

Hunter Street East Over Station Development

Submissions Report

January 2024

sydneymetro.info





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Submissions Report

Acknowledgement of Country

Sydney Metro respectfully acknowledges the Traditional Custodians of the Sydney Metro West corridor, the Burramattigal, Wangal and Gadigal clan groups.

Westmead and Parramatta are situated on Buuramattigal Country, which stretches from Rosehill to Prospect. Sydney Olympic Park to the Bays is situated on Wangal Country which stretches across the southern shore of Parramatta River between Burramattigal Country and Gadigal Country. Pyrmont and Sydney CBD are situated on Gadigal Country, which runs from the south side of Port Jackson, extending from South Head to Darling Harbour. We recognise the importance of these places to Aboriginal peoples and their continuing connection to Country and culture. We pay our respects to Elders past and present. Many of the transport routes we use today – from rail lines, to roads, to water crossings – follow the traditional songlines and trade routes and ceremonial paths in Country that our nation’s First peoples followed for tens of thousands of years.

Sydney Metro is committed to honouring Aboriginal peoples cultural and spiritual connections to the land, waters and seas and their rich contribution to society.

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Executive summary

Sydney Metro overview

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

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

The Sydney Metro West program of works includes:

- Sydney Metro North West – opened in May 2019
- Sydney Metro City & Southwest – currently under construction with services to begin in 2024
- Sydney Metro West – currently under construction and expected to open in 2032
- Sydney Metro – Western Sydney Airport – currently under construction and due to open when the airport opens for passenger services.

The Sydney Metro network is shown in Figure 0-1.

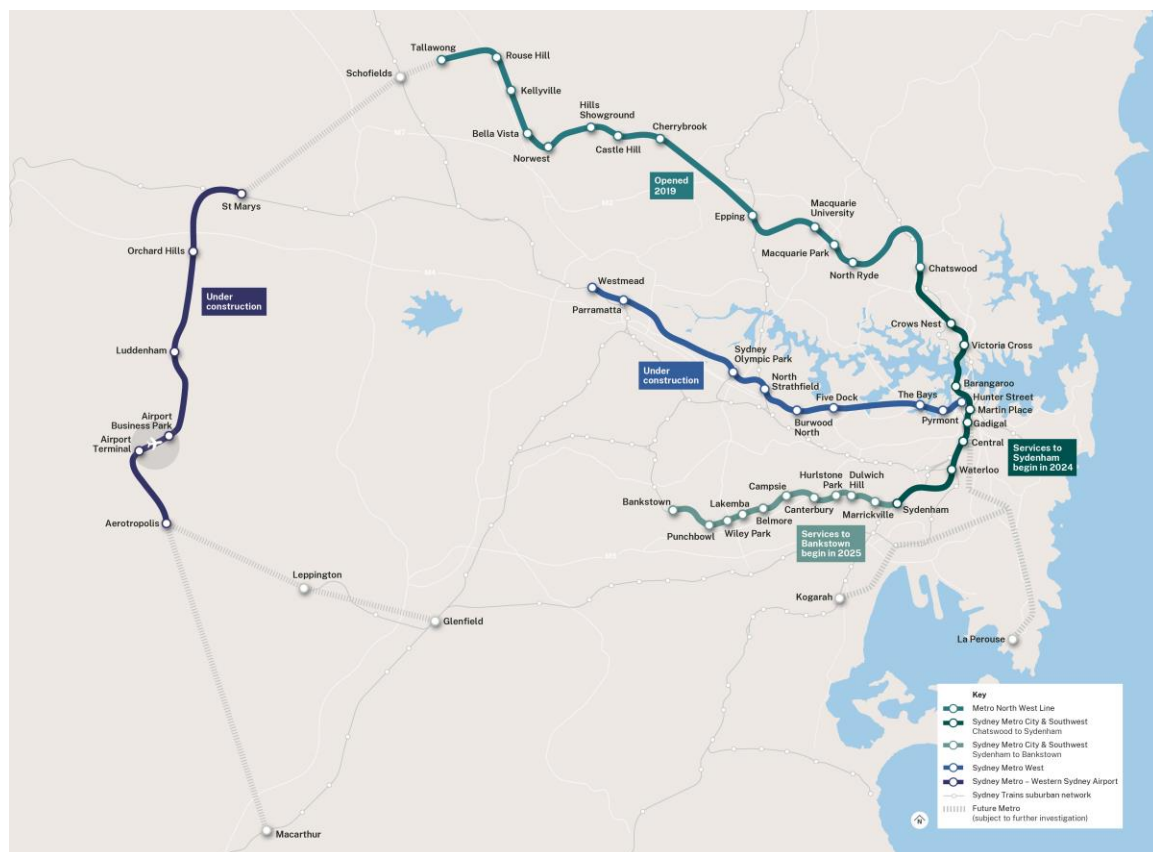


Figure 0-1 Sydney Metro network map

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

- comprise a new 24-kilometre metro line with stations confirmed at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock, The Bays, Pyrmont and Hunter Street, and two potential station locations at Rosehill and west of Sydney Olympic Park that could support a significant increase in housing
- provide fast, reliable turn-up-and-go metro services with fully accessible stations

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



Figure 0-2 Sydney Metro West map

Sydney Metro West has been approved as staged critical State Significant Infrastructure (CSSI) under section 5.20 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and comprises the following:

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

- The application for rail infrastructure, including fit-out of tunnels, construction, fit-out, and operation of metro stations and surrounding precincts and operation of the Sydney Metro West line (Stage 3 CSSI Approval) was approved on 26 January 2023.

Integrated station and precinct development

The CSSI approvals for the Sydney Metro West project include provisions for future integrated station and precinct development that could provide a range of uses. Integrating a mix of uses and development into the station precinct would contribute to the success of places by:

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

Sydney Metro is making provision for over and/or adjacent station developments at selected stations. Sydney Metro will continue working closely with the local community and stakeholders so that station precincts become welcoming hubs that build on the local character.

A Planning Proposal (PP-2022-867) for the Hunter Street Station east and west sites was approved by NSW Department of Planning, Housing and Infrastructure (DPHI) (formerly Department of Planning and Environment) on 8 December 2023 to amend the planning controls that apply to the site under the *Sydney Local Environmental Plan 2012* (SLEP 2012). The new controls increase the floor space ratio (FSR) and building height controls that apply to the sites, as well as permit the use of the Sydney Metro West Design Excellence Strategy in lieu of undertaking an architectural design competition. Additional site-specific provisions are included to address the following objectives:

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

The Planning Proposal, along with accompanying Design Guidelines, informed the preparation of the Concept State Significant Development application (Concept SSDA) for over station development (OSD) at the Hunter Street Station east site. The Planning Proposal and Design Guidelines were publicly exhibited concurrently with the Concept SSDA between 5 December 2022 and 30 January 2023.

An Environmental Impact Statement (EIS) was prepared to accompany the Concept SSDA for OSD at Hunter Street Station east site. The EIS was prepared by Sydney Metro (the applicant for SSD-46246214) and submitted to DPHI pursuant to Part 4 of the EP&A Act.

The Concept SSDA seeks consent for a concept proposal, within the meaning of section 4.22 of the EP&A Act, for the proposed land uses, maximum building envelope, maximum building height, maximum gross floor area, and maximum car parking provision for future OSD on the site.

The proposed development will comprise of commercial premises within a new building to be constructed above the Hunter Street Station east site, with commercial and retail premises also proposