney Metro West Station and Precinct Design Guidelines (Precinct Guidelines) In the case of any inconsistency between the Design Guidelines and the Precinct Guidelines, the latter will prevail.

The Design Guidelines include several parameters to guide the future development on the Hunter Street Station (Sydney CBD) sites, including objectives and guidance relating to:

- Urban design strategies
- Station and podium massing
- Landscaping
- Tower massing and envelopes
- Wind conditions
- Heritage interpretation
- Public art
- Street, pedestrian, and cycle network
- Vehicular access
- Flooding and stormwater
- Waste management
- Environmentally sustainable design
- Design excellence.

## 5.10 Concept reference design

An Urban Design and Indicative Built Form Report and concept reference design plans accompany this report at Appendix C. The concept reference design is indicative only and the final detailed design of the scheme will be the subject of a future Concept SSDA, competitive tendering process, and a future Detailed SSDA.

### 5.10.1 Overview

The concept reference design nominates the following uses, level by level, for the eastern site:

- Levels 56 – 56 Mezzanine: Rooftop plant and services
- Levels 32 – 55: Premium quality commercial office premises (between 1,310sqm and 1,860sqm gross building area (GBA))
- Level 31: Mid-Rise plant and services
- Levels 6 – 30: Premium quality commercial office premises (1,824sqm GBA)
- Levels 4 – 5: Podium plant and services
- Levels 1, 1 Mezzanine, 2, and 3: Podium level commercial office premises, station plant and services
- Ground Level (Bligh Street): Podium level commercial office premises, retail premises, passenger rail infrastructure, station plant
- Ground Level (O'Connell Street): Podium level commercial office premises, retail premises, passenger rail infrastructure, station plant

The concept reference design nominates the following uses, level by level, for the western site:

- Levels 49 – 50: Rooftop plant and services
- Levels 19 – 48: Premium quality commercial office premises (between 1,121sqm and 1,970sqm GBA)
- Level 18: Mid-Rise plant and services
- Levels 6 – 17: PCA Premium quality commercial office premises (1,970sqm GBA)
- Levels 4 – 5: Podium plant and services
- Levels 1 – 3: Podium level commercial office premises, station plant and services
- Ground Level: Podium level commercial office premises, retail premises, passenger rail infrastructure, station plant
- Lower Ground Level: Retail premises, passenger rail infrastructure, station plant

### 5.10.2 Podium

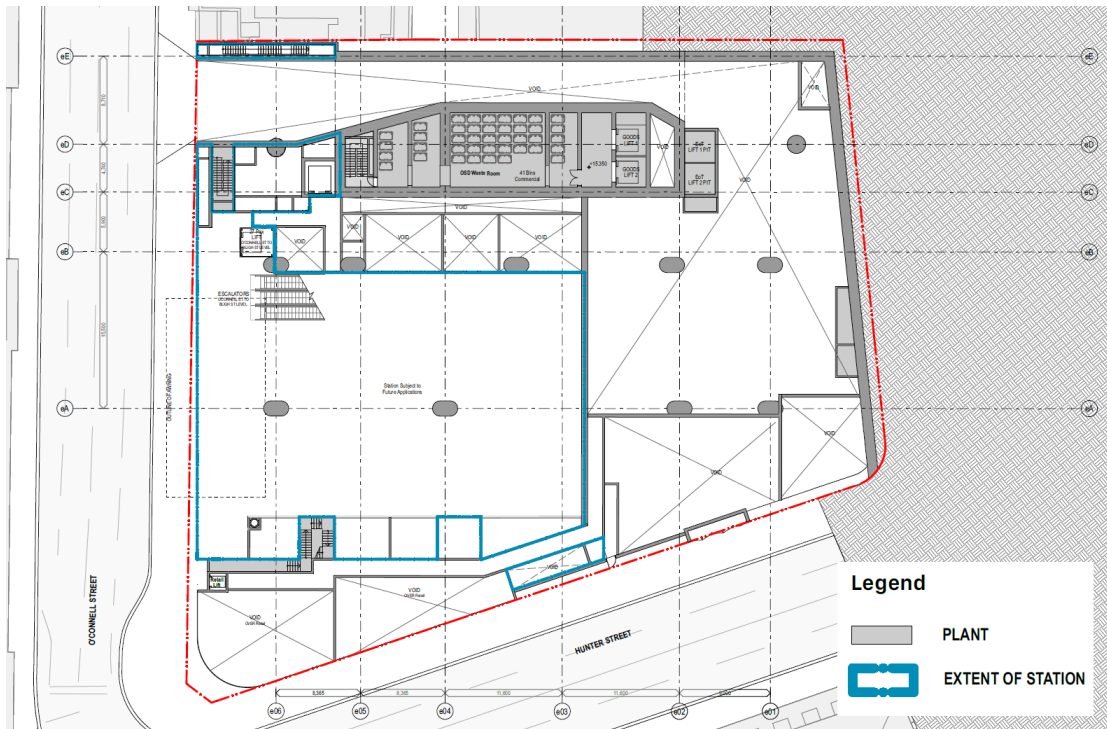
The concept reference design for the site includes indicative podium plans for how the future over station development would integrate with the indicative station design for the Hunter Street Station (Sydney CBD).

The station includes above ground built elements within the podium including for pedestrian and vehicle egress and access and to accommodate essential services to operate and maintain the station. The design and construction of the podium will be determined under the CSSI application (Stage 3). However, it will incorporate spatial and structural provisions required to facilitate the future development of the OSD above and adjacent to station components.

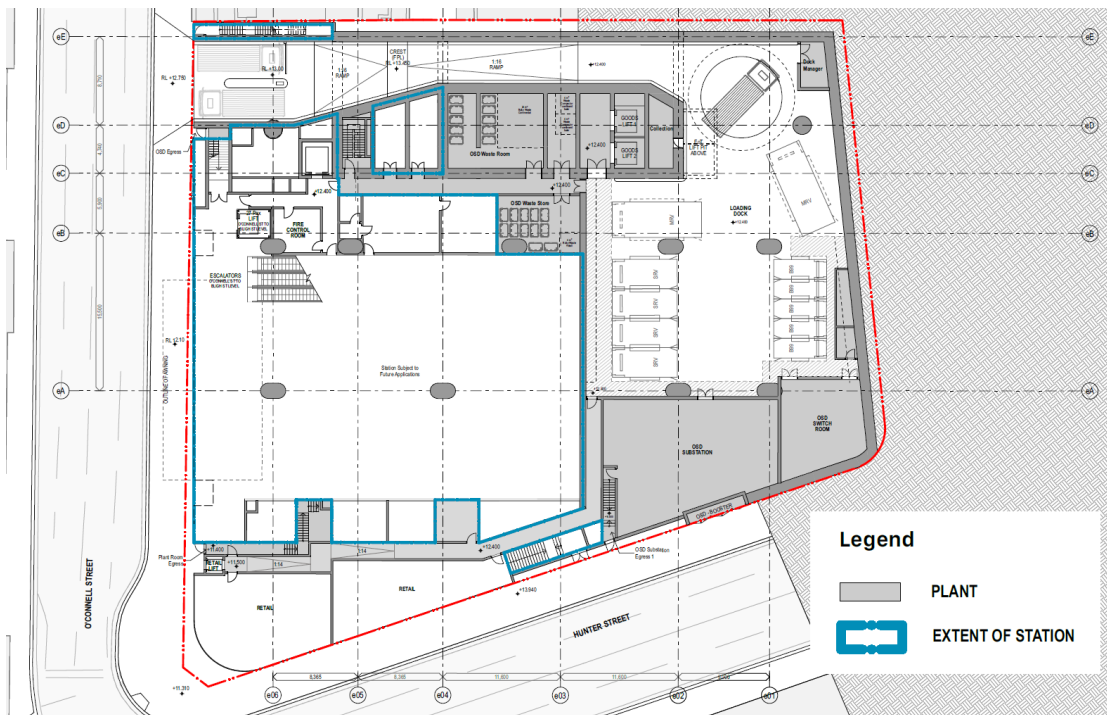
Figure 5-3 to Figure 5-8 illustrate how the proposed ground level for each site accommodates public access to the underground station concourse and station platforms, access to commercial office lobbies, provides activated retail frontages to both the street and the through-site links, and accommodates vehicular access to the site for car parking and service vehicles. The concept reference design includes the following key components for the podium.

#### 5.10.2.1 Eastern site

- Maximum podium heights between RL 36.3m and RL 56.4m, varying to respond to the different streetscape conditions surrounding the site including to respond to the key datum lines of the State listed former “NSW Club” building at 31 Bligh Street, State listed former “Wales House” at 64-66 Pitt Street, and the locally listed former “Bank of NSW”.
- Vehicular access from O’Connell Street.
- An east-west through-site link between O’Connell Street and Richard Johnson Square.
- Ground level and podium setback from Richard Johnson Square.
- Mitigation of level changes between Richard Johnson Square and Hunter Street.
- Promote activated building frontages to Hunter Street, O’Connell Street, and Bligh Street.



**Figure 5-3 Eastern site ground floor plan (Bligh Street)**



**Figure 5-4 Eastern site ground floor plan (O'Connell Street)**

### 5.10.2.2 Western site

- Maximum podium heights between RL 25m and RL 43.8m, varying to respond to the different streetscape conditions surrounding the site including to respond to the key datum lines of the State listed former “Skinners Family Hotel”, and existing street wall heights along George and Hunter Streets.
- Vehicular access from Hunter Street.
- Integration of the former Skinners Family Hotel building as part of the integrated station development.
- A series of through-site links connecting both Hunter Street and George Street and facilitating potential future links to adjacent properties to the east and south of the site.
- Promote activated building frontages to Hunter Street and George Street.

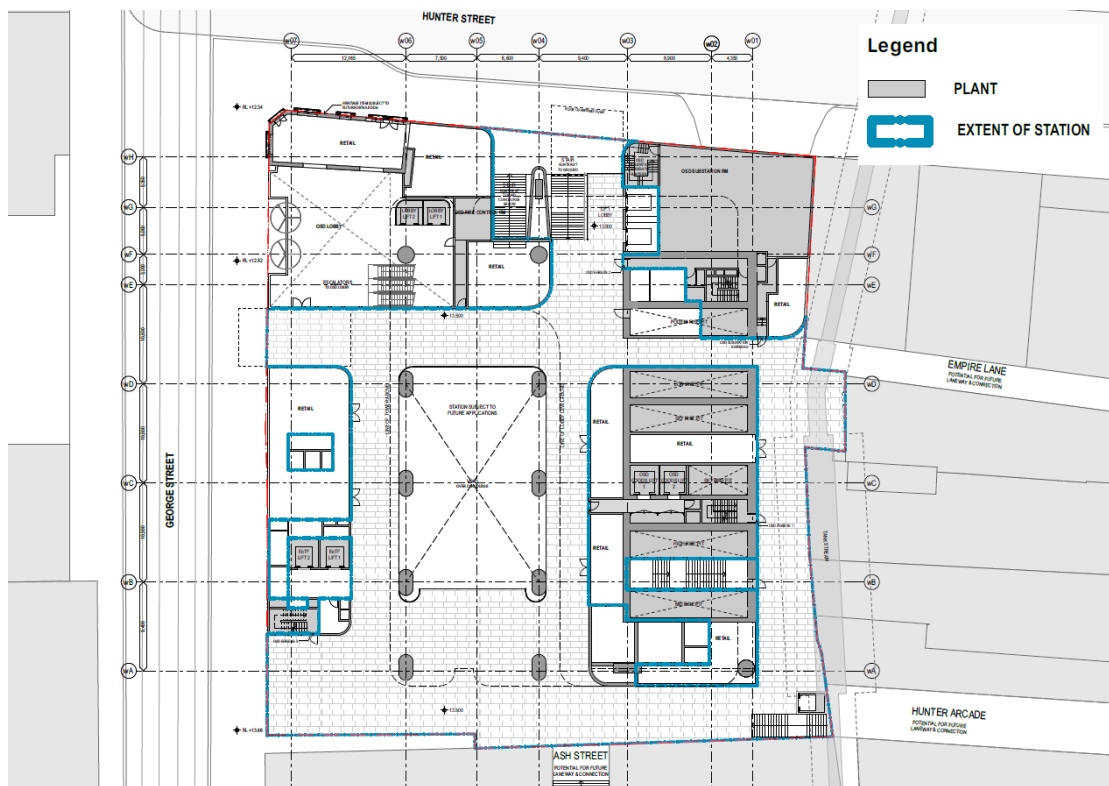
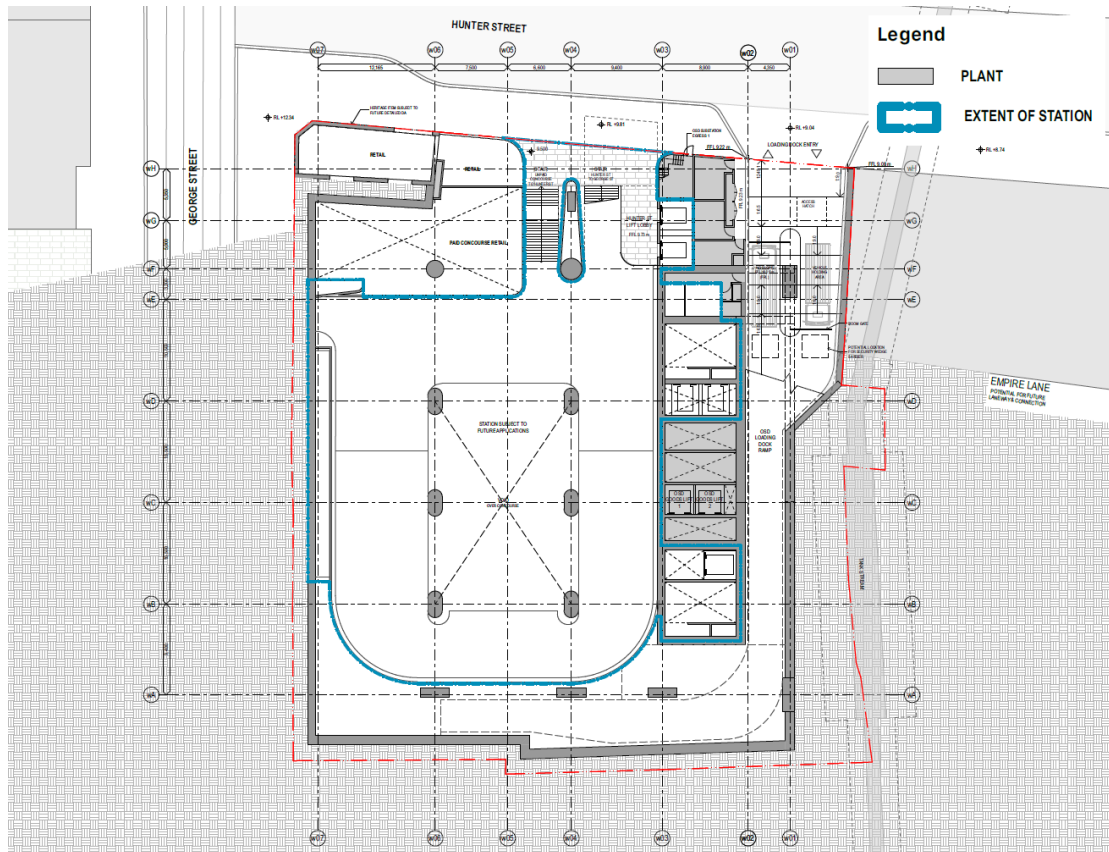


Figure 5-5 Western site ground floor plan



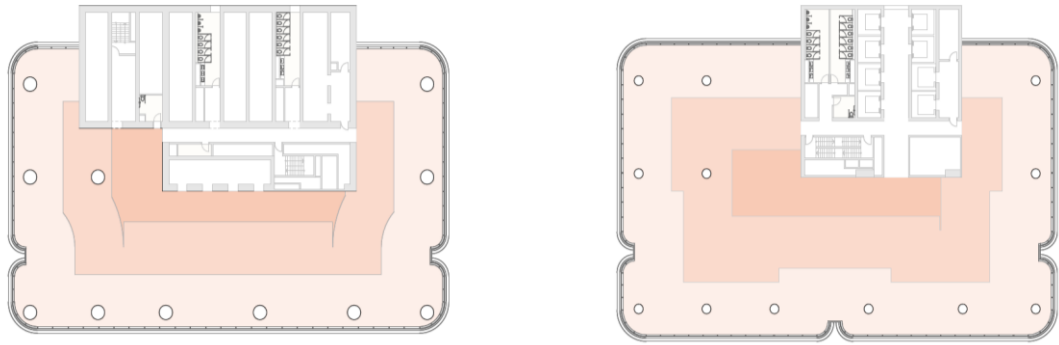
**Figure 5-6 Western site lower ground floor plan**

### 5.10.3 Tower

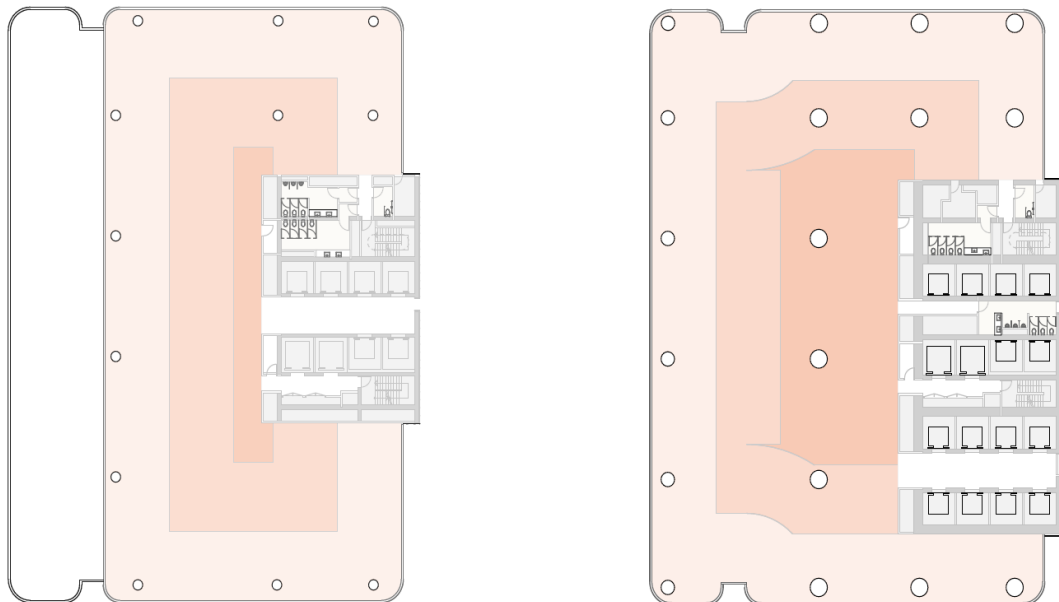
The concept reference design for the site includes detailed tower plans for how the future over station development may deliver two premium quality commercial office towers.

The commercial office floor plates included within the concept reference design accommodates an articulation zone between the reference design GBA and the planning envelope (15% for the eastern site; 12% for the western site) in accordance with the City of Sydney Guideline for Site-Specific Planning Proposal requests in Central Sydney (2020). The articulation zone allows for architectural articulation and external façade depth and external sun shading (not occupied by floor space) within the planning envelope.

The proposed maximum FSR for each site also assumes a particular GFA:GBA efficiency (78.4% for the eastern site; 79.49% for the western site) for the commercial office floor plates having regard to the height and configuration of each building which can be achieved within the future detailed SSDAs. These efficiencies are also generally reflected in the Concept Reference Design as illustrated in Figure 5-7 and Figure 5-8.



**Figure 5-7 Eastern site tower commercial office floor plans (typical high-rise and low-rise from left to right)**



**Figure 5-8 Western site ground floor plan (typical high-rise and low-rise from left to right)**

## 6 Planning Proposal assessment

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This Planning Proposal request has been prepared in accordance with section 3.33 of the EP&A Act and DPE's Local Environmental Plan Making Guideline dated December 2021.

This section addresses each of the matters to be addressed as outlined in the LEP-Making Guidelines and section 3.33 of the EP&A Act on the basis that a Planning Proposal request is prepared, including:

- Objectives and intended outcomes.
- Explanation of provisions.
- Justification including need for proposal, relationship to strategic planning framework, environmental, social, and economic impacts and State and Commonwealth interests.
- Draft LEP maps which articulate the proposed changes.
- Likely future community consultation.

This section sets out the way in which a Planning Proposal request would satisfy the requirements of section 3.33 of the EP&A Act.

### 6.1 Objectives and intended outcomes

The primary objective of this Planning Proposal request would be to:

- Facilitate future development above the Hunter Street station that promotes design excellence and is consistent with the objectives of the Central Sydney Planning Framework.
- Contribute towards the establishment of an integrated transport hub within the Sydney CBD which strengthens Sydney's rail network improving connectivity.
- Reinforce Sydney's global standing through significant improvements to public transport accessibility between the Sydney CBD and Greater Sydney area.
- Be a catalyst for positive change by regenerating and invigorating the city with new development that engages with the precinct, raises the urban quality, and enhances the overall experience of the city.

The intended outcomes of the requested amendments include:

- To amend the maximum building height and maximum FSR for both the eastern and western sites under the SLEP 2012, and allow an alternative approach to design excellence, to deliver an integrated station development that optimises the development potential of both Hunter Street Station (Sydney CBD) sites.
- To facilitate new development that demonstrates an appropriate distribution of built form, car parking provision, and floor space as part of the delivery of the integrated station development.

A summary of the key development outcomes expected to result from the Planning Proposal request is set out in Table 6-1.

**Table 6-1 Concept built form outcomes**

<b>Built form component</b>	<b>Development outcome</b>
<b>Eastern site</b>	<b>Based on a site area of 3,694 sqm</b>
Height	Building height of 257.7m (RL 269.10)
FSR	22.82:1
GFA	Up to 84,287 sqm of GFA**
Land Use(s)	Non-residential land uses only
Car Parking	Up to 70 car parking spaces (across both the eastern and western sites)
<b>Western site</b>	<b>Based on a site area of 3,736 sqm</b>
Height	Building height of 213m (RL 220.0m), including a setback interface from the heritage listed Skinner Family Hotel
FSR	18.71:1
GFA	Up to 69,912sqm of GFA**
Land Use(s)	Non-residential land uses only
Car Parking	Up to 70 car parking spaces (across both the eastern and western sites)

## 6.2 Overview of LEP amendments

### 6.2.1 Explanation of provisions

The objectives and intended outcomes of the Planning Proposal request would be achieved by implementing a site-specific provision into Part 6, Division 5 of the SLEP 2012.

The provision is intended to be worded as set out in Table 6-2, subject to legal drafting.

**Table 6-2 Proposed LEP amendments**

Matter	Explanation of intended provision	Proponent proposed wording
Administration	There will be a site-specific clause added to Section 6 of the SLEP 2012.	6.xx Certain Land at O'Connell, Bligh, George and Hunter Streets, Sydney (Hunter Street Station)
Site Description	<p>The site-specific clause needs to clearly identify the site for the purposes of applying the site-specific clause.</p> <p>This is typically outlined by listing all the relevant Lot/DP details in the site-specific clause, or less typically for the Central Sydney identifying the site on a map referenced in the SLEP 2012.</p>	<p>(1) This clause applies to the Hunter Street Station (Sydney CBD) sites being:</p> <p>(a) Hunter Street Station (Sydney CBD) eastern site comprising:</p> <p>(i) Lot 1 in DP217112,  (ii) Lot 2 in DP217112,  (iii) Lot 1 in DP536538,  (iv) Lot 1 in DP110798,  (v) Lot 1 in DP59871,  (vi) Lot 1 in DP626651, and  (vii) CP and Lots 1-74 in SP58859</p> <p>(b) Hunter Street Station (Sydney CBD) western site comprising:</p> <p>(i) Lot 13 in DP622968,  (ii) Lot 1 in DP211120,  (iii) Lot 1 in DP438188,  (iv) Lot 1 in DP1003818,  (v) Lot 2 in DP850895,  (vi) CP and Lots 1-43 in SP596,  (vii) CP and Lots 1-63 in SP71068,  (viii) CP and Lots 1-14 in SP65054,  (ix) CP and Lots 1-53 in SP50276,  (x) Lots 57 and 58 in SP61007,  (xi) Lots 54, 55 and 56 in SP60441,  (xii) Lots 59, 60 and 61 in SP62889,</p>

Matter	Explanation of intended provision	Proponent proposed wording
		<p>(xiii) Lots 62, 63, 64 and 65 in SP69300,</p> <p>(xiv) Lots 66 and 67 in SP77409,</p> <p>(xv) Lot 2 in SP50276, and</p> <p>(xvi) De Mestre Place, Sydney.</p>
Calculation of Site Area for the purposes of FSR	<p>Under clause 4.5(4) of the SLEP 2012 De Mestre Place would not otherwise be counted as part of the site area for the purposes of FSR calculation if it remains a public place. To ensure that the intent of the proposed development on the western site is realised, which includes absorbing De Mestre Place into the overall site area, it is proposed that the inclusion of this land in the site area is clarified within the site-specific provisions, notwithstanding when the land will cease to be a public place under the definition prescribed by the Local Government Act 1993.</p>	<p>(2) In determining the site area for the purposes of applying a floor space ratio to development on land to which this clause applies,</p> <p>(a) despite clause 4.5(4) and clause 4.5(7) the land described in subclause 6.xx(2)(b) is taken to include the area of De Mestre Place, and</p>
Station Floor Space	<p>Gross Floor Area (GFA) proposed above and below ground contributes to the maximum FSR on land under the standard instrument LEP.</p> <p>It is proposed that the total GFA for any land use (whether for commercial premises or passenger rail infrastructure and ancillary uses) measured above ground level is embedded within the proposed site-specific FSR control. This ensures that the bulk and scale of the total integrated station development is considered within the site-specific controls outlined in this Planning Proposal request.</p> <p>It is proposed that any GFA proposed within a 'basement' level on the Hunter Street Station (Sydney CBD) sites for the purposes of passenger rail infrastructure and ancillary uses is excluded from the maximum FSR permitted on the Hunter Street Station (Sydney CBD) sites under the site-specific controls. This underground GFA for the purposes of the Hunter Street Station</p>	<p>(b) For the purposes of calculating a floor space ratio in respect of any building on the land to which this clause applies, despite any other provision of this Plan, any gross floor area required for the purposes of passenger rail infrastructure and ancillary land uses (such as but not limited to retail premises and end of journey facilities) proposed in a basement level is excluded from the total floor space ratio proposed on the site.</p>

Matter	Explanation of intended provision	Proponent proposed wording
	(Sydney CBD) does not contribute to the intensity of development or bulk and scale of buildings above ground outlined this Planning Proposal request and is therefore considered appropriate to exclude from the site-specific provisions.	
Maximum FSR	A maximum FSR control is proposed for each site. This site-specific clause encompasses all GFA proposed above ground on the Hunter Street Station (Sydney CBD) sites (note the above exclusion for passenger rail facilities GFA proposed underground). Therefore, it is proposed that the future OSD will not be eligible for any other existing FSR 'bonuses' in the SLEP 2012. It is proposed that these bonuses are excluded from the application of the site unless the consent authority seeks to reduce the maximum FSR down to a more typical level in which case we will seek for the bonuses to apply.	<p>(4) Despite any other provisions of this Plan, a building on land to which this clause applies may have a maximum floor space ratio of—</p> <p>(a) 21.74:1, on the land referred to in subclause 6.XX(1)(a); and</p> <p>(b) 18.8:1, on the land referred to in subclause 6.XX(1)(b).</p> <p>(5) A building on land to which this clause applies is not entitled to any other additional floor space permitted by this Plan except as provided by this clause.</p>
Maximum Building Height	It is proposed that a site-specific control outlines the commitments of a future OSD in the LEP as suggested for subclause (6).	<p>(6) Development consent must not be granted for development under subclause (4) unless the consent authority is satisfied that—</p> <p>(a) a building on land referred to in subclause 6.XX(1)(a) has a maximum building height no greater than RL269.10,</p> <p>(b) a building on land referred to in subclause 6.XX(1)(b) has a building height no greater than RL220.0,</p> <p>(c) the building includes end of journey facilities,</p> <p>(d) the building will not be used for the purposes of residential accommodation or serviced apartments, and</p> <p>(e) the consent authority has taken into consideration any guidelines endorsed by the Planning Secretary relating to the design and amenity of the Hunter Street Integrated Station Development(s).</p> <p>(7) Nothing in this clause permits a building to exceed a Sun Access</p>
End of Journey Facilities	As the typical end of journey facilities bonus floor space is proposed to be embedded within the total FSR control, this will be required to be delivered in subclause (6).	
Restriction on Residential Use	To align with the objectives of the Central Sydney Planning Strategy to support an increase in FSR for schemes that deliver employment generating floor space this is required to be delivered in subclause (6).	
Design Guidelines	As the development is SSD and DCPs do not apply, the City of Sydney has requested the submission of a 'Design Guide' with the Planning Proposal request which will document the detailed provisions such as setbacks. This	

Matter	Explanation of intended provision	Proponent proposed wording
	Design Guide will need to be endorsed by the Secretary prior to determination of any OSD for the site.	Plane defined at clause 6.17 and the No Additional Overshadowing provision protecting Martin Place defined at subclause 6.18(2).
Design Excellence	Seeking a waiver to the City of Sydney Competitive Design Process under clause 6.21D(1). The proposed alternative is to embed a reference to the specific alternative Sydney Metro Design Excellence Strategy in the Design Guidelines as referred to in subclause (6)(e).	(7) Clauses 6.21D and 6.21E do not apply to development at the Hunter Street Station site.
Car Parking	It is proposed that the site-specific provisions include a restriction to the maximum number of car parking spaces permitted on the land, less than that currently permitted in the SLEP 2012 and no more than which existed on the land prior to the construction of the Sydney Metro City & Southwest project.	(8) Despite Division 1, Part 7, a maximum of 70 car parking spaces is permissible with consent on the land to which this clause applies.
Heritage Floor Space	The site-specific clause is required to address the future appropriate calculation of heritage floor space required to be allocated to future development.	(9) If subclause (4) applies, an amount of heritage floor space is allocated to the development that is equal to 50% of the difference between a floor space ratio of 8:1 and 12.5:1 on the relevant site area.
Definitions	A site-specific clause may introduce definitions used throughout the clause.	(10) In this clause— <b>end of journey facilities</b> means all of the following facilities together in one area of the building— (a) showers, (b) change rooms, (c) lockers, (d) bicycle storage areas. <b>heritage floor space</b> has the same meaning as in clause 6.10.

The Planning Proposal request would be accompanied by Design Guidelines which provides the detailed guidelines and controls for the delivery of the indicative concept.

## 6.3 Justification

### 6.3.1 Section A – Need for the Planning Proposal

#### **Q1. Is the Planning Proposal a result of an endorsed LSPS, strategic study or report?**

Yes – The Planning Proposal would be consistent with the CSPA which encourages additional employment floor space in Central Sydney, and specifically increased employment generating floor space in the tower cluster areas.

In addition to the objectives of these strategies, a Planning Proposal prepared in accordance with this document would be informed by a comprehensive evaluation of the site's physical and strategic attributes which is outlined in Section 7 of this report. This built form analysis included the preparation of indicative design concepts and urban design analysis to inform an appropriate bulk and massing scenario in keeping with the Martin Place Sun Access Plane and Pitt Street Mall No Additional Overshadowing (NAO) provisions which is responsive to the metropolitan context.

The analysis undertaken within this Planning Proposal request (and accompanying documentation) demonstrates that the site's characteristics make it a unique, strategic, and prominent site that can realise the objectives and intended outcomes of the applicable strategic planning policies, whilst also suitably accommodating the proposed density as sought within this Planning Proposal request.

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

Yes – The proposed amendments to the SLEP 2012 are required to increase the floor space development standard on the site to facilitate a new commercial tower on the site as the current development standards under the SLEP 2012 do not enable the concept reference design or full employment potential of the site. Further, the application of the Sydney Metro Design Excellence Strategy will facilitate an integrated design outcome that would not be delivered under an Architectural Design Competition while meeting Sydney Metro's requirements currently required by the tower cluster provisions. A Planning Proposal will achieve the anticipated built form and development outcomes outlined in Section 7 of this report.

### 6.3.2 Section B – Relationship to strategic planning framework

This document has assessed the Planning Proposal request against relevant State and local planning considerations including strategic and site-specific merit tests. This Planning Proposal request is justified on strategic planning merits for the reasons summarised as follows and outlined in further detail in response to the subsequent questions:

- It would demonstrate consistency with the strategic planning framework governing the Greater Sydney Region and Eastern City District. This includes A Metropolis of Three Cities: Greater Sydney Region Plan (GSC 2018) and Eastern City District Plan (GSC 2018), which was adopted by the NSW Government in March 2018. The Planning Proposal sought by this request is consistent with the overarching strategic objectives to improve public transport connectivity between Greater Parramatta and the Sydney CBD as well as strengthening the globally competitiveness of Sydney by maintaining a long-term supply of office space.
- The Planning Proposal sought by this request is also consistent with the strategic planning framework specifically guiding the Sydney CBD through

consistency with the CSPA. The CSPA seeks additional commercial floor space capacity in Central Sydney while also delivering improved public domain outcomes.

- This Planning Proposal request seeks to significantly enhance the employment generating capacity of the site. This increase in employment density is proposed alongside the delivery of significant new public transport infrastructure servicing the site and surrounding precinct.
- While the impact of COVID-19 induced a downturn in demand for office space in the CBD, the Sydney CBD prime office market has already started recovering from this downturn. Economic analysis shows that prime high quality commercial market in the Sydney CBD has remained healthy. As the City of Sydney states in the post-exhibition report on the CSPA, the delivery of the CSPA has an important role in Central Sydney's recovery from the effects of Covid-19. The City of Sydney states *"As workers and visitors return to Central Sydney this long-term strategy provides a clear path for investment to help rebuild business confidence and support jobs in small and large businesses."* This Planning Proposal request, for the Hunter Street Station (Sydney CBD) sites located within tower cluster areas, is consistent with the CSPA and the achievement of its long-term aims.
- The scale of the commercial office buildings that can be accommodated on the Hunter Street Station (Sydney CBD) sites is also consistent with the strategic policy framework applicable to Central Sydney. The large floor plates that can be delivered on the site provide a highly flexible and adaptable commercial office proposition that can meet a variety of tenant needs and emerging trends for office layouts, from large scale global corporate tenants to smaller and more agile operations. Therefore, the provision of these two office developments will further increase competition and choice for high quality commercial floor space for businesses and contribute to Sydney CBD's global status as an employment centre.
- The proposal will generate 1,047 construction jobs (616 direct jobs, 431 indirect), and 15,767 operational jobs (9,942 direct, 5,825 indirect) which will have flow on effects to the local and broader domestic economy.

**Q3. Will the Planning Proposal give effect to the objectives and actions of the applicable regional or district plan or strategy (including any exhibited draft plans or strategies)?**

Yes – The Planning Proposal sought by this request would be consistent with the provisions of the relevant regional and district planning policies and strategies as outlined in **Section 4** and as summarised in Table 6-3.

**Table 6-3 Relationship to strategic planning framework**

Strategic plan	Consistency
Greater Sydney Region Plan: A Metropolis of Three Cities	<p>The Greater Sydney Region Plan – A Metropolis of Three Cities (GSRP 2018) was released by the Greater Sydney Commission in March 2018 and provides guidance for land use planning into the future for the three cities of Greater Sydney. These include the Western Parkland City; the Central River City; and the Eastern Harbour City. The site is in the Eastern Harbour City.</p> <p>The Eastern Harbour CBD (which includes the Sydney City &amp; North Sydney CBDs) is planned to be economically strengthened with a focus on innovation and global competitiveness. Key new infrastructure including the CBD and Southeast Light Rail, Sydney Metro City &amp; Southwest project, and Sydney Metro West project at the Hunter Street Station (Sydney CBD) will support growth in the Sydney CBD and help strengthen its role as the key economic hub for the State.</p> <p>The Planning Proposal sought by this request is consistent with several relevant directions and objectives of the Region Plan, as follows:</p> <ul style="list-style-type: none"> <li>• <b>Infrastructure</b> – Development on the site will align with investment in new transport infrastructure, and benefit from additional passenger capacity from the Hunter Street Station (Sydney CBD) on the site, in addition to direct underground connections to the existing Wynyard Sydney Trains station and broader Wynyard interchange, and direct underground connections to the Martin Place metro station currently under construction. At the completion of these projects, the site will be located on a direct pedestrian link between the Martin Place to Barangaroo metro stations (both partly restricted and unrestricted by ticket gates concourse connections).</li> <li>• <b>Liveability</b> – The proposed development would improve the extent of ground floor activation on both Hunter Street Station (Sydney CBD) sites, by delivering station entrances on key building frontages that are directly accessible and visible by pedestrians, in addition to requiring retail and other active uses at the public domain interfaces of the integrated station developments.</li> <li>• <b>Productivity</b> – The proposal would deliver additional commercial floor space close to existing and future transport infrastructure contributing to the growth of Central Sydney's economy.</li> <li>• <b>Sustainability</b> – The proposed planning controls would deliver high sustainability outcomes generally consistent with the City of Sydney's expectations for high density development proposed within tower cluster areas in Central Sydney. The proposed planning controls deliver improved sustainability outcomes than the existing or previous building stock on the Hunter Street Station (Sydney CBD) sites.</li> </ul>

Strategic plan	Consistency
<p>Our Greater Sydney 2056: Eastern City District Plan</p>	<p>The Eastern City District Plan was released by the Greater Sydney Commission in March 2018. The site is located within the Eastern Harbour CBD which is the metropolitan centre of the Eastern City District. The Eastern Harbour CBD is Australia's global gateway and financial capital.</p> <p>The District Plan highlights the tension between residential and commercial office uses within the Sydney CBD and highlights the importance of retaining a strong commercial core in order to accommodate the 45,000 – 80,000 future jobs forecast for the District.</p> <p>Policy settings are designed to support innovative and creative industries, aligning growth with infrastructure, and increasing the supply of A-grade commercial office space.</p> <p>The Planning Proposal sought by this request is consistent with the priorities of the District Plan for the Eastern City District, as follows:</p> <ul style="list-style-type: none"> <li>• Planning Priority E1 – Planning for a city supported by infrastructure – To provide additional commercial floor space in Central Sydney, the Planning Proposal sought by this request seeks to increase the potential for employment generating uses on the site by facilitating the delivery of new office floor space located close to existing and planned transport infrastructure to maximise the efficient use of the existing and future new capacity.</li> <li>• Planning Priority E6 – Creating and renewing great places and local centres and respecting the District's heritage – The proposal including the proposed planning envelope has been designed to respond appropriately to the public domain, including the heritage listed Richard Johnson Square, and to be sympathetic to adjoining heritage buildings. The podium design has been refined to respond to key height datums of surrounding buildings and the prevailing streetscapes surrounding the site. The western site also incorporates the heritage listed former Skinners Family Hotel to ensure that the building is not left isolated by development on the site and is integrated into the use and planning for development on the site.</li> <li>• Planning Priority E7 – Growing a stronger and more competitive Harbour CBD – The Planning Proposal sought by this request will help facilitate significant new premium quality commercial office space within Central Sydney to maximise the competitive advantage of this part of Sydney and attract high quality employment opportunities.</li> <li>• Planning Priority E10 – Delivering integrated land use and transport planning for a 30 minute city – The proposal, including significant employment generating floorspace above a new metro station in the Sydney CBD, satisfies the 30 minute city objective as it will increase employment opportunities close to existing and future public transport connections across many parts of Greater Sydney.</li> <li>• Planning Priority E11 – Growing investment, business opportunities and jobs in strategic centres – The Planning Proposal sought by this request will facilitate the delivery of significant additional office space in Central Sydney, within the commercial centre of the CBD. The scale of the commercial</li> </ul>

Strategic plan	Consistency
	<p>office floor space and floor plates proposed will enhance the viability of the Harbour CBD as the primary employment hub for the State.</p> <ul style="list-style-type: none"> <li>Planning Priority E19 – Reducing carbon emissions and managing energy, water, and waste efficiently – The concept reference design will deliver two commercial office buildings with high sustainability outcomes, consistent with the City of Sydney's expectations for new commercial development in the tower cluster areas of Central Sydney. Future development on the site is to achieve ambitious ecological sustainable development targets including that a future building on the site is capable of meeting the City's net zero energy requirements.</li> </ul>

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

Yes – The Planning Proposal sought by this request is consistent with the local planning strategies and plans as outlined in Section 4 and as summarised in Table 6-4.

**Table 6-4 Relationship to local planning strategies and plans**

Local planning strategies and plans	Consistency
Sustainable Sydney 2030	<p>Sustainable Sydney 2030 is a long-term plan prepared by the City of Sydney to achieve a green, global, and connected city. It contains ten strategic directions, of which the following are relevant and will be delivered by the Planning Proposal sought by this request:</p> <ul style="list-style-type: none"> <li>Direction 1 – A globally competitive and innovative city – The proposal will support future high quality urban design outcomes across the Hunter Street Station (Sydney CBD) sites that will provide new employment opportunities. Investment into the site for premium quality office floor space will help contribute to make Central Sydney attractive for global investors and a range of tenants.</li> <li>Direction 2 – A leading environmental performer – The proposal will deliver ecological sustainable development on the site by establishing minimum sustainability targets for future development that aligns with the City's ambitious targets of achieving net zero energy</li> <li>Direction 3 – Integrated transport for a connected City – Future development on the site is well placed to capitalise on its proximity to existing and proposed new infrastructure including the Sydney Metro West project and specifically the Hunter Street Station (Sydney CBD) on the site. Existing transport infrastructure surrounding the site also includes nearby railway stations at Wynyard, Martin Place and Circular Quay, light rail stops at George Street and bus stops along Castlereagh Street, Elizabeth Street, and Carrington Street.</li> </ul>

## Local planning strategies and plans

## Consistency

- Direction 4 – A city for walking and cycling – The proposed planning controls for the site includes provision for ground floor retail activation, pedestrian connections through the site, and mandates the delivery of end of journey facilities on the site to encourage greater active transport use.
- Direction 5 – A lively and engaging city centre – The commercial land use proposed for the site is consistent with the strategic role large sites in tower cluster areas can provide in delivering significant employment generating floor space. The concept reference design also allows for podium detail to activate the streets and the station entries.
- Direction 6 – Resilient and Inclusive Local Communities – Future development facilitated by this Planning Proposal request will contribute to the locality through greater opportunities for business, as well as opportunities for improving the quality of the public domain for workers and visitors.
- Direction 9 – Sustainable development, renewal, and design – This Planning Proposal request will support delivery of future development that achieves aspirational sustainability benchmarks generally in accordance with the City of Sydney's expectations for commercial buildings within tower cluster areas.

### City Plan 2036

City Plan 2036 is the LSPS for the City of Sydney and links the state and local strategic plans with the planning controls to guide future development and the Local Environmental Plan review. The LSPS stipulates that the LGA will accommodate 200,000 additional jobs to 2036.

The City Plan sets 13 priorities to achieve the City's Green, Global, Connected vision and guide future changes to the City's planning controls. These priorities are addressed under the following themes of infrastructure, liveability, productivity, and sustainability.

#### Infrastructure

- The concept reference design and the draft provisions in the Design Guidelines include requirements for pedestrian connections through the Hunter Street Station (Sydney CBD) sites including from Bligh Street to O'Connell Street on the eastern site, and from Hunter and George Streets to potential connections through adjacent sites on the western site. Such connections encourage a permeable pedestrian network through large street blocks.

- The site is inherently well located to take advantage of nearby existing and future transport infrastructure, including the new Sydney Metro CBD & Southwest project currently under construction and the future Sydney Metro West project, including the Hunter Street Station (Sydney CBD), which will significantly increase the public transport capacity within Central Sydney.

#### Liveability

- The concept reference design and the Design Guidelines facilitates the delivery of retail activation, and public domain

## Local planning strategies and plans

### Consistency

improvements at the ground plane surrounding the site to be delivered as part of the station precinct.

- The proposed maximum height of building controls also protects key areas of public domain from overshadowing resulting from the future OSD on the Hunter Street Station (Sydney CBD) sites.

### Productivity

- This Planning Proposal request supports growth in Central Sydney by facilitating future development on the Hunter Street Station (Sydney CBD) sites that will deliver additional capacity for economic and employment growth, and provide large, premium quality office floor place to attract globally competitive business.

### Sustainability

- Future development on the site is to achieve ambitious ecological sustainable development targets including that a future building on the site is capable of meeting the City's net zero energy requirements.

## Central Sydney Planning Strategy

The Central Sydney Planning Strategy is a 20-year growth strategy that builds upon the strategy of Sustainable Sydney 2030 and revises planning controls for Central Sydney. The Strategy outlines 10 key moves.

This Planning Proposal request is consistent with the relevant key moves as follows:

- Prioritise employment growth and increase capacity – This Planning Proposal request will facilitate the delivery of additional employment generating floor space, in the form of two commercial office towers delivered as part of an integrated station development with the Sydney Metro Hunter Street Station (Sydney CBD). The proposal specifically requires future development on the site seeking use of additional height of building and FSR controls to be for non-residential land uses only.
- Ensure development responds to context – The Design Guidelines that accompany this Planning Proposal request includes provisions to ensure future development responds to its context with a built form that includes articulated and varied podium forms that response to street context, balanced tower setbacks, and does not result in development with adverse wind and daylight impacts in the public domain.
- Move towards a more sustainable city – Future development is to achieve the ambitious sustainability targets as set out in the Design Guidelines, consistent with the City of Sydney's expectations for commercial buildings within the tower cluster areas under the CSPS.
- Move people more easily – The site is well located to capitalise on existing and future public transport connections including the Sydney Metro projects which will results in the delivery of a coordinated pedestrian connection from Martin Place to

Barangaroo via the site and the Hunter Street Station (Sydney CBD).

- Reaffirm commitment to design excellence – Future development on site will be subject to the Sydney Metro West Design Excellence Strategy for Hunter Street Station as provided for within the Design Guidelines. This Design Excellence Strategy mandates a rigorous design excellence approach, which based on previous Sydney Metro projects in the Sydney CBD has demonstrated ability to deliver design excellence for high density integrated station development.

**Q5. Is the Planning Proposal consistent with any other applicable State and regional studies or strategies?**

The Future Transport 2056 Strategy (Transport 2056) is a 40-year plan to support transport infrastructure delivery in Greater Sydney and regional NSW. Transport 2056 is coordinated with land use strategies including the Regional Plan and District Plans.

Transport 2056 recognises the importance of transport to support productive economies, liveable communities, and more sustainable transport solutions.

This Planning Proposal sought by this request is consistent with the guiding principles of Transport 2056 as it will facilitate an integrated station development that is:

- Customer focused – delivering clear wayfinding for users of the metro station and providing clear pedestrian links through the Hunter Street Station (Sydney CBD) sites to enable direct connectivity and accessibility to the station.
- Successful places – providing place-based planning controls within a Design Guidelines to guide future development on the site.
- A strong economy – facilitating increased employment density in highly accessible locations, maximising economic multipliers by providing transit orientated development.
- Safety and performance – providing an efficient ground plane and site layout to enhance accessibility and integration between the station and the OSD.
- Accessible services – ensuring that the station and OSD on the Hunter Street Station (Sydney CBD) sites can be accessible to all users notwithstanding significant level differences between Bligh and O'Connell Streets and Hunter and George Streets.
- Sustainability – mandating ambitious sustainability targets as set out in the Design Guidelines.

**Q6. Is the Planning Proposal consistent with applicable State Environmental Planning Policies?**

Yes – The Planning Proposal sought by this request is consistent with relevant SEPPs as identified and discussed in Table 6-5.

**Table 6-5 Consistency with State environmental planning policies**

SEPP	Consistency
State Environmental Planning Policy (Transport and Infrastructure) 2021	<p><i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i> (Transport and Infrastructure SEPP) aims to facilitate the effective delivery of infrastructure across the State and identifies matters to be considered in the assessment of development adjacent to or affecting particular types of infrastructure.</p> <p>The eastern site is located within the Metro (Zone B - Tunnel) zone under the Transport and Infrastructure SEPP. For any future SSDA not prepared and submitted on behalf of Sydney Metro, concurrence from the Sydney Metro Authority will be required for development on the site.</p> <p>Concurrence from Transport for NSW will also be required for a future SSDA that is considered a 'traffic generating development' for the purposes of the SEPP, being a development proposing over 10,000sqm of commercial floor space.</p> <p>Amendments to the Infrastructure SEPP were on exhibition from 15 December 2021 to 11 February 2022 and included an update to the existing concurrence to Sydney Metro provisions. This update is designed to protect the proposed rail corridor (the Bays to Sydney CBD) for Stage 2 of the Sydney Metro West Project.</p> <p>Proponents proposing to develop within the 'Interim Sydney Metro West Corridor – Sydney Metro' will need to receive concurrence from Sydney Metro before a development application can be approved.</p> <p>Any future SSDA not prepared and submitted on behalf of Sydney Metro will therefore require concurrence from the Sydney Metro Authority for development on the site.</p>
State Environmental Planning Policy (Resilience and Hazards) 2021	<p>Ministerial Direction 4.4 requires a consent authority to consider whether the land is contaminated and if the land is suitable for the purpose for which land is to be used.</p>
State Environmental Planning Policy (Biodiversity and Conservation) 2021	<p>Under the <i>State Environmental Planning Policy (Biodiversity and Conservation) 2021</i>, the site is located within the Sydney Harbour Catchment Boundary. However, the site is not zoned under the SEPP and is not within the Foreshore and Waterways Area Boundary.</p> <p>This Planning Proposal request does not contradict or hinder the application of the planning principles for the Sydney Harbour Catchment, as set out in Clause 10.10 of the SEPP. An assessment of the visual impacts associated with the proposed planning controls of the site is addressed at Section 7.5 of this report.</p>

**Q7. Is the planning proposal consistent with applicable Ministerial Directions (s.9.1 directions)?**

Yes – The Planning Proposal sought by this request is consistent with relevant Ministerial directions under section 9.1 of the EP&A Act as identified and summarised in Table 6-6.

**Table 6-6 Consistency with Section 9.1 Ministerial Directions**

Direction	Consistency
1.1 Implementation of Regional Plans	This Planning Proposal request is consistent with the Regional and District Plan as outlined in this Section.
1.4 Site Specific Provisions	<p>The objective of this Ministerial Direction is to discourage unnecessarily restrictive site-specific planning controls.</p> <p>This Planning Proposal request does include site-specific provisions, inconsistent with Ministerial Direction 1.4. However, this is consistent with the prevailing structure of SLEP 2012 including the desired structure of site-specific provisions to guide the future development for significant, key sites in Division 5 of SLEP 2012.</p> <p>Further this approach is justified as the Proponent has submitted a request to prepare a Planning Proposal (this report) to facilitate redevelopment of the subject site for a new commercial tower.</p> <p>Furthermore, the site-specific provisions would not restrict future development from being undertaken on the subject site, as the site's existing controls in the SLEP 2012 remain applicable.</p>
3.2 Heritage Conservation	<p>The objective of Direction 3.2 is to conserve items, areas, objects and places of environmental heritage significance and indigenous heritage significance.</p> <p>It is noted that the western site includes a heritage listed item being the Former Skinners Family Hotel, in addition to being located adjacent to the heritage listed Tank Stream.</p> <p>The Heritage Impact Statement (Appendix F) outlines that the proposed planning controls for the site will result in an acceptable impact to these heritage items, in addition to heritage items surrounding the site. By including the Former Skinners Family Hotel within the site boundary, the proposal can provide design guidance within the Design and Amenity Guidelines to guide the adaptive reuse and integration of the building with the broader proposal.</p> <p>The proposed impacts to the two items located on site and surrounding heritage items are assessed in detail at Section 7.10, including recommended measures to mitigate any adverse impacts.</p>
4.1 Flooding	A Preliminary Flood Impact Assessment was prepared to accompany this Planning Proposal request and is included at Appendix G. The assessment provides a high-level desktop review of the flooding risks and constraints of the site to confirm that the future development is capable of achieving relevant flooding criteria including the City of Sydney Council's Interim Floodplain Management Policy.

Direction	Consistency
	<p>At the time of any future SSDA, the site levels for each building and station entrance will be designed (where relevant) to ensure that the development will not be adversely impacted during a flood, the development will not adversely impact the flood behaviour or result in any other adverse environmental impacts.</p> <p>Mitigation measures to address flooding impacts will be investigated during the Detailed SSDA where relevant, or the relevant CSSI application for station infrastructure and station box construction.</p>
4.4 Remediation of Contaminated Land	<p>The Remediation of Contaminated Land Ministerial Direction promotes remediation of contaminated land for the purpose of reducing the risk of harm to human health. When rezoning Land, the direction is required to be considered and to ensure remediation work meets certain standards.</p> <p>The eastern site was previously used for commercial purposes and now is partially used as a construction site for the Sydney Metro CBD &amp; Southwest project. The western site is currently used for commercial purposes and the proposed future use will remain commercial.</p> <p>The sites surrounding the Hunter Street Station (Sydney CBD) have also been used historically for commercial uses. The only excavation proposed on the site is the subject of a separate CSSI planning pathway.</p> <p>Notwithstanding, any potential contamination issues identified are unlikely to significantly impact future redevelopment of the site for the purposes of commercial office premises. Any contamination issues on the Hunter Street Station (Sydney CBD) sites will be resolved with the excavation and the construction of the station box under the relevant CSSI application. The site's suitability will be demonstrated as part of a future SSDA for the site.</p>
4.5 Acid Sulfate Soils	<p>In accordance with SLEP 2012, the site is classified Class 5 Acid Sulfate Soils. Any need for an Acid Sulfate Soils Management Plan will be addressed within the relevant CSSI application for excavation and construction of the station boxes, noting that the OSD does not apply to underground works.</p>
5.1 Integrating Land Use and Transport	<p>The Planning Proposal will take advantage of the site's strategic location within the Sydney CBD by providing new employment generating floorspace in a highly accessible transport location.</p>
5.3 Development Near Regulated Airports and Defence Airfields	<p>This Ministerial Direction seeks to ensure the safe and effective operation of regulated airports is not compromised by development that might constitute an obstruction of potential hazard to aircraft flying in the vicinity.</p> <p>The proposed development concept includes construction of one building on the eastern site to a maximum height of RL 269.1m and the construction of one building on the western site to a maximum height of RL 220.0m, which would encroach into the Obstacle Limitation Surface (OLS). Therefore Direction 5.3 applies.</p>

Direction	Consistency
	<p>Clause 4 of this Ministerial Direction states that in preparation of the Planning Proposal, the relevant planning authority is to consult with the operator of the airport to prepare appropriate height controls and ensure development on the site is not incompatible with the airport's operation.</p> <p>As is typical for this stage of the planning process, this Planning Proposal request is not yet consistent with Ministerial Direction 5.3. However, this will be addressed through consultation with the relevant agencies as part of the public exhibition process.</p> <p>It is anticipated that as part of a Gateway Determination that the Planning Proposal will be required to be informed by consultation with the Sydney Airport Corporation, Airservices Australia and the Civil Aviation Safety Authority.</p> <p>As outlined within the Aeronautical Impact Assessment at Appendix N, approval from the airport operator is considered likely, as there are existing tall buildings which penetrate the Sydney Airport OHS near the site, such as the Citigroup Centre building, which has an elevation of approximately 260m AHD. Construction of additional tall buildings near existing obstacles is unlikely to be perceived as negatively impacting aeronautical safety.</p>
7.1 Business and Industrial Zones	<p>In accordance with the objectives of the direction, this Planning Proposal request will facilitate:</p> <ul style="list-style-type: none"> <li>• Employment growth on an established, urban site, appropriate to its Sydney CBD context and as envisaged for the site in the CSPA,</li> <li>• The retention of the site for employment generating uses by incentivising redevelopment of the site for commercial purposes, and</li> <li>• Provide a land use (commercial premises) which directly supports the primary function of the Metropolitan Centre zone.</li> </ul>

### 6.3.3 Section C – Environmental, social, and economic impact

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

No – The site is situated within an urban context and was historically used for commercial purposes. No vegetation remains on the site. The tower is also positioned within a highly built up portion of the Sydney CBD, towards the geographic centre of the CBD, and is therefore unlikely to impact ecological communities on the periphery of Central Sydney. The site is highly modified and therefore it is expected that the Planning Proposal will not affect any critical habitat or threatened species, populations, or ecological communities.

**Q9. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?**

The Planning Proposal is not expected to give rise to any unreasonable environmental impacts. The changes to the maximum building height and FSR controls will provide for the redevelopment of the subject site for commercial purposes in line with the strategic framework governing the site.

It is unlikely that the proposed amendments will result in any adverse amenity impacts that cannot be controlled as part of future development applications. Existing policies, regulations and standards are already in place to ensure environmental impacts are mitigated during the construction phase and eventual use of the development.

Where potential environmental impacts have been identified, mitigation and management measures have been provided. Section 7 provides a detailed assessment of the potential environmental impacts which may result from the proposed planning controls and outlines how environmental impacts are to be managed through implementation of development standards, the draft Design Guideline and subsequent development applications.

**Q10. Has the Planning Proposal adequately addressed any social and economic effects?**

The intended outcomes of the Planning Proposal will have a positive economic impact on the Sydney CBD. The Urban Design and Indicative Built Form Report and concept reference design demonstrates how the site can accommodate the increased density to increase the employment generating capacity of the site that is a significant improvement to the existing site condition.

Specifically, development facilitated by the Planning Proposal request will have the following positive social and economic effects on the immediate and surrounding locality:

- Providing approximately 146,000sqm of additional employment generating floor space to contribute to and strengthen Central Sydney's role as a globally competitive city,
- Creating approximately 1,047 construction jobs (616 direct jobs, 431 indirect), and 15,767 operational jobs (9,942 direct, 5,825 indirect), and
- The new building will achieve a high level of environmental performance.

The future development consent will require payment of monetary contributions toward the cost of public amenities and public services, which the Council has determined is required to meet the demand created by the redevelopment.

#### **6.3.4 Section D – State and Commonwealth interests**

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

The site is located within a CBD context within close walking distance to all major public transport services including bus, heavy rail, and light rail. The future Sydney Metro West Hunter Street Station (Sydney CBD) is an inherent feature of the site the subject of this Planning Proposal request and illustrates the high degree of accessibility of the site by public transport.

As the subject site is in Central Sydney, it is well served by the full range of public utilities including electricity, telecommunications, water, sewer, and stormwater. It is expected that these services would be upgraded where required by the developer of the OSD to be outlined in a future detailed SSDA.

The Planning Proposal request will facilitate upgraded public domain and improved pedestrian accessibility through the site by including controls within the Design Guideline which will capitalise on the location of the Hunter Street Station (Sydney CBD) sites in being close to existing and planned major transport interchanges at Wynyard and Martin Place.

A future detailed SSDA will be subject to the statutory development contributions, which will contribute to the provision of other community facilities, the demand for which will be generated by the development.

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

The Gateway Determination will advise the public authorities to be consulted as part of the Planning Proposal process. Any issues raised will be incorporated into this Planning Proposal following consultation in the public exhibition period. In accordance with the Gateway Determination, public exhibition of the Planning Proposal is required for a minimum of 28 days. The relevant planning authority must comply with the notice requirements for public exhibition of Planning Proposals in Section 1 of the Local Environmental Plan Making Guideline (December 2021).

## 6.4 Mapping

The site-specific provisions would not restrict future development from being undertaken on the subject site in accordance with the site's existing controls in the SLEP 2012 which remain applicable. Therefore, no change is proposed to the SLEP 2012 maps that apply to the site as part of this Planning Proposal request.

## 6.5 Community and stakeholder engagement

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

Early engagement with the community and stakeholders began in June 2017 and continued into 2018. A summary of feedback from this consultation, and how it has been considered in the development of Sydney Metro West, is included in the Scoping Report for the Concept and Stage 1 CSSI Approval. From 30 April to 28 June 2020, Sydney Metro exhibited Concept and Stage 1 CSSI Approval and asked for the community to provide feedback.

Further engagement for the project followed the announcement of confirmed station locations for Pyrmont and Hunter Street stations in May 2021.

An Environmental Impact Statement for major civil construction between The Bays and Sydney CBD was on public exhibition from 3 November 2021 until 15 December 2021 and is currently with the Department of Planning and Environment for assessment. Feedback received through this process will be included in ongoing design development of the station.

The projects team has also worked closely with the City of Sydney Council and presented to the City of Sydney Design Advisory Panel to resolve key issues and key considerations with the Planning Proposal and the supporting concept reference design including:

- Spatial and structural interfaces with the station
- Podium alignment
- Tower setbacks
- Planning envelope articulation zones
- Flooding impacts
- Visual and view impacts
- Wind assessment, and wind safety and comfort environment
- Skyview factor assessment
- Building massing and GFA
- Urban design and built form impacts
- Car parking provision and site access

As a result of this preliminary consultation, the proposed maximum planning envelope controls have been amended and refined to respond to this feedback.

Sydney Metro will continue to engage with City of Sydney Council and the City of Sydney Design Advisory Panel throughout this process.

## 6.6 Engagement with industry and adjoining landowners

Sydney Metro regularly undertakes engagement with private sector organisations to understand market interest, capacity, and ability to participate in the delivery of projects.

In February 2022, the NSW Government announced plans to engage with the market through a partnership model called the Hunter Street Station Precinct Development Partner (PDP).

This new procurement model provides greater flexibility for organisations to bring forward a variety of solutions and potential for alternative approaches to value sharing, including from adjoining landowners and developers.

To support ongoing engagement with industry, an industry briefing was held on 9 February 2022 which received a high level of interest from 231 attendees. The industry briefing sought to:

- Update industry on the rationale, opportunity and objectives of the PDP including options to enhance benefits of the station precinct through value sharing or the possible use of non-government land surrounding the Hunter Street Station (Sydney CBD) sites.
- Highlight the planning approval strategy for the Sydney Metro West sites, including the Planning Proposal request for the Hunter Street Station (Sydney CBD) sites (this report)
- Provide an overview of the procurement process including ongoing engagement.

Ongoing feedback gathered will continue to assist in development procurement strategies that encourage market participation in a way that delivers value for money to the NSW Government.

### 6.6.1 Future engagement

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 this proposal.

Sydney Metro will ensure the community is aware and engaged throughout the development of the project.

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

- Nearby communities and local businesses
- State government agencies (including but not limited to Department of Planning and Environment; Placemaking NSW; Greater Sydney Commission, other sections of Transport for NSW, NSW Environment Protection Authority, Heritage NSW, Port Authority of NSW, and Schools Infrastructure NSW)
- City of Sydney Council
- Public utilities and business and industry groups near the project
- Special interest groups including Local Aboriginal Land Councils, Aboriginal stakeholders, and sporting associations and groups
- Adjacent landowners and the broader community.

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

It is expected that the Planning Proposal request will be publicly exhibited for a minimum of 20 working days in accordance with any future Gateway Determination.

## 6.7 Project timeline

Table 6-7 sets out the anticipated project timeline in accordance with the DPE guidelines. The key milestones and overall timeframe will be subject to further detailed discussions with Council and the DPE.

**Table 6-7 Anticipated project timeline**

Process	Indicative timeframe
Planning Proposal request submitted to City of Sydney	April 2022
Council and the CSPC recommend the Planning Proposal request be submitted to DPE for Gateway Determination	June 2022
DPE issue Gateway Determination	September 2022
Applicant response to matters in Gateway Determination (e.g. updated reports)	September/October 2022
Public exhibition and agency consultation	October/December 2022
Post exhibition review of submissions	December 2022 – March 2023
Submission to DPE for finalisation	April 2023
Legal drafting of LEP	May 2023
Gazettal of LEP	June/July 2023

## 7 Environmental impact assessment

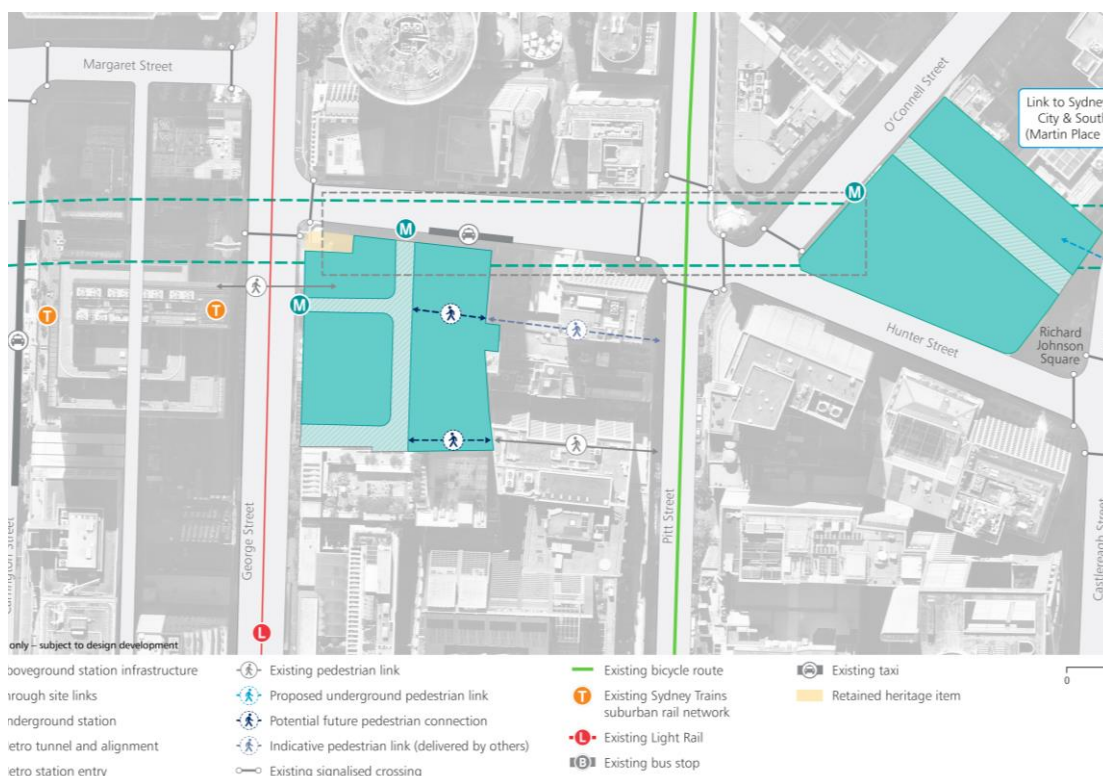
### 7.1 Integration with station

The Hunter Street Station (Sydney CBD) consists of two separate cut-and-cover shafts, connected by a mined single-span, double height cavern which includes an island platform. The location of the cavern and the associated trackways, platform, and services all influence the possible OSD above each of the station entrances.

The integration of building services, structure, vertical transport, and access and egress points for vehicles and pedestrians to the building all need to integrate with the design of the Hunter Street Station (Sydney CBD) to ensure the integrity of the design and delivery of the terminus station of Sydney Metro West.

The location of the double height cavern is a key constraint for the OSD to respond to as part of the future SSDA. The cavern has been designed to meet the gradients, engineering standards, depth, and dimensions required to connect the station to the Sydney Metro West line while also avoiding existing underground infrastructure such as the rail lines at Wynyard and Martin Place, and the new Sydney Metro City & Southwest project.

The proposed Hunter Street Station (Sydney CBD) also connects into an underground pedestrian link below Bligh Street that provides access to the Martin Place metro station currently under construction. Figure 7-1 below illustrates the proposed station infrastructure and surrounding access constraints the OSD will need to consider and integrate with.



**Figure 7-1 Indicative station layout (subject to design development)**

Accordingly, the planning controls for the OSD at both the eastern and western sites need to respond to these constraints and demonstrate how integration between the OSD, station box, and underground station and station infrastructure can be achieved. While further refinement of the station design will occur as part of the

relevant CSSI application, the proposed planning envelope and proposed planning controls in this Planning Proposal request and Design Guidelines respond to these station constraints as follows.

#### **7.1.1 Eastern site**

- The tower core on is required to be located to the northern most portion of the site to avoid the station box, trackways, and to provide a consolidated area for customer access to and circulation through the station.
- The OSD vehicle access and egress point is to be co-located within the metro station service vehicle access point on the northern most corner of the site at O'Connell Street.
- The ground plane treatment of the development must facilitate escalators and lifts to connect to the underground concourse which also includes a paid connection to the Martin Place metro station via a pedestrian adit. This impacts the ability for lift core, services, and building entrances for the OSD at the ground plane.

Equitable access must be provided to the station entry. Therefore, a through-site link between Bligh Street and O'Connell Street is required to mitigate the steep level changes of Hunter Street, including the provision of escalators and lift access.

#### **7.1.2 Western site**

- The tower core is required to be located to the eastern most portion of the site to avoid the station box, trackways, and to provide a consolidated area for customer access to the station.
- The ground plane treatment of the development must facilitate escalators and lifts to connect to the underground concourse which also includes an unpaid connection to Wynyard Station via a tunnel below George Street.
- The escalators and stairs must also connect to another series of vertical transfers to provide access for customers to the platform within the cavern via several short north-south adits. This impacts the ability for lift core, services, and building entrances for the OSD at the ground plane.
- The OSD vehicle access and egress point is to be co-located within the metro station service vehicle access point on the northeastern most corner of the site at Hunter Street.

Above ground station services and infrastructure must be accommodated within the podium-built form on both the eastern and western sites. Both station entrances are to provide generous atria to provide direct daylight and natural ventilation deep into the station.

The site-specific controls proposed for the SLEP 2012 within this Planning Proposal request can be achieved having consideration to station integration requirements.

The detailed design provisions within the Design Guidelines outline how a future OSD on the site can appropriately respond to these constraints and deliver an integrated outcome that achieves the public domain, accessibility, urban design, and functional requirements of a successful integrated station development.

This section sets out an assessment of the potential environmental impacts of the planning envelope sought by this Planning Proposal request.

## **7.2 Built form and urban design**

### **7.2.1 Overview**

An Urban Design and Indicative Built Form Report and concept reference design accompanies this Planning Proposal request at Appendix C.

The study provides a comprehensive site analysis including review of the existing and future constraints including the indicative design of the metro station and associated passenger rail infrastructure.

The study also outlines opportunities presented by the integrated station development to inform the planning envelope sought via this Planning Proposal request and supporting controls within the Design Guidelines.

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

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

These principles have informed the proposed development standards and site-specific provisions within the draft Design Guideline, and the concept reference design for two over station developments that reflect existing site characteristics and optimises site opportunities and enabling the provision of additional floor space density without compromising the amenity of surrounding properties.

The following section provides a built form and urban design assessment of the planning envelopes sought via this Planning Proposal request.

### **7.2.2 Podium**

While the podium forms on both the eastern and western sites will be the subject of a CSSI application for the construction of the Hunter Street Station (Sydney CBD), the massing and layout of the podiums nonetheless will inform the OSD and tower parameters. The podium envelope has been designed holistically including integration with the station, consideration of streetscape presentation, and integration with the future OSD tower design.

The design of the podium includes consideration of the interface with the street and local character of the northern precinct of the Sydney CBD, including alignment with key heritage buildings in the immediate context of the site. The podium provides for a suitable pedestrian scale along the CBD streets, which also influences the overall planning envelope performance against the City of Sydney equivalence testing requirements.

The Design Guidelines and the concept reference design outline the relevant constraints and opportunities for the podium, for a comprehensive assessment of how a station delivered under a CSSI application could integrate with the future OSD within and above the podium.

This section of the Planning Proposal request outlines the opportunities and constraints associated with the podium massing for each site and recommends measures to mitigate impacts on the surrounding streetscape, adjacent properties, and public domain. Further, this section establishes justification for the proposed site-specific controls relevant to the future design of the podiums including podium heights, setbacks, and building articulation.

### 7.2.2.1 Street wall height

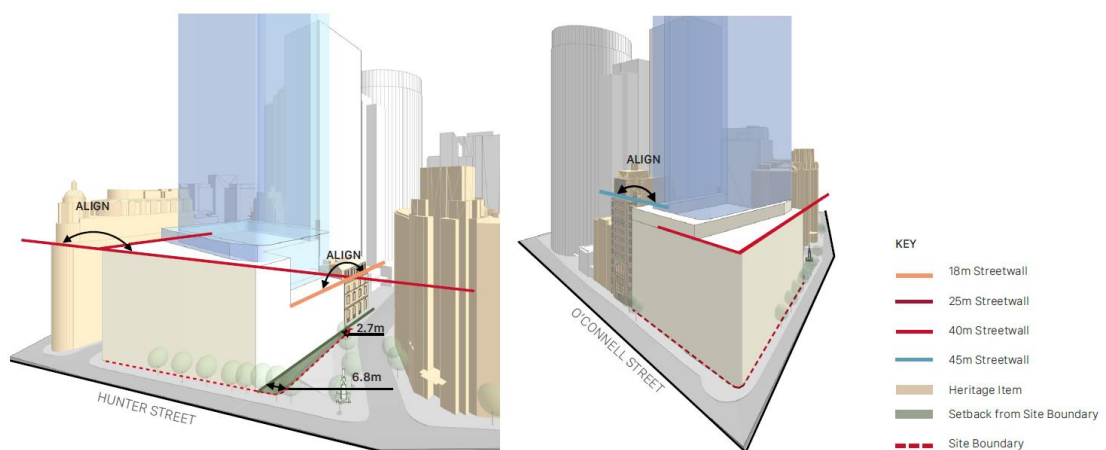
The podium provides for variation in heights to relate to the adjoining podiums or buildings adjoining the site on O'Connell, Bligh and Hunter Streets (eastern site) and George and Hunter Streets (western site). The proposed podium heights for both the Hunter Street Station (Sydney CBD) sites are also informed by surrounding heritage items, with interfaces to these items provided on all sides of the site in the case of the eastern site.

The prevailing or dominant street wall heights also inform the staggered or tapering of maximum podium heights as each site presents to multiple street frontages, each with different characteristics. This is illustrated in Figure 7-2 and Figure 7-3 which show how the maximum height of the podiums are manipulated and responsive to varying streetscapes across each site.

The podium heights illustrated in the planning envelope also allows for suitable architectural articulation of the street wall.

For the eastern site this includes providing maximum podium heights that align with:

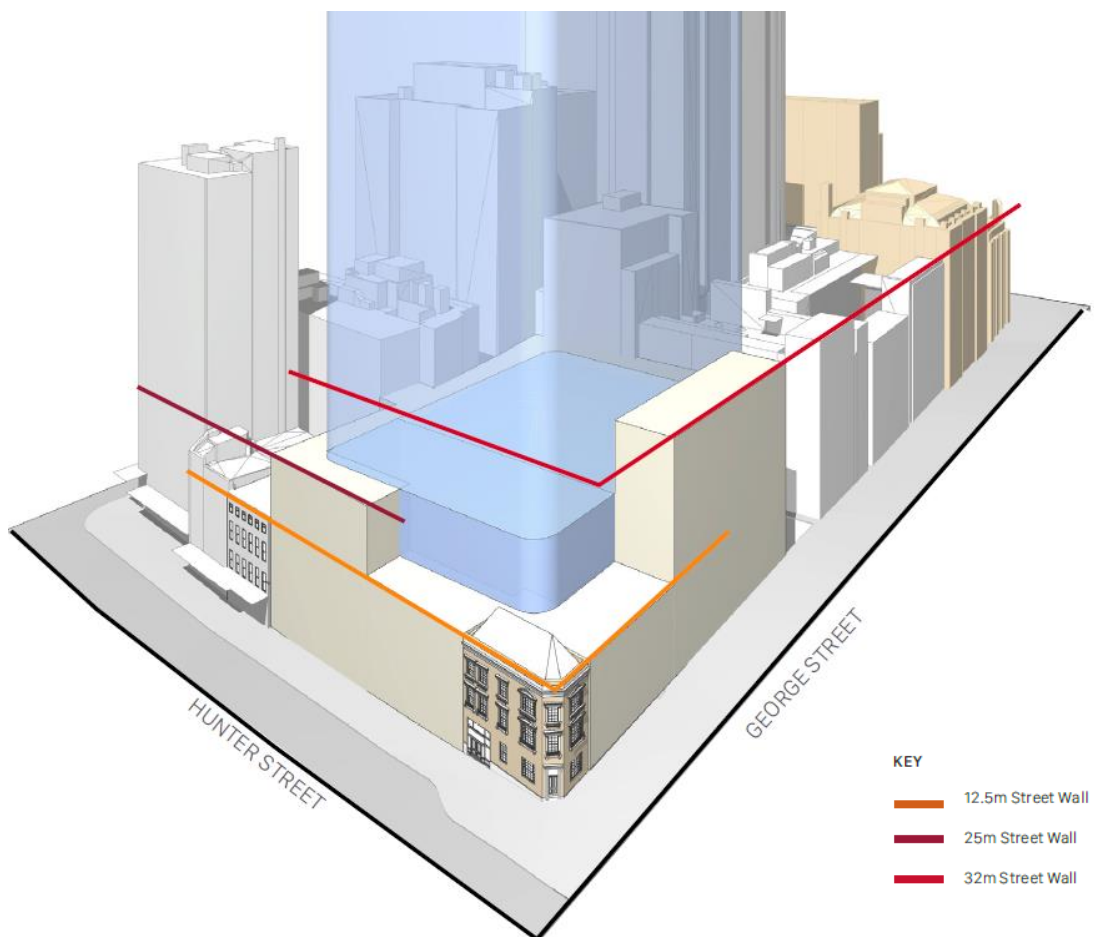
- the parapet and cornice of the former NSW Club (Lowy Institute), located on 31 Bligh Street,
- the parapet and cornice of the Former Wales House (Radisson), located on 64-66 Pitt Street, and
- architectural features of the heritage item located on 16 O'Connell Street.



**Figure 7-2 Responsive street wall heights – Hunter Street Station (Sydney CBD) eastern site**

For the western site this includes providing maximum podium heights that align with:

- the parapet and cornice of the Former Skinner Family Hotel, located within the site,
- the parapet and cornice of the NSW Sports Club located on 10-14 Hunter Street, and
- the parapet of the adjacent buildings and heritage/contributory items along George Street.



**Figure 7-3 Responsive street wall heights – Hunter Street Station (Sydney CBD) western site**

The height of the proposed podiums is also informed by station infrastructure requirements which need to be housed within each podium. Through-site link locations and station entries also inform the height of podiums, as they provide visual cues and opportunities to transition from one street wall height to another.

The proposed maximum podium heights, as proposed to be managed through provision in the Design Guidelines, appropriately mitigates the scale of the development by aligning the podium height with key architectural features of the locality, in general accordance with the range of street wall heights supported by the SDCP 2012.

The maximum podium heights are further informed by prevailing features of the streetscapes including the former Skinner's Family Hotel for the north-western portion of the podium and heritage items along George Street south of the site for the remainder of the George Street frontage to ensure that future development on the

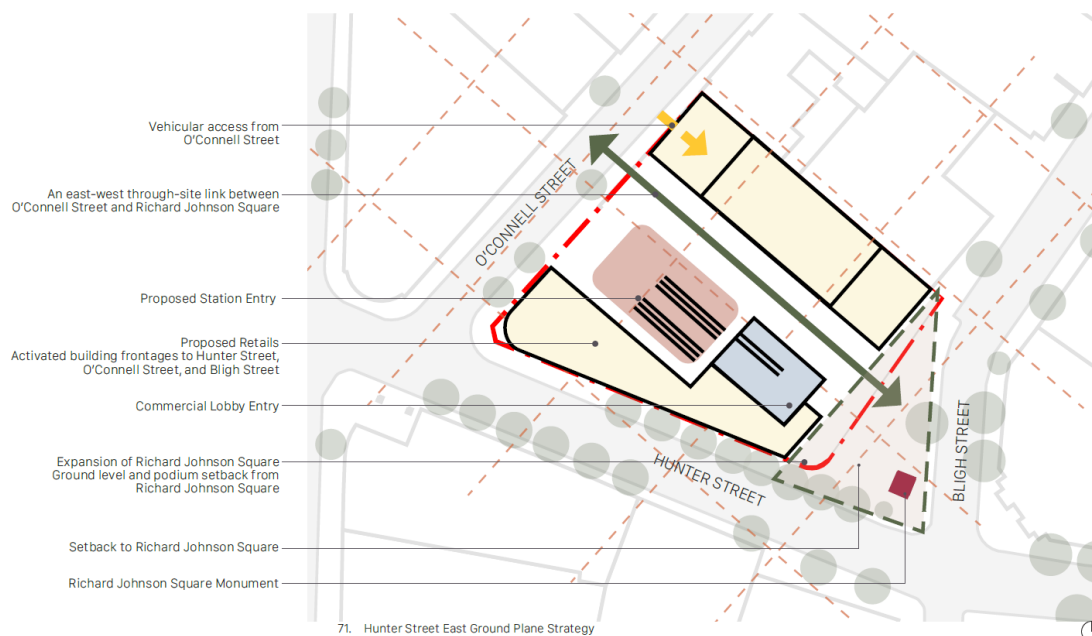
sites result in an enduring form at the street level that is consistent with the future desired character of the locality.

### 7.2.2.2 Setbacks

The podium form on the eastern site provides a zero-street setback to both O’Connell Street and Hunter Street, and the northern site boundary consistent with existing planning controls for Central Sydney. A podium level setback between 2.7m and 6.8m deep is proposed from Richard Johnson Square.

The setback from Richard Johnson Square as shown in Figure 7-4 provides a number of urban design benefits including:

- Consistency for the Bligh Street streetscape by aligning with the setback of heritage listed former NSW Club (Lowy Institute), located on 31 Bligh Street,
- Improved visibility of the heritage listed Richard Johnson Square, and
- Additional area to mitigate level changes between Bligh Street and Hunter Street while enhancing the area available for passive public recreation.



**Figure 7-4 Proposed setback to Richard Johnson Square – Hunter Street Station (Sydney CBD) eastern site**

The podium on the eastern site provides a zero-street setback to both Hunter Street and George Street and the southern and eastern site boundaries consistent with existing planning controls for Central Sydney.

One minor exception to this zero-street setback for the podium however is proposed, being a 9.4m deep and 11.1m wide setback at the southwestern corner of the site at George Street shown in Figure 7-5 to provide for additional pedestrian circulation and access to the metro station and visual connection to a potential future link with the Hunter Arcade.



**Figure 7-5 Lower podium plan – Hunter Street Station (Sydney CBD) western site**

### 7.2.2.3 Articulation of built form

The proposed maximum podium heights and setbacks together provide a framework for how development on the site is to be articulated within a future SSDA(s). The Design Guidelines provides further guidance to inform how the future built form on the site can respond to and reinforce the existing streetscape, and provide an activated and complementary aesthetic form, notwithstanding the functional requirements of the station and station infrastructure within the podium. This includes:

- The architecture of the podium on the eastern site must respond to the vertical rhythms of 31 Blight Street and 16 O'Connell Street.
- The architecture of the podium on the western site must respond to the vertical rhythms of the Former Skinners Family Hotel, 15-17 Hunter Street and the developments along George Street.

It is noted that the concept reference design illustrates how the podiums may be broken down to provide a built form that responds to the varying streetscape conditions, reduces the visual impact of the building on the surrounding public domain, and provides sufficient spatial allocation for station access and station infrastructure while also activating public streets and through-site links.

## 7.2.3 Tower

### 7.2.3.1 Setbacks

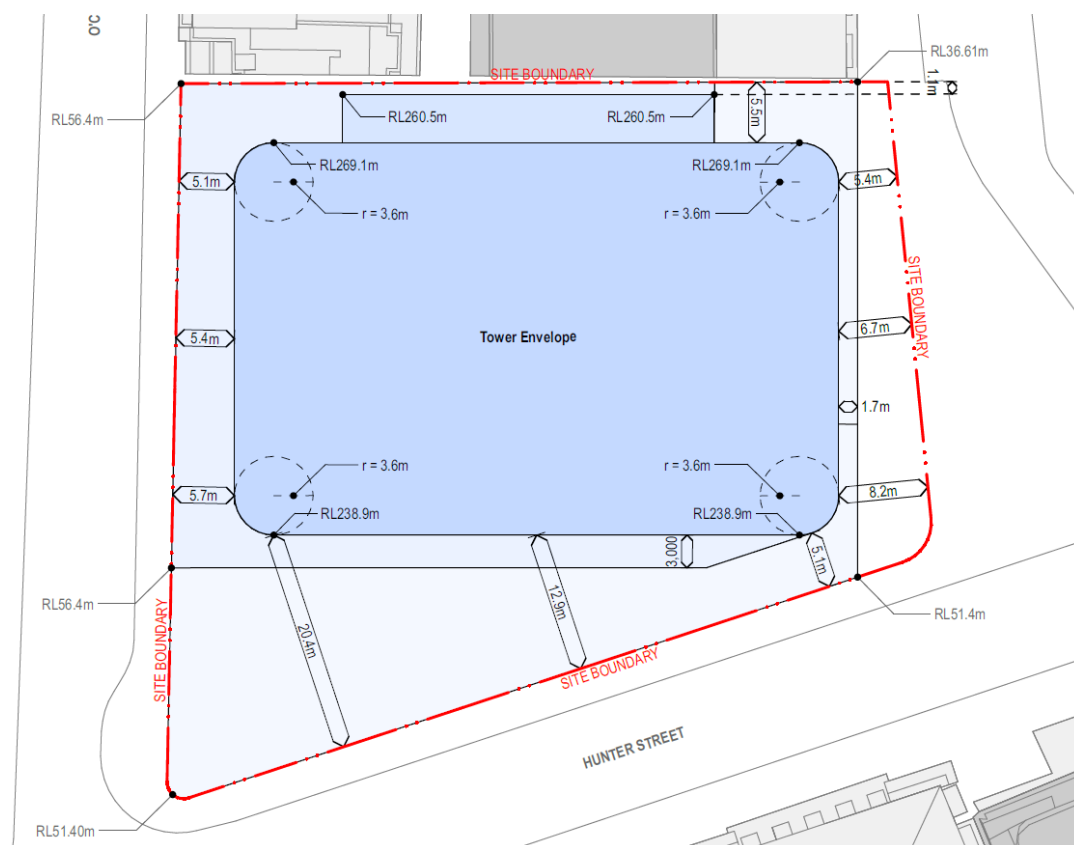
Consistent with the approach to the podium, the proposed tower setbacks are responsive to context and the constraints established by the station as outlined in Section 7.1. The maximum horizontal dimension of the planning envelope of the tower for both the eastern and western sites would also be less than 80m which is consistent with the maximum massing controls for non-residential buildings set out within the SDCP 2012.

#### Eastern site

The maximum height of building control for the eastern site result in 8m setback requirement under the recently finalised SDCP 2012. Therefore, a variation to the setbacks is justified utilising the equivalence testing outlined in Sections 7.4 and 7.7 (refer to Table 7-1 for the numerical range of variation against the SDCP 2012 setbacks).

The proposed setbacks for the tower have been balanced against the required Sky View Factor analysis described in Sections 7.4, and equivalent wind safety and wind amenity testing described in Section 7.7. These assessments confirm that an equivalent outcome is achieved with regards to varying minimum street setbacks and side and rear setbacks, building form separations and tapering provisions.

For the eastern site, the proposed Bligh Street and O'Connell Street setbacks are consistent with the surrounding context and nearby buildings. The proposed tower is significantly setback from Hunter Street in the southwestern corner of the site. This provides not only a regular floorplate for tenants with a high degree of daylight and amenity, but it also significantly reduces the visual impact of the proposal from Hunter Street and opens vistas to Australia Square (refer to Section 7.6).



**Figure 7-6 Proposed tower setbacks – Hunter Street Station (Sydney CBD) eastern site**

**Table 7-1 Proposed tower setbacks – Hunter Street Station (Sydney CBD) eastern site**

Frontage	Tower Setback	SDCP 2012 tower cluster provisions	Justification
Bligh Street	Min. 5.4m – 8.2m	Min. 8m	<p>The design approach to the Bligh Street setback aims to achieve a consistent setback with the tower context along Bligh Street. With an average 6.7m it is varied to provide a regular tower floor plate for efficiency and flexibility.</p> <p>The proposed eastern tower façade is slightly setback from the heritage item at 31 Bligh Street. The alignment is also proposed to be equidistant to the O'Connell Street setback, providing alignment and symmetry with 1 Bligh Street.</p>
Hunter Street	Min. 5.1m – 20.4m	Min. 8m	<p>Providing an increased setback and greater visibility to the sky and of the Australia Square tower (heritage item) from Hunter Street is a priority in the setback strategy for the site. The proposed setback opens toward the west from a minimum of 5.1m on the corner of hunter and Bligh to a maximum of 20.4m on the corner of Hunter and O'Connell Streets. The average setback on Hunter Street is approximately 13m.</p> <p>The lesser setback in the south-eastern corner is sufficiently balanced by significant increase in setback at the O'Connell Street corner in addition to additional podium setbacks at Richard Johnson Square.</p> <p>This tapered setback also results in a regular tower floor plate which is ideal for efficient and flexible employment space.</p>
O'Connell Street	Min. 5.1m – 5.7m	Min. 8m	<p>The O'Connell Street setback aims to achieve an approximate 6m setback (consistent with the tower context along O'Connell Street). The proposed average setback on O'Connell Street is 5.4m and it varies to provide a regular tower floor plate for efficiency and flexibility.</p> <p>The alignment is also proposed to be approximately equidistant to Bligh Street, providing alignment and symmetry with 1 Bligh Street.</p>

Frontage	Tower Setback	SDCP 2012 tower cluster provisions	Justification
			The proposed setback also provides a regular and logical floorplate for the commercial building.
Northern side setback	Min. 1.1m to core  Min. 5.5m to tower face	Min. 8m	<p>The proposed northern setback consists of two elements:</p> <ol style="list-style-type: none"> <li>1. The core is proposed to be as close as practical to the northern boundary consistent with the approved DA for 33-35 Bligh Street, to accommodate the station constraints and respond to the existing blank wall at Mulpha House.</li> <li>2. To the east and west of the core, the setback to the north is based on a 6m setback from the side boundary to the glass line. An allowance of 500mm has been included for external architectural features and sun-shading, resulting in a minimum setback of 5.5m.</li> </ol>

## Western site

Tower setbacks for the western site prioritise the George Street setback over the Hunter Street and side boundary setbacks as George Street is the primary pedestrian boulevard in the Sydney CBD. The George Street setback is based on a 10m setback to the glass line with an allowance of a 600mm zone for external architectural features and sun-shading. This allows for improved access to views towards the sky, sun and daylight access, and views to the Australia Square Tower (Heritage Item) from George Street. The proposed Hunter Street and side boundary setbacks to the western site have been regularised and are based on approximately 6m setbacks.

The varied maximum tower setbacks for the western site result in variable side setback requirements under the SDCP 2012, which is reflective of the two maximum sun protection planes affecting the maximum height of the tower. As a result, a variation to the setbacks is proposed utilising the equivalence testing as outlined in the recently finalised SDCP 2012 provisions for tower cluster areas (refer to Table 7-2 for the numerical range).

The proposed setbacks for the tower have been balanced against the required Sky View Factor analysis described in Section 7.7, and equivalent wind safety and wind amenity testing described in Section 7.8. These assessments confirm that an equivalent outcome is achieved with regards to varying minimum street setbacks and side and rear setbacks, building form separation and tapering provisions.



**Figure 7-7 Proposed tower setbacks – Hunter Street Metro (Sydney CBD) western site**

**Table 7-2 Proposed tower setbacks – Hunter Street Station (Sydney CBD) western site**

Frontage	Tower Setback	SDCP 2012 tower cluster provisions	Justification
Hunter Street	Min. 4.3m – 7.3m	Min. 8m	<p>The proposed northern façade of the building is proposed to be consistent with the existing and proposed tower alignments along Hunter Street including the northern alignment of Brookfield Place which governs access to sky view from Hunter Street. A varied setback which regularises the tower envelope is proposed with an average setback to Hunter Street of 5.8m. Due to the increased setback from George Street the tower form is pulled away from the heritage listed former Skinners Family Hotel.</p> <p>The proposed setback also provides a rationalised setback and a regular and logical floorplate for the commercial building.</p>
George Street	9.4m to lower tower  21.4m to upper tower	Min. 8m	<p>Additional setback provided to George Street is to align with other significant towers in the streetscape such as Australia Square and to provide visual relief and additional setback to the Former Skinners Family Hotel.</p> <p>An increased setback to George Street has been prioritised within the proposed envelope to allow for increased views to the sky and Australia Square and increased sun access from George Street. The proposed setback is based on 10m to the glass line with an allowance for 600mm for architectural features and sun shading within the envelope.</p> <p>Additional 12m setback provided above RL148.2m to comply with the required No Additional Overshadowing provisions protecting Martin Place under clause 6.18 of SLEP 2012.</p>
Southern side setback	Min. 4.8m – 5.7m	Min. 4.6m – 6.4m	<p>The proposed southern setback is greater than the minimum setback and has been rationalised from the irregular boundary condition. This setback is based on achieving approximately 6m setback to the glass-line plus external architectural features.</p> <p>Rationalised tower setback that complies with the SDCP 2012 required setback at the west, and provides a consistently aligned setback to the east that also</p>

Frontage	Tower Setback	SDCP 2012 tower cluster provisions	Justification
			aligns generally with the Hunter Arcade to the east of the site.
Eastern side setback	Min. 4.5m – 6.4m	Min. 6.4m – 8m	<p>A compliant setback is achieved at the south-eastern portion of the site. The minimum setback is only to the irregular site boundary. The reduced tower setbacks to the east do not impact the ability of sites to the east to be redeveloped.</p> <p>The proposed eastern side boundary setback reflects the tower core constraints from the station below, regularised the envelope from an irregular boundary and generally achieves a 6m setback from the eastern side boundary.</p>

Notwithstanding the variations to tower setbacks, the proposed planning envelopes are consistent with the objectives of the CSPA in that the Planning Proposal request will facilitate additional employment generating floor space through additional building height and floor space whilst maintaining a high quality pedestrian environment and providing access to the new metro station to improve connectivity of the city. Appropriate pedestrian amenity in terms of solar access and wind conditions in the public domain are addressed in the following sections.

The proposed setbacks will also enable each tall building to be seen as a unified composition from all sides, being that they will be seen “in the round”. Further, the Design Guidelines provide for setbacks above the Street Frontage Height on both Hunter Street Station (Sydney CBD) sites that promote good separation between tall buildings, across streets, maintain views to the sky and create a sense of openness in the street.

### 7.2.3.2 Articulation

In the *Guideline to Preparing Site Specific Planning Proposals in Central Sydney (2020)*, the detailed proposal to be contained within the planning envelope is, for towers of the height proposed, to allow for approximately 15% articulation volume for the eastern site and 12% articulation volume for the western site.

This articulation zone provides sufficient area within the planning envelope for architectural articulation, external façade depth and external sun shading (not occupied by floor space).

The concept reference design and resultant proposed FSR complies with this requirement, when calculated level by level, providing significant opportunity for a range of architectural and urban design outcomes to ensue from the future competitive tendering process and SSDA(s).

### 7.2.4 Design excellence

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

The proposed planning controls outlined in this Planning Proposal request have been prepared with consideration of the matters listed in clause 6.21C(2) of the SLEP 2012, which will continue to apply to the development. Specifically, the proposed planning envelope can contribute to the achievement of design excellence as outlined in Table 7-3.

**Table 7-3 Consideration of proposed controls against design excellence provisions**

Matter for Consideration	Proposed Planning Envelope
Whether a high standard of architectural design, materials and detailing appropriate to the building type and location will be achieved	The detailed design of the OSD will be the subject of a future Detailed SSDA. Notwithstanding, the design guidelines include requirements for the scale, massing, and articulation of tower forms to respond appropriately to the streetscape context, in particular the heritage items, and to achieve high sustainability targets through the building design and material selection (among other matters).
Whether the form and external appearance of the proposed development will improve the quality and amenity of the public domain	The detailed design of the OSD will be the subject of a future Detailed SSDA. Notwithstanding, it is noted that the proposed planning envelope for the podium has been designed to respond to the maximum height and key architectural features of surrounding heritage buildings, and to provide an appropriate interface with the public domain.
Whether the proposed development detrimentally impacts on view corridors	Refer to the assessment at Section 7.6 of this Planning Proposal request.
How the proposed development addresses the following matters— (i) the suitability of the land for development,	The OSD is positioned above future high frequency public transport infrastructure, maximising the utilisation of the infrastructure, and contributing to the achievement of a 30 minute city.

Matter for Consideration	Proposed Planning Envelope
(ii) the existing and proposed uses and use mix,	The indicative concept reference scheme is for a commercial office building with podium level retail above a metro station. This land use is consistent with the existing use of the land. The proposed land uses are entirely consistent with the objectives of the B8 Metropolitan Centre zone, including prioritising employment generating floor space in the commercial centre of the Sydney CBD, above future high frequency public transport.
(iii) any heritage issues and streetscape constraints,	Refer to the assessment at Section 7.10 of this Planning Proposal request.
(iv) the location of any tower proposed, having regard to the need to achieve an acceptable relationship with other towers, existing or proposed, on the same site or on neighbouring sites in terms of separation, setbacks, amenity, and urban form,	The proposed tower locations have been assessed against a range of considerations including sky view factor assessment, wind environment, building separation and privacy considerations, and view and visual impacts. The proposed setbacks outlined in Section 7.2.2.2 specifically consider how the proposed towers will relate to existing towers on neighbouring sites, the broader city structure and prevailing street alignments.
(v) the bulk, massing, and modulation of buildings,	The detailed design of the OSD will be the subject of a future Detailed SSDA. Notwithstanding, the design guidelines include requirements for the scale, massing, and articulation of tower forms.
(vi) street frontage heights,	Refer to assessment at Section 7.2.2 of this Planning Proposal request.
(vii) environmental impacts, such as sustainable design, overshadowing and solar access, visual and acoustic privacy, noise, wind and reflectivity,	Refer to assessment at Section 7.11 for sustainable design, Section 7.5 for overshadowing and solar access, and Section 7.7 for wind impacts. The detailed design of the towers will need to consider visual and acoustic privacy, noting that the proposed setbacks and core locations included in the concept reference scheme provide a defensive floor plate that can guide lines-of-sight towards the surrounding streets and not into adjacent properties. Reflectivity will be considered as part of the material selection to be outlined in future detailed SSDAs.
(viii) the achievement of the principles of ecologically sustainable development,	Refer to the assessment at Section 7.11 of this Planning Proposal request.
(ix) pedestrian, cycle, vehicular and service access, and circulation requirements, including the permeability of any pedestrian network,	Refer to the assessment at Section 7.8 of this Planning Proposal request.

Matter for Consideration	Proposed Planning Envelope
(x) the impact on, and any proposed improvements to, the public domain,	Refer to the assessment at Sections 7.2 and 7.5 of this Planning Proposal request.
(xi) the impact on any special character area,	The sites are not located within a special character area.
(xii) achieving appropriate interfaces at ground level between the building and the public domain,	The Sydney Metro West Station and Precinct Design Guidelines form part of the environmental impact statement (EIS) for the CSSI application and establish design standards to guide the design of stations and interface outcomes between stations and their surrounding locality.
(xiii) excellence and integration of landscape design.	The proposed design guideline includes objectives and guidance to enable the landscape design of publicly accessible spaces on the site to be of high quality and complement and integrate with the development.

The planning controls and planning envelopes proposed within this Planning Proposal request have also been informed by feedback from the Sydney Metro Design Advisory Panel in accordance with the Sydney Metro West Design Excellence Strategy for Hunter Street Station (Sydney CBD).

### 7.3 Density

The proposed FSR control for each site is a result of architectural design testing completed in accordance with the City of Sydney *Guideline to Preparing Site Specific Planning Proposals in Central Sydney (2020)*.

The proposed density is a result of testing the efficiency of the concept reference design achieved within the planning envelope (excluding the required articulation zone, which is a percentage of the planning envelope that is able to be utilised for the purpose of floor space). This density was compared with the results of the indicative density formula provided within the *Guideline to Preparing Site Specific Planning Proposals in Central Sydney (2020)*.

The planning envelope facilitated by this Planning Proposal request has been tested against public domain amenity criteria and is capable of comfortably accommodating the concept reference design with sufficient flexibility to accommodate architectural articulation without resulting in adverse conditions at ground level.

### 7.4 Sky view factor assessment

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

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

The Urban Design and Indicative Built Form Report accompanying this Planning Proposal request (Appendix C) includes sky view factor analysis which is calculated as the proportion of sky visible when viewed from the ground, looking directly up. The testing analysed the extent of sky visible above various points within a 100m radius from the site as a proportion of the total possible sky hemisphere above the point, comparing the base case envelope with the proposed planning envelope.

The sky view factor analysis demonstrates that the proposed planning envelope for the eastern site results in an improved sky view factor of 0.000948 compared to a 'base case building envelope'. Further, the sky view factor analysis demonstrates that the planning envelope for the western site results in an improved sky view factor of 0.000203 compared to a 'base case building envelope'. These results are illustrated in Figure 7-8 and Figure 7-9, where green shows the increase in sky visible from the public domain due to the anticipated planning envelope compared to the 'base case building envelope'.



**Figure 7-8 Sky view factor analysis – Hunter Street Station (Sydney CBD) eastern site**



**Figure 7-9 Sky view factor analysis – Hunter Street Station (Sydney CBD) western site**

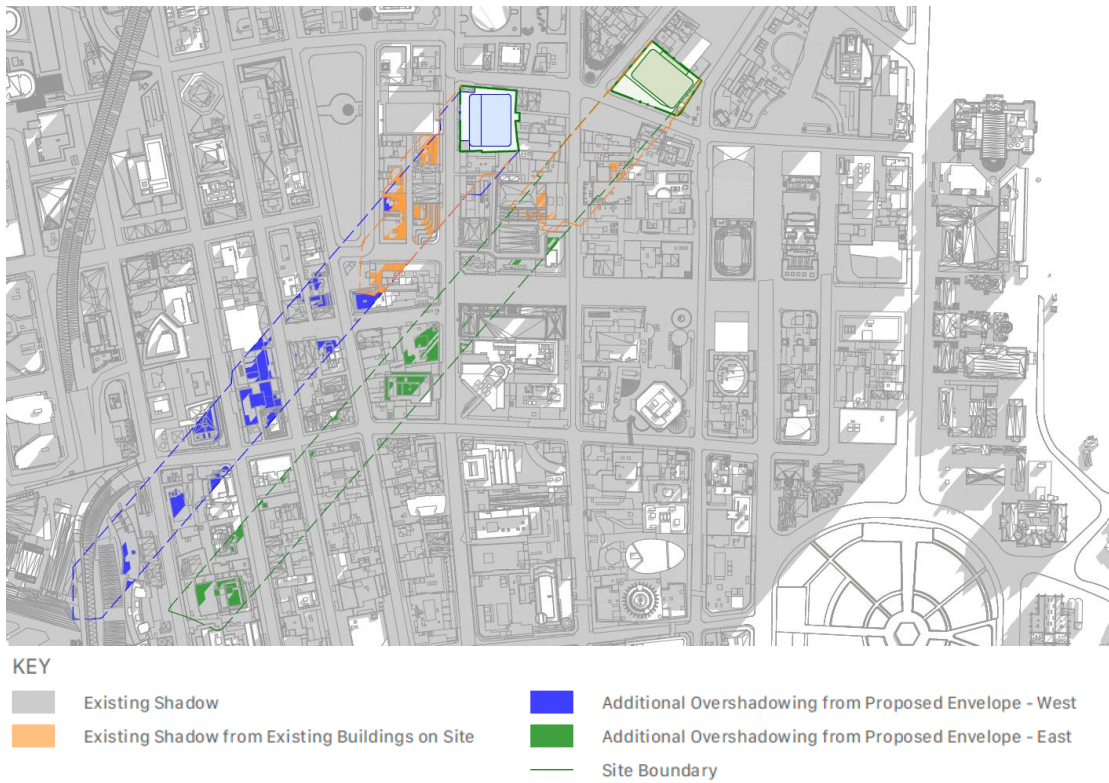
The proposed planning envelope is consistent with the equivalence testing requirements outlined in the CSPA and the SDCP 2012 for tower cluster sites, demonstrating the proposed controls will result in an acceptable amenity outcome for pedestrians and the public realm.

## 7.5 Overshadowing

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

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

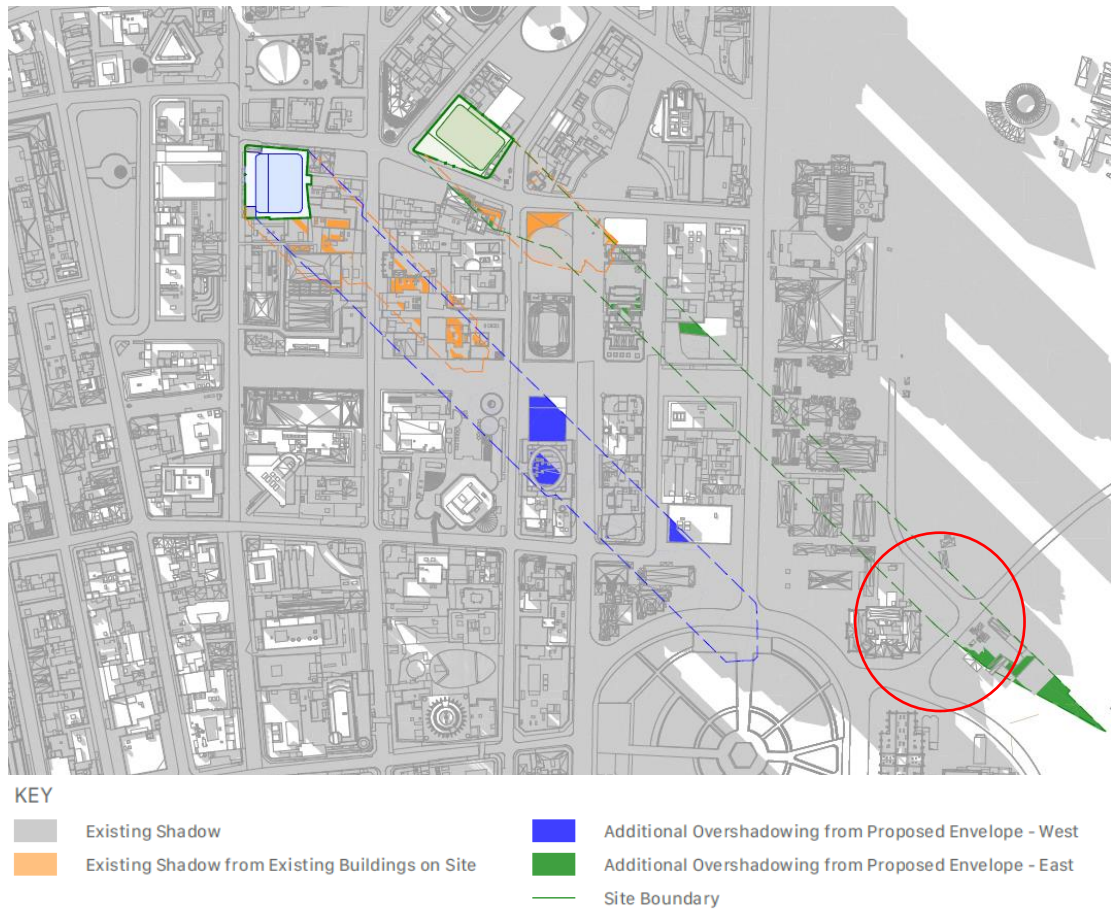
As illustrated in Figure 7-10 to Figure 7-12, the additional overshadowing resulting from the planning envelopes predominantly falls on the rooftops of existing buildings in mid-winter.



**Figure 7-10 Overshadowing resulting from the proposed planning envelopes at 9:00am, 21 June**



**Figure 7-11 Overshadowing resulting from the proposed planning envelopes at 12:00pm, 21 June**



**Figure 7-12 Overshadowing resulting from the proposed planning envelopes at 3:00pm, 21 June**

## 7.5.1 Public domain

### The Domain

It is noted that at 3:00pm during the winter solstice additional overshadowing is cast from the eastern site planning envelope to a small portion of The Domain. The majority of additional overshadowing is not however to the public domain and instead to rooftops of existing buildings.

This additional shadowing to The Domain includes a series of elongated shadows resulting from CBD scale towers on the eastern edge of the CBD. The additional shadows do not result in a significant decrease in amenity for a large component of The Domain, affecting only a small portion of The Domain, adjacent to other areas of shadowing. Further, this shadow impact is for a small portion of the day and not within the time period protected by The Domain sun access plane provisions (9:00am – 2:00pm, all year round).

### Wynyard Park

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

## Chifley Square

As a result of the proposed planning envelope for the eastern site a small portion of additional overshadowing at Chifley Square is proposed at 3:00pm on 21 December. This area of public domain is not protected from overshadowing in the planning controls; however, it is noted that this additional overshadowing is in the mid-summer afternoon for a short period of time only.

### 7.5.2 Residential development

There is one building comprising residential apartments near the site that has the potential to be impacted by overshadowing from the planning envelopes. This building is located at 1 Hosking Place between Pitt and Castlereagh Streets, and consists of both serviced apartments (49 one-bedroom serviced apartments at Levels 1-7) and residential apartments (97 one-bedroom apartments on Levels 8-28).

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

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

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

An analysis of the planning envelope's overshadowing on the part residential building at 1 Hosking Place has been undertaken and is included within the Urban Design and Indicative Built Form Report (Appendix C). This sun eye analysis has considered against Objectives 3B-2 and 4A-1 of the Apartment Design Guide (ADG) and Section 4.2.3.1 of the SDCP 2012. This sun eye analysis demonstrates that planning envelope for the eastern site overshadows the building at 1 Hosking Place between 12pm and 12:15pm on 21 June. The planning envelope for the western site partially overshadows the building at 1 Hosking Place at a point between 2:45pm and 3pm on 21 June.

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

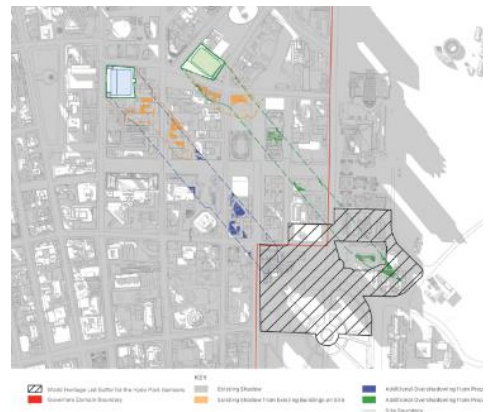
### 7.5.3 Other development

Future development within the planning envelopes has the potential to cause minor additional overshadowing over the roof of the heritage listed Hyde Park Barracks and within the buffer zone for approximately 30 minutes between 2:00pm and 4:00pm in mid-winter.

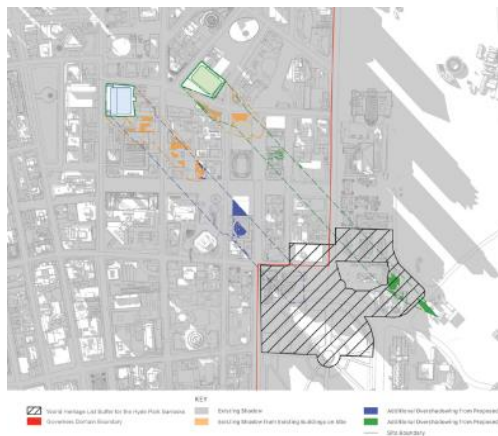
Detailed shadow diagrams were developed for the purposes of the Heritage Impact Statement. The shadow diagrams (shown in 15-minute intervals) indicate the extent of additional overshadowing between 2.15 and 4.00pm within the National Heritage listed boundary. This is indicated in Figure 7-13 and documented in Table 7-4.



**2.15 pm on 21 June**



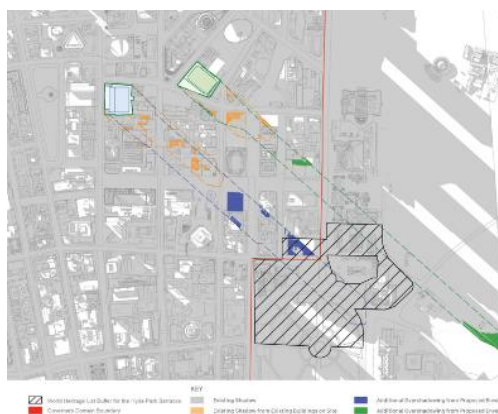
**2.30 pm on 21 June**



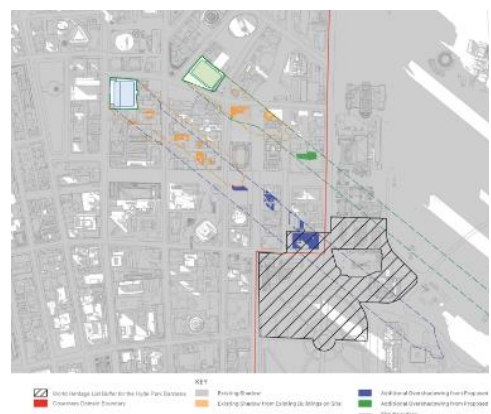
**2.45 pm on 21 June**



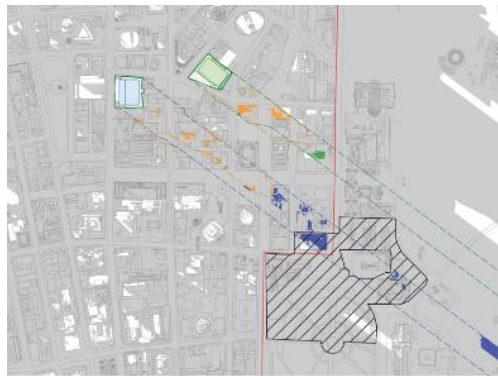
**3.00 pm on 21 June**



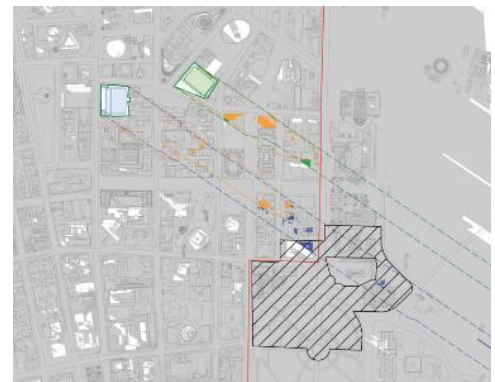
**3.15 pm on 21 June**



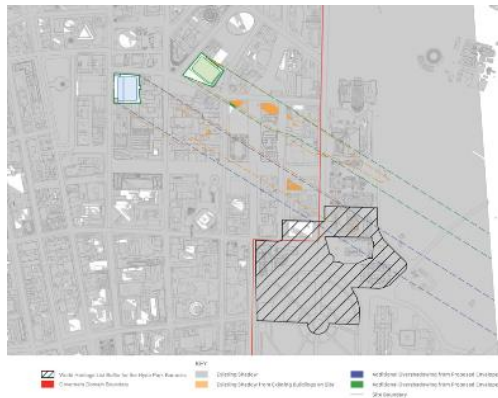
**3.30 pm on 21 June**



**3.45 pm on 21 June**



**4.00 pm on 21 June**



**4.15 pm on 21 June**

**Figure 7-13 –Diagrams showing potential additional overshadowing within the National heritage listed boundary of Governors' Domain and Civic Precinct**

**Table 7-4 Analysis of potential additional overshadowing to Governors' Domain and Civic Precinct**

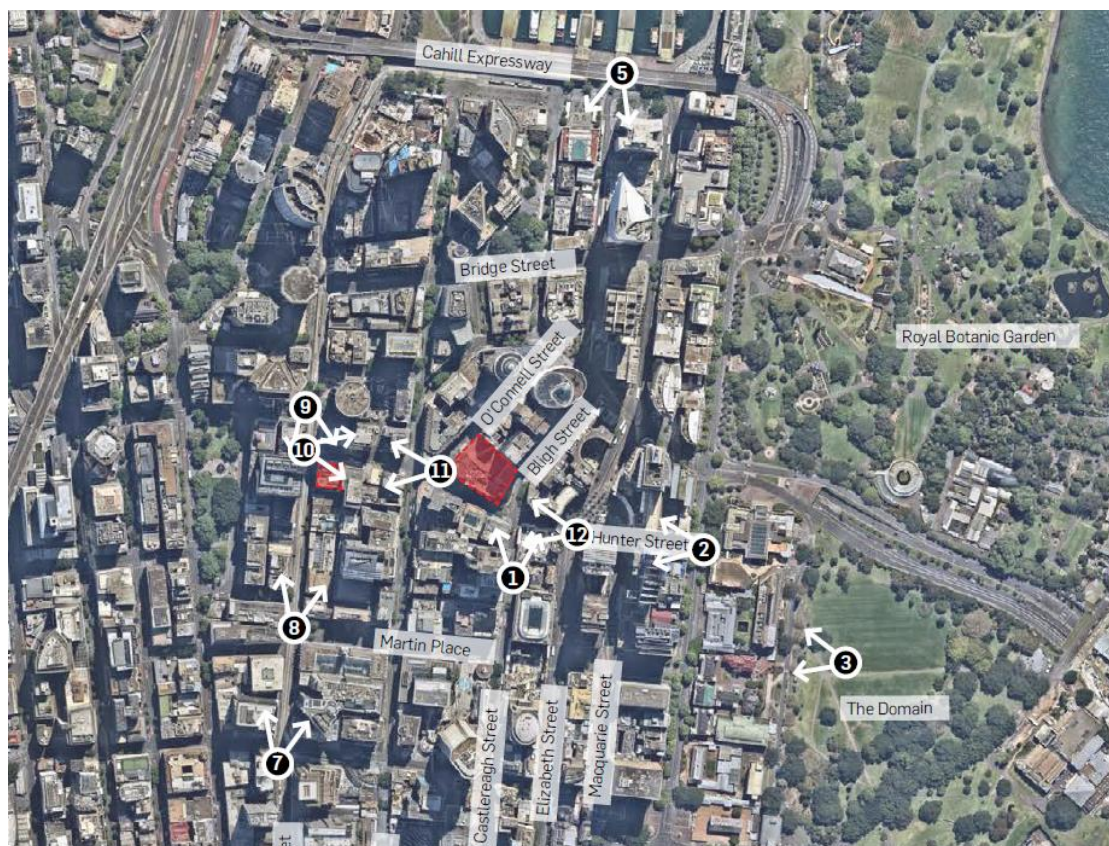
Time	Place	Extent of shadow
2.15 pm	Hyde Park Barracks	Shadow of Hunter Street East falls on western roof
2.30 pm	Hyde Park Barracks	Shadow of Hunter Street East falls on eastern roof and western roof
2.30 pm	Registrar General's Office (Land Titles)	Shadow of Hunter Street East falls on roof area to north
2.45 pm	Registrar General's Office (Land Titles)	Shadow of Hunter Street East falls on roof of more recent building to the east of Hyde Park Barracks
2.45 pm	The Domain	Shadow of Hunter Street East falls over roof of buildings near the corner of Prince Albert and St Marys Road (Phillip Precinct)
3.00 pm	The Domain	Shadow from Hunter Street East falls over the roof of works depot buildings near the corner of Prince Albert and St Marys Road (Phillip Precinct) and trees and lawn areas in Phillip Precinct
3.15 pm	The Domain	Shadow from Hunter Street East falls over the Domain Fields to the south east of the Carpark entry.
3.30 pm	N/A	No additional overshadowing
3.45 pm	Registrar General's Office (Land Titles)	Shadow from Hunter Street West falls on small areas of roof
3.45 pm	The Domain	Shadow from Hunter Street West falls on a narrow strip at the southern end of Domain Fields
4.00 pm	Registrar General's Office (Land Titles)	Shadow from Hunter Street West falls on small areas of roof
4.15 pm	N/A	No Additional overshadowing

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

## 7.6 Visual and view impacts

To determine the visual impact of the proposed planning envelopes compared to the existing site context (with buildings demolished on the eastern site), a View and Visual Impact Assessment has been prepared (Appendix K) which includes a series of photomontages from key vantage points in the public domain (refer Figure 7-14).

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



**Figure 7-14 Photomontage view location map (Note: views 2 and 6 are outside image)**

The analysis found that the sites are located within a relatively constrained visual catchment, and while upper parts of the proposed planning envelopes are likely to be visible from distant views from the west, north and east, this will be against a backdrop of an urban development or city skyline. The specific visual impacts or impacts to view corridors resulting from the proposed planning envelopes are outlined in the following sections.

### 7.6.1 Visual impact

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

The assessment shows that for most views there is a high capacity to absorb physical change, and the proposed planning envelopes do not result in a high or significant visual impact on the public domain.

Specifically, notwithstanding variable levels of visual effects, of the 14 views analysed 10 were rated as a low impact, 3 were rated as medium impact, and 1 rated as medium-high level of visual impact. The one view location that was assessed as having a medium-high level of visual impact resulting from the proposed planning envelope is View 10 shown in Figure 7-15.

View Location 10 is a close range view looking east down Hunter Street, and both the eastern and western sites are within view. The Hunter Street frontages of both proposed planning envelopes are visible in the view and are adjacent to other tower forms.

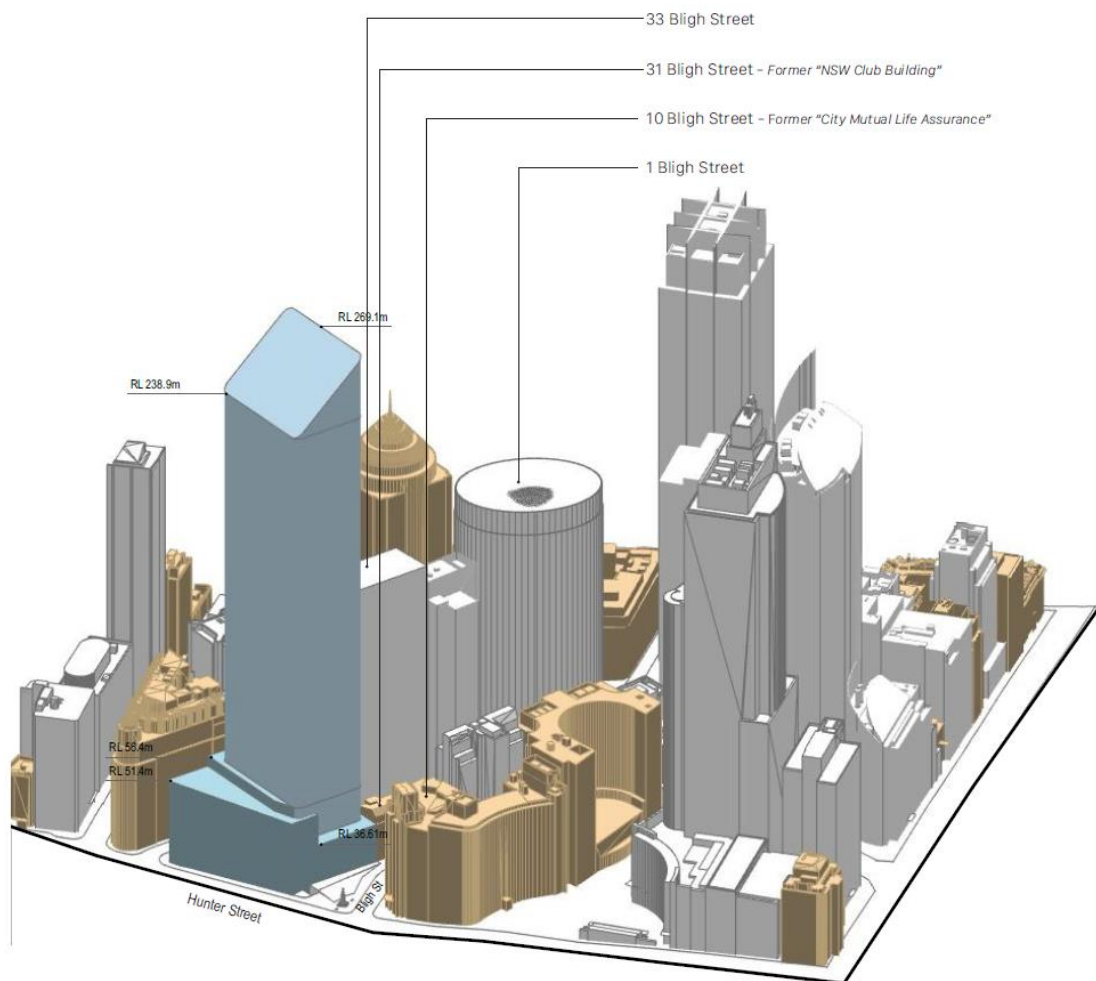
The proposal from View Location 10 does not block heritage facades or views to heritage items. Importantly views and vistas to heritage items will be improved as a result of the considered planning envelope and setbacks. As shown in Figure 7-16 the Hunter Street tower setback on the eastern site, in addition to podium setbacks enhance views to heritage buildings surrounding the site.

The proposed planning envelopes do not create any significant view blocking effects on important baseline factors including areas of existing visual character, or scenic quality. The photomontages do not highlight the significant existing buildings within the image that will be demolished as a result of future development on the site under the proposed controls. Further, the proposed envelopes are not dissimilar in form, height or character to existing towers in the immediate visual frame and wider visual context. The upper-most parts of the tower forms predominantly block open areas of sky from this view location.

Whilst from View Location 10 a medium-high visual impact results from the two planning envelopes, this is to be considered in the context of the lower ratings of the other 13 views. The impacts of this view location are also not to any significant built form, heritage items or heritage areas, nor to any significant public domain features.



**Figure 7-15 Photomontage of proposed planning envelopes – View location 10**



**Figure 7-16 Planning envelope shown in context of surrounding heritage items – Hunter Street Station (Sydney CBD) eastern site**

## 7.6.2 Public views

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

Close views of the proposed planning envelopes demonstrate a partial obstruction of views towards heritage items from the public domain in close range. These close-range views are illustrated within the Visual Impact Assessment, and are found to have an acceptable cumulative visual impact. The partial obstruction of views to heritage items is to be expected with the redevelopment of the Hunter Street Station (Sydney CBD) sites in accordance with the existing planning controls that apply.

### 7.6.3 Private views

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

## 7.7 Wind environment

A Pedestrian Wind Assessment (Appendix H) has been prepared to evaluate the wind conditions at the Hunter Street Station (Sydney CBD) sites and nearby surrounding environment. This included an assessment of a total of 40 locations within and around the eastern and western sites as part of the wind tunnel testing. These assessment locations in shown in Figure 7-17.



**Figure 7-17 Wind assessment locations for baseline investigations**

The wind tunnel test was split into three stages:

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

From the assessment of all 40 locations included as part of the baseline investigations, the report found that the existing wind conditions located around the eastern and western sites are generally suitable for sitting in parks, can be considered safe at all locations, with no adverse conditions that need to be mitigated.

From the assessment of 37 locations included as part of the base case assessment, the report found that the wind results for all locations are suitable for the intended activities and are considered safe. Note that three assessment locations (at sensors 13, 19 and 20) were not included in the base case assessment due to their location within the western site boundary (and therefore within the base case built form).

When assessing the baseline investigations, the results show that the wind environment for all locations measures around the site are anticipated to be suitable for the intended activities and safe, in accordance with the requirements of the SDCP 2012.

From the assessment of 40 locations around the eastern and western sites, the planning envelope assessment against the SDCP 2012 wind criteria found that the wind results for all locations are suitable for the intended activities and are safe. Based on the wind tunnel results, all tested locations would be able to achieve the required SDCP 2012 criteria and can be deemed safe when compared to the safety criteria set out in the SDCP 2012. While there are some locations where the wind speeds around the planning envelopes are higher than the baseline investigations and/or base case. Therefore, mitigation strategies may be required as part of the future SSDA to improve wind conditions around the site.

When comparing the results of the base case to the planning envelope, the assessment found that on average, the planning envelope performed better than the base case in relation to the comfort and safety levels set out within Schedule 11 of the SDCP 2012. The results of the assessment also indicate that wind speeds are compliant with the intended usage of each area around the planning envelope. While there are some areas where the wind speed is increased when compared to the baseline investigations and base case, these wind speeds are still acceptable for the intended use.

## 7.8 Public domain and pedestrian activity

The construction and operation of the Hunter Street Station (Sydney CBD), including the surrounding areas and public domain) will be subject to approval via a future CSSI application.

A Transport and Transport Study has been prepared to support this Planning Proposal request and is included at Appendix E. This assessment not only includes assessment of the traffic and parking implications of the proposal, but pedestrian impacts and accessibility of the site and OSD for pedestrians.

The Transport and Accessibility Impact Assessment assesses the impact of the concept reference design against a density that is currently compliant with the SLEP 2012 above the proposed metro station (referred to in this section and the Transport and Accessibility Impact Assessment as a 'base case').

For the purposes of this assessment a conservative FSR is assumed in the base case, being a total FSR of 12.83:1 per site. This base case figure doesn't include additional FSR design excellence bonuses under the existing clause 6.21D (10%) or the tower cluster provisions in clause 6.21E of SLEP 2012. Therefore, the actual impacts of a base case may in effect be higher than reported in this assessment.

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

The application of this rate to the person trip generation for the proposed density on the site is outlined in Table 7-5. 80 percent of the AM peak trips are assumed to be inbound while the remaining 20 percent are outbound trips.

**Table 7-5 Total person trips generated by the Hunter Street Station (Sydney CBD) OSD**

Building	Proposed Commercial GFA	Rate per sqm of Commercial GFA	Person Trips – AM Peak Hour		
			Total	Inbound	Outbound
East	81,769	0.0361	2,954	2,363	473
West	65,914	0.0361	2,381	1,905	381
<b>Total</b>			<b>5,335</b>	<b>4,268</b>	<b>854</b>

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

### **7.8.1 Existing footpath conditions**

The pedestrian network surrounding the Hunter Street Station (Sydney CBD) is extensive, providing active travel and walking connectivity to interchangeable transport modes and high-quality footpath connections to local destinations in all directions.

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

The CBD already experiences high flows of pedestrians and vehicles, and it is anticipated that demand would steadily increase by 2036. Due to current constraints, there is limited scope for significantly changing signal timings or increasing the footpath widths to improve walking experience in the CBD. Any improvements to the surrounding pedestrian network would be investigated in consultation with key stakeholders such as the City of Sydney and TfNSW.

### **7.8.2 Planning Proposal pedestrian impacts**

Walking is anticipated to be a primary mode of both access and egress for the Hunter Street Station (Sydney CBD) OSD. For this reason, integrating legible access points to and from the station and the OSD is a key consideration for future development.

It is estimated that the net additional trips generated by the increase in density proposed by this Planning Proposal request would be a total of 1,619 inbound and 404 outbound in the AM peak. For the eastern site, this includes 1,006 inbound and 251 outbound trips. For the western site, this includes 613 inbound and 153 outbound trips.

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

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

The proposed increase in density on the site would therefore result in a low impact on the surrounding pedestrian network. As the density of employment in the CBD grows, greater pressure will be felt on the pedestrian infrastructure, however the proposal reduces such impacts by locating OSD on the same site as new public transport infrastructure.

It is noted that proposed pedestrian access to the eastern site includes access to retail at Hunter Street, access to the commercial OSD from a through-site link between Bligh and O'Connell Street, and primary station access from O'Connell Street and the through-site link.

A through-site link is proposed on the eastern site to provide equitable access to the station entrance from both O'Connell and Bligh Streets. However, the through-site link will also have additional benefits including:

- Providing equitable access and comfortable pedestrian movement in the east-west direction from Bligh to O'Connell Street noting the steep gradient of the Hunter Street footpath.
- Providing additional capacity for the pedestrian network surrounding the site (specifically the footpaths on Hunter Street).
- Providing a visual connection from the OSD to the heritage listed Richard Johnson Square and obelisk.
- Directly pedestrian access to the OSD vertical transport and lobby from both O'Connell and Bligh Streets.

The proposed pedestrian access to the western site includes access to retail and commercial at Hunter Street and George Streets including at the former Skinners Family Hotel, retail access from the through-site links and internal arcade, access to the commercial OSD from George Street and potentially a through-site link, and primary station access from George Street (at grade) and Hunter Street via a through-link.

Through-site links are being explored on the western site to:

- Provide wayfinding for Sydney Metro patrons including multiple pedestrian entrances to the Hunter Street Station (Sydney CBD) and vertical transport to the concourse.
- Provide improved pedestrian permeability through a large CBD block, including facilitating a link between Pitt and George Streets (subject to the redevelopment of properties to the east of the site).

Provide pedestrian links that can enhance and strengthen the existing laneway network to the south of the site.

### **7.8.3 Sydney Metro West pedestrian movements**

As the existing CBD area already experiences high flows of pedestrians, with or without the construction of the OSD, it is anticipated that for the passengers forecast for Hunter Street Station (approximately 10,000/hour eastern site and 14,000/hour western site in 2056) will add to the high flows.

Due to current constraints, there is limited scope for significantly changing signal timings or increasing the footpath widths to improve walking experience in the CBD. Any improvements to the surrounding pedestrian network should be investigated in consultation with key stakeholders such as the City of Sydney and Transport for NSW. Notwithstanding, as outlined in this section, the increase in pedestrian flows from the OSD are negligible compared to the pedestrian flows and accessibility impacts resulting from the construction of the Hunter Street Station (Sydney CBD).

## 7.9 Traffic and transport impacts

### 7.9.1 Car parking

A maximum 70 car parking spaces (excluding car share spaces) are proposed across the Hunter Street Station (Sydney CBD) sites. This total car parking provision may be divided into the eastern site or western site subject to a future SSDA.

The proposed planning controls are proposed as a maximum 70 parking spaces to ensure that the future OSD will result in the delivery of less than half of the spaces currently permitted by the SLEP 2012 (148), and fewer than the total number of car parking spaces that existed on-site within previous on-site developments (86) prior to their demolition.

The proposed maximum parking control provides a balance of allowing a small amount of on-site parking where it can be accommodated within the development, mitigating any environment impacts as the development will accommodate no more than what has previously been located on site, and reducing reliance on private vehicle ownership in a CBD environment.

The proposal is consistent with the *Guideline for Site Specific Planning Proposals in Central Sydney* which recommends that car parking spaces (including existing car parking spaces) are limited to the total number of existing car parking spaces within existing developments on site, or the maximum permitted under SLEP 2012 for the site, whichever is less. The proposed planning controls therefore align with Council's objectives for reducing reliance on private vehicle ownership in areas of high public transport accessibility.

While car parking spaces are not currently shown on the concept reference design, it is anticipated that a future developer of the OSD will find innovative ways to include parking for private vehicles. Access to these spaces and provision of these spaces must be in accordance with the provisions outlined in the Design Guidelines.

### 7.9.2 Traffic generation

The TfNSW 'Guide to Traffic Generating Developments' provides vehicle trip generation rates for commercial office premises and assumes GFA as the basis for the number of trips generated. Traffic generation resulting from the proposed increase in density for the Hunter Street Station (Sydney CBD) OSD is outlined in Table 7-6.

**Table 7-6 Estimated AM peak hour vehicle trips per site**

Site	Rate	AM Base Case vehicle trips (LEP compliant)		AM Planning Proposal vehicle trips (LEP amendment)		Additional vehicle trips as a result of LEP amendment
		GFA	Trips	GFA	Trips	
East	0.17 per 100m <sup>2</sup> of Commercial GFA	46,971	80	81,769	139	59
West		44,700	76	65,914	112	36
<b>Total</b>			<b>156</b>		<b>251</b>	<b>95</b>

The Transport and Accessibility Impact Assessment finds that the estimated trip generation results in approximately 251 vehicle trips in the AM peak and 206 movements in the PM peak. The provision of no more than 70 car parking spaces across the eastern and western sites will likely restrict and discourage the realisation of this vehicle trip generation.

The traffic generation resulting from the proposed planning changes indicate that the additional traffic generated would be minimal (a maximum additional 1.7 vehicle movements per minute during AM peak hour), and for this reason it is anticipated there would be no significant impact to local traffic, or to footpath amenity and functionality from vehicle movements to and from the Hunter Street Station (Sydney CBD) sites.

### **7.9.3 Vehicle access provision**

The eastern site is accessible by vehicles from O'Connell Street at the north-western corner of the site, where vehicles can service the ground floor loading dock. Future access to the loading dock from O'Connell Street would be confined to left-in, left-out given the current one-way configuration of O'Connell Street.

Vehicle access to the western site is via a down ramp to a basement from Hunter Street. There are no proposed restrictions to the basement from Hunter Street, with the two-way, two-lane road having double dividing lines that can be crossed by vehicles entering or leaving the road.

The loading docks on the eastern and western sites will include spaces for medium rigid vehicles (MRV), small rigid vehicles (SRV) and B99 vehicles. The total number of service vehicle spaces will be documented in the future SSDA and following further consultation with TfNSW Freight. Notwithstanding, the concept reference design demonstrates how an indicative loading dock on the site may be accessed and planned.

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

### **7.9.4 Active transport**

Future development on the site will include end of journey facilities to support active transport modes. The concept reference design includes bicycle parking and end of journey facilities to support the proposed development on Level 3 of the podium on each site. This demonstrates that future development on the site can comply with the required end of journey facilities under both the SDCP 2012 and the relevant Green Star Buildings Movement and Place Credit assessment tool. This will likely include a total of over 1,400 bicycle parking spaces across the site, depending on the total GFA proposed in a future SSDA.

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

This cycle link has turning facilities at its signalised intersection with Hunter Street, which would facilitate access to the eastern site via a bicycle entrance on O'Connell Street (subject to future detailed design). The pedestrianised section of George Street can also be used by cyclists to access the western site.

## 7.10 Heritage impacts

### 7.10.1 Connecting with Country

Sydney Metro is developing a 'Designing with Country' Strategy which can be implemented for the Hunter Street Station (Sydney CBD).

The Strategy will:

- Outline the policy context, site context and social context of the project.
- The strategy will respond to the Transport for NSW Reconciliation Action Plan 2019-2021 deliverables.
- Inform the development and stewardship of appropriate Aboriginal Cultural Design Principles that will be incorporated into the design, public art, and heritage interpretation of the station.
- Sydney Metro will develop a strategy whereby First Nations knowledge holders are connected with via a reconciliatory process of collaborative design. Through this process, the ancient spiritual significance of this site can be celebrated.

Details of the 'Designing with Country' Strategy will be outlined in the CSSI application for the Hunter Street Station (Sydney CBD).

### 7.10.2 Archaeology

The proposed planning controls and planning envelopes primarily relate to the increase in height of building and density controls that apply to the site. Specifically, the OSDs will utilise the space above the proposed station shafts and additional excavations are not required to construct the OSD. The proposal will not impact on any Aboriginal or European archaeology beyond that which will be assessed under the CSSI application for the excavation and construction of the Hunter Street Station (Sydney CBD).

### 7.10.3 Non-Aboriginal heritage

The Heritage Impact Assessment included at Appendix F assesses the potential impacts of the Planning Proposal request (and the anticipated planning envelope) upon the identified heritage items located within the vicinity of the Hunter Street Station (Sydney CBD) sites. This Heritage Impact Assessment is in accordance with the Heritage NSW guidelines for preparing Statements of Heritage Impact ('*Statements of Heritage Impact*' published in the New South Wales Heritage Manual by the Heritage Office (now Heritage NSW) and Department of Urban Affairs & Planning 1996, revised 2002) and the approach set out in the *Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance*, 2013.

The Heritage Impact Assessment concludes that the planning envelope sought through this Planning Proposal request is acceptable from a heritage perspective noting the following:

- The Planning Proposal request does not seek an amendment to Schedule 5 of the SLEP 2012. Therefore, all listed items identified in this report will continue to be protected by the provisions relevant to heritage set out in the SLEP 2012.
- The Tank Stream will be managed in accordance with an Archaeological Research Design for the site under the CSSI Stage 2 application.

- The context of heritage items and places within this part of the Sydney CBD has been subject to substantial and ongoing change. The planning envelopes sought by this Planning Proposal request are consistent with the density anticipated within the tower cluster areas.
- The proposed planning envelopes and the concept reference design responds to their immediate context and heritage building in the vicinity of the site through modulation of podium heights and appropriate setback and articulation to tower envelopes to minimise impacts on nearby heritage items. Future development within the planning envelopes is likely to be visible from heritage items within the CBD. The future development within the planning envelopes will be subject to SSDA approval and will include the advice of experienced heritage consultants. The planning envelopes are not located within any significant views to or from World, National or Commonwealth heritage listed places and are not likely to cause a significant impact on the heritage values relevant to those places.

The Heritage Impact Assessment provides recommendations to guide the future detailed development to achieve an architectural outcome that respects the heritage character of the Hunter Street Station (Sydney CBD) sites and its surrounding location whilst minimising and or mitigating heritage impacts. These recommendations are set out as follows.

#### **Eastern site**

- Consider the design of Richard Johnson Square in collaboration with the City of Sydney to ensure the design of the public domain results in a cohesive and considered outcome.
- Seek the advice of a heritage consultant in the appropriate detailing for construction adjacent to the heritage items Former NSW Club Building and Former Bank of NSW.
- Provide ongoing monitoring and protection of adjacent heritage items during construction.
- Include provision for the interpretation of archaeological findings from the surface demolition and excavation proposed in SSI-19238057 in the future commercial development.

#### **Western site**

- For the SSDA Stage, prepare a Conservation Management Plan or Strategy to inform the proposed adaptation of Former Skinners Family Hotel including interiors
- Prepare a photographic archival record of Former Skinners Family Hotel prior to the demolition of surrounding buildings.
- An experienced heritage consultant should be appointed to provide advice during design development, documentation and construction of the adaptive reuse of Former Skinners Family Hotel and construction immediately adjacent to it.
- Ensure compliant amenities and vertical circulation are provided in the new development to support the adaptive reuse of Former Skinners Family Hotel including interiors.
- Ensure services are provided within the new development to reduce the need for intervention in the fabric of Former Skinners Family Hotel including interiors.

- Consider provision for the interpretation of archaeological findings from the surface demolition and excavation proposed in SSI-19238057 as Public Art in the future commercial development where not incorporated into the station.
- Include the provision for interpretation of the development of Former Skinners Family Hotel including interiors in the adaptive reuse of the building.

## 7.11 Ecologically sustainable development

A Sustainable Design Strategy Report accompanies this Planning Proposal request at Appendix I which outlines the sustainable design framework which will be utilised to guide the future development of the site. The report confirms that Sydney Metro is aiming for the future Hunter Street Station (Sydney CBD) to achieve the following benchmark sustainability standards:

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

The following Climate Positive Pathway has been established for the Hunter Street Station (Sydney CBD) OSD:

- Achieve a 40% reduction in upfront carbon emissions over a standard practice building
- Demonstrate a 30% reduction in energy use over a standard practice building
- Prepare a Zero Carbon Action Plan (ZCAP) to transition any residual fossil fuel systems to fossil fuel-free systems and their end of life
- Source 100% of the building's electricity from renewables
- 40% reduction in potable water use
- Eliminate or offset high GWP refrigerants
- Offset 100% of residual embodied emissions
- In alignment with Green Star requirements, at least 90% of construction and demolition waste should be diverted from landfill
- 30% reduction in life cycle impacts.

A range of measures are recommended in the report to assist in achieving sustainability targets which will be further detailed in the future SSDA. These measures include selection of passive design measures including window to wall ratios, horizontal and vertical shading, and facades systems, energy efficient lighting and fixtures, on-site renewables, rainwater capture and reuse, water efficient fixtures, and electric vehicle charging capabilities.

## 7.12 Flood impacts

A Preliminary Flood Impact Assessment (Appendix G) has been prepared which summarises the existing flooding conditions around the Hunter Street Station (Sydney CBD) sites and sets out the anticipated upgrades, infrastructure and flood protection measures to meet the City of Sydney Council's flood assessment criteria.

The City of Sydney Council's Interim Floodplain Management Policy comprises flood planning level requirements that are applicable to the planning envelope sought by this Planning Proposal request. The CSSI Stage 3 application also includes specific flooding requirements to ensure that the anticipated development outcome avoids or minimises the risk of flooding or flooding hazards.

The flood assessment criteria applicable to the Hunter Street Station (Sydney CBD) sites includes:

- The planning envelope sought by this Planning Proposal request would not have an adverse impact on the flood immunity of the Hunter Street Station (Sydney CBD) Station
- The anticipated commercial development would not increase the likelihood of flooding on other developments, properties or infrastructure
- The Flood Planning Level for the anticipated commercial development would be at least equal to the 1% AEP climate change flood event
- The Flood Planning Level for anticipated retail developments would be a balance of protection from the 1% AEP climate change flood event and achieving urban design outcomes.

A TUFLOW one dimensional/two dimensional hydraulic model from relevant previous studies was adapted for use in the Preliminary Flood Impact Assessment. This methodology includes a 'baseline' scenario without the OSD (but with the major civil excavation on the site), and a 'proposed development scenario' which comprises the concept reference design for the OSD and integrated station development.

### 7.12.1 Existing flooding environment

As outlined at Appendix G, the City Area Catchment Flood Study (BMT WBM, 2014) and the City Area Catchment Floodplain Risk Management Plan (WMAwater, 2016) establish a basis for existing flooding behaviour within this floodplain. These studies confirm that the site is subject to the following flooding risks:

- George Street and nearby Pitt Street are floodways in all flooding events considered as part of the flooding assessment.
- Hunter Street and various lanes off Pitt Street become floodways in the Probable Maximum Flood (PMF) flood event.

### 7.12.2 Flood level assessment and results

The anticipated increase in building height and density on the site that is sought as part of this Planning Proposal request would have limited localised impacts on existing flooding behaviour. Generally, there would not be an increase in flood levels in all events as a result of the concept reference design.

A range of recommended flood mitigation measures are recommended to ensure that the future development outcome can meet the requirements of the City of Sydney's Interim Floodplain Management Policy and the requirements of the CSSI Stage 3 application.

These recommendations are premised on the basis that flood protection measures are employed to provide the necessary protection to critical infrastructure, to be documented in the CSSI application for the construction of the Hunter Street Station (Sydney CBD) and the future SSDA for entrances to the commercial and retail areas off Bligh Street, George Street, and Hunter Street. It is noted that the retail areas off O'Connell and Hunter Street are located in the concept reference design at street level to facilitate urban design outcomes for street level activation. These tenancies may require additional provisions to ensure occupants could shelter in place safely, which can be detailed in a future SSDA in accordance with standard development practice.

Any residual risk to the street level retail spaces on the site will require an operational flood emergency response plan. Such an operational flood emergency response plan can be outlined in a subsequent Detailed SSDA application.

Flood levels are anticipated to be able to managed within the future detailed design of the Hunter Street (Sydney CBD) integrated station development. Controls relating to future flood planning levels outlined in the Preliminary Flood Impact Assessment are also outlined in the Design Guidelines to ensure adequate flood protection for the future development on the site.

## **7.13 Ground conditions**

### **7.13.1 Geotechnical conditions**

The proposed planning controls and planning envelopes primarily relate to the increase in height of building and density controls that apply to the site. Specifically, the OSDs will utilise the space above the proposed station shafts and additional excavations are not required to construct the OSD.

The impact of the proposed OSD on the surrounding ground is assessed to be small and are summarised below as outlined in the Geotechnical and Contamination Assessment (Appendix J):

- The site is underlain by high strength sandstone bedrock which is a suitable founding material for the construction of a high-rise tower.
- Some additional lateral ground movement could occur due to the additional OSD loading compared to the construction of a station alone. Compared to the movements caused by the station excavation, the additional ground movement from an OSD is assessed to be small and can be managed through the utilisation of industry-standard design and construction techniques and practices.
- The OSD construction is above ground and does not directly impact the groundwater table. Any long-term impacts to the groundwater table are assessed in CSSI application for the excavation and construction of the Hunter Street Station (Sydney CBD).
- Temporary and/or permanent ground anchors are not required to construct the OSD.
- Piled foundations are not expected to be required to support the additional OSD load above the station, but this additional loading needs to be considered during the detailed design of the station.
- The State heritage listed Tank Stream and the former Skinners Family Hotel will be retained and protected within the site as part of the proposal. Some indirect impact (to the setting or from vibration) can be managed during

construction of the integration station development to result in a neutral or negligible impact under the conditions of a CSSI application.

The geotechnical conditions of the site do not preclude or adversely impact the ability of a development with a height or density as proposed within this Planning Proposal request to be supported.

#### **7.13.2 Contamination**

As outlined within the Geotechnical and Contamination Assessment (Appendix J) prior to the development of the Hunter Street Station (Sydney CBD) integrated station development, all structures except for the former Skinners Family Hotel will be demolished and station infrastructure and buildings constructed.

The OSD will sit upon the station shafts and podiums at both Hunter Street Station (Sydney CBD) sites and no additional excavation is to be completed in order to construct the OSDs. Further it is noted that the historic use of the land is for commercial purposes, and this is not proposed to be altered by the proposal. Therefore, the contamination risk is considered very low for the construction of two commercial office towers on the site.

#### **7.13.3 Acid sulfate soils**

In accordance with SLEP 2012, the site is classified 'Class 5 Acid Sulfate Soils'. Further, the NSW Department of Planning and Environment online 'Acid Sulfate Soils risk maps' show a very low chance of acid sulfate soil occurring on the site.

As outlined within the Geotechnical and Contamination Assessment (Appendix J) the OSD is not affected by soil erosion, saline soils or acid sulfate soils as it utilises the space above the station shaft. Any issues with soil erosion, saline soils or acid sulfate soils will be managed during the CSSI application for major civil and tunnelling construction works, and excavation and construction of the Hunter Street Station (Sydney CBD).

## 7.14 Rail tunnel impacts

A Rail Corridor Impact Assessment (Appendix M) has been prepared which summarises the location of the Rail Protection Reserves and assesses the extent to which the future Hunter Street Station (Sydney CBD) OSDs will have an impact on the existing TfNSW rail network.

The Hunter Street Station (Sydney CBD) western site interfaces with the existing Wynyard Station Precinct and the existing Hunter Tunnel (also known as the George Street Subway). The cavern and shaft for the western site are both located outside the second rail protection reserve and subsequently, the construction restrictions set out within the TfNSW Standard (Development Near Rail Tunnels – November 2018, Version 2.0) do not apply.

The construction of the OSDs will take place after major civil excavation activities and following the construction of the station structures. As a result, most of the ground movement will occur during the excavation of the station cavern and access shafts. This has been investigated as part of the CSSI Stage 2 application.

The assessment found that amendments sought by this Planning Proposal request to facilitate the future Hunter Street Station (Sydney CBD) OSDs will have negligible impact on the rail tunnels due to:

- The future OSDs would be designed to sit above (and be integrated with) the Hunter Street Station (Sydney CBD) and would be required to comply with stringent engineering and design requirements of the rail infrastructure.
- The construction of the future OSDs will take place after the major civil excavation activities and the construction of the station structure.
- The footprint of the future OSD would be limited to the Hunter Street Station (Sydney CBD) sites, and the existing Wynyard Station rail tunnels is located outside the rail protection second reserve defined in ASA standard T HR CI 12051 ST.

The foundation of the OSD will be founded in high strength Class I/II Sandstone which will support the OSD. The foundation load will not impact on the existing Wynyard Station rail tunnels located over 100m away.

## 7.15 Utility services assessment

A Utilities and Infrastructure Servicing Assessment (Appendix L) has been prepared to support the increase in density being sought as part of this Planning Proposal request. The assessment outlines the existing utility infrastructure that currently services the Hunter Street Station (Sydney CBD) sites as well as potential decommissions and/or upgrade works required to service the planning envelope sought by this Planning Proposal request. This is set out within Table 7-7.

The report confirms that existing utility infrastructure can be augmented to meet the anticipated augmentation required to meet the increased demand generated by the planning envelope. As the site is located within the Sydney CBD it is well served by the full range of public utilities including electricity, telecommunications, water, sewer and stormwater.

**Table 7-7 Utility and services infrastructure**

Service	Existing supply	Augmentation required
Stormwater	Existing stormwater flows from the local catchment area (Sydney Water City Area 29 Catchment) collect through Sydney Water Corporation (SWC) stormwater assets to the Tank Stream and Bennelong sewers	Stormwater is to be discharged to existing stormwater assets where possible  Potential future stormwater connections required to be detailed as part of the future SSDA
Wastewater	Wastewater servicing is provided by SWC and directed to the Bindi Treatment Plant	It is anticipated that a potential new wastewater connection would be required to the existing main sewer along Bligh Street (for the eastern site) and along George Street (for the western site)  Specific connection locations will be identified following consultation with Sydney Water Corporation
Potable Water	Provided by SWC from the Prospect East Water Delivery System which is supplied by gravity from the Prospect Water Filtration Plant	It is anticipated that future connections will be required to the existing watermains  Specific connection locations will be identified following consultation with Sydney Water Corporation
Communications	Various telecommunications providers service the site including Telstra, NBN TPG and Optus	New telecommunications connections would be required, however the extent of augmentation will depend on future tenant service requirements  Connections for the eastern site would be facilitated from existing services within the site's boundary (between O'Connell Street, Bligh Street and Hunter Street)  Connections for the western site would be facilitated from existing

Service	Existing supply	Augmentation required
		infrastructure pits and ducts along George Street and Hunter Street
Electrical	High and low voltage electrical supply is provided by Ausgrid	Existing electrical infrastructure servicing Sydney Metro City & Southwest, and Martin Place Station would be investigated as a potential source of supply
Gas	Gas reticulation is provided by Jemena Gas West	Initial consultation with Jemena indicates that there would be sufficient capacity in the high pressure network to support the development  Potential future gas connections required to be detailed as part of the future SSDA (in consultation with Jemena)

## 7.16 Waste management

A preliminary operational Waste Management Strategy is provided at Appendix P which would be supported by a future Concept SSDA for the OSD on the Hunter Street Station (Sydney CBD) sites. The report identifies principles for waste management for the future redevelopment of the site.

The site-specific Design Guidelines introduce key waste management, servicing, and loading objectives and provision to guide the design and detail of a future loading dock and waste storage and facilities on each of the Hunter Street Station (Sydney CBD) sites. A loading dock to service the eastern site is proposed to be accessed via O'Connell Street, and a loading dock to service the western site is proposed to be accessed via Hunter Street at the low point of the site.

It is noted that the concept reference design has considered waste management and waste storage provision for the station and OSD, and it is considered that with the scale of the site and vehicular access proposed from O'Connell Street (eastern site) and Hunter Street (western site) that waste generated on the site can be adequately accommodated and effectively managed in a future development.

## 7.17 Public art

Sydney Metro is committed to delivering high quality public art at the Hunter Street Station (Sydney CBD). Public art will be delivered through the detailed design of the station and public domain, however will also be delivered with the OSD as outlined within this Planning Proposal request.

The concept reference design includes opportunities for the provision of public art in a variety of locations across the Hunter Street Station (Sydney CBD). The public artwork is intended to be commissioned based on standards of excellence and innovation, integrity of the work, relevance and appropriateness of the work, public safety and public domain codes, and maintenance and durability in accordance with the requirements of Sydney Metro.

Future development applications for new buildings within the site are to be accompanied by a Public Art Strategy generally consistent with the City of Sydney's Public Art Strategy, Public Art Policy, Guidelines for Public Art in Private developments, and Guidelines for Acquisitions and Deaccessions.

While a Public Art Strategy will be provided within subsequent development applications, the Urban Design and Indicative Built Form Report considers potential locations for public art opportunities on each site as follows:

### Eastern site

- Through-site link installations,
- Ceiling/ soffit art at ground level retail and high frequency pedestrian zones,
- Sculptural art in the south eastern setback area fronting Richard Johnson Square, and
- Commercial lobby art.

### Western site

- Through-site link installations,
- Heritage displays at the Former Skinner's Family Hotel,
- Sculptural art within the southwestern setback area fronting George Street, and
- Ceiling/ soffit art above pedestrian entrances to the below ground concourses.

Public art opportunities for the OSD specifically, in addition to that to be delivered for the station, will therefore be provided under the proposed planning controls for the site within subsequent stages of development.

## 8 Conclusion

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Sydney Metro seeks to establish both a site-specific provision included in Part 6, Division 5 of the SLEP 2012, and key built form and design guidelines within site-specific Design Guideline to be endorsed by the Planning Secretary to inform a future staged SSDA for construction of over station development at the Hunter Street Station (Sydney CBD) sites.

This Planning Proposal request has been prepared in accordance with the relevant provisions of the *Environmental Planning & Assessment Act 1979*, the regulations, applicable Local Planning Directions and the guidelines for the preparation of LEP amendments.

The Planning Proposal request has been assessed against relevant State and local planning considerations including relevant Strategic Merit Tests. The Planning Proposal sought by this request is justified on planning merits for the reasons summarised as follows:

- The proposal demonstrates consistency with the strategic planning framework governing the Greater Sydney Region and Sydney CBD and specifically, the CSPS. The CSPS seeks additional commercial floor space capacity in Central Sydney while also delivering improved public domain outcomes.
- To ensure the Sydney CBD remains competitive and maintains its global status, both in terms of quantity, quality and availability of office floor space, the Planning Proposal request seeks to significantly enhance the employment generating capacity of the site.
- The proposal will generate jobs both during construction and operation which will have flow on effects to the local and broader domestic economy.
- Supporting planned growth, expanding the 30-minute cities, and increasing all-day accessibility to the Sydney CBD.
- Increasing transport network capacity and accessibility to key centres, reducing train and station crowding, increasing public transport network reach and use, improving travel times, and improving resilience to incidents on the network.
- Enhancing amenity and activation of the street frontages and existing through-site links compared to existing development.
- Integrating the public domain design to align with Richard Johnson Square as currently planned by the City of Sydney.
- Delivery of through-site link on the eastern site between Bligh and O'Connell Streets for pedestrians.

The Planning Proposal request demonstrates strong site-specific merit due to the following:

- The Urban Design and Indicative Built Form Report and concept reference design (Appendix C) demonstrates how the site can accommodate the increased floor space density to increase the employment generating capacity of the site in accordance with the relevant density methodology within the City of Sydney's *Guideline for Site Specific Planning Proposals in Central Sydney*.
- The proposed maximum height of buildings will be accommodated within the relevant sun access planes and No Additional Overshadowing protected public areas. The proposal will not result in any unreasonable significant overshadowing to the public domain.
- The proposed podium forms will create a consistent streetscape character, and also achieve a comfortable street environment for pedestrians with adequate daylight, scale, sense of enclosure and wind mitigation.
- The availability of two large sites consolidated as part of the Sydney Metro acquisition process (with areas significantly exceeding the 2,000sqm threshold for tower cluster sites).
- The location of the metro station within the Sydney CBD provides a significant opportunity to deliver larger premium grade floor plates with consolidated cores maximising daylight access and office amenity.
- Redevelopment of the site provides the opportunity to deliver an efficient and sustainable site-specific outcome within proximity of the site to transport corridors and local, strategic and metropolitan centres.
- The site is not subject to significant ecological or environmental constraints due to its development history and location within a built urban area, and local infrastructures and services have already been accommodated on the site.

An environmental impact assessment has been undertaken to accompany the Planning Proposal request which has found that:

- The redevelopment of the site will result in an improved equivalent outcome in terms of wind comfort when compared to a building envelope compliant with the Schedule 12 SDCP 2012 built form controls.
- The redevelopment of the site will result in an improved outcome in terms of sky view factor when compared to a building envelope compliant with the Schedule 12 SDCP 2012 built form controls.
- The building envelope is assessed to be acceptable from a heritage perspective. Controls within the Design and Amenity Guideline will further guide the protection and adaptive reuse of the former Skinners Family Hotel on the Hunter Street Station (Sydney CBD) western site.
- The total number of car parking proposed on the site is less than what existed on the site prior to the demolition of existing buildings.
- The total increase in pedestrians from the OSD and increase in commercial density is mitigated through the delivery of public transport on the site.
- The ground conditions are suitable for redevelopment, noting that archaeological impacts, contamination, and acid sulfate soil management will be managed through the excavation and construction of the Hunter Street Station (Sydney CBD) on the site (subject to separate approval).

- Design excellence will be achieved through the Sydney Metro West Design Excellence Strategy for Hunter Street Station.
- Flooding advice confirms that the future development is capable of achieving relevant flooding criteria subject to implementation of flood mitigation measures to be detailed at the SSDA stage.
- A utility services assessment confirms that existing utility services available to the site can be augmented to meet the increased demand generated by the proposal.

In accordance with the above, the proposed amendments to the SLEP 2012 are appropriate in that they are consistent with the State's strategic direction in that it will provide additional employment floor space in Central Sydney.

**Appendix A      Design Guidelines**

## **Appendix B      Architectural Plans**

## **Appendix C**

## **Urban Design and Indicative Built Form Report**

## **Appendix D      Survey Plan**

## **Appendix E      Traffic and Transport Study**

## **Appendix F      Heritage Impact Assessment**

## **Appendix G      Preliminary Flood Impact Assessment**

## **Appendix H      Pedestrian Wind Assessment**

## **Appendix I      ESD Strategy**

## **Appendix J**

## **Geotechnical and Contamination Assessment**

## **Appendix K      View and Visual Impact Assessment**

## **Appendix L      Utilities and Infrastructure Servicing Assessment Report**

## **Appendix M      Rail Corridor Impact Assessment**

## **Appendix N      Aeronautical Impact Assessment**

## **Appendix O      Economic Impact Assessment**

## **Appendix P      Waste Management Strategy**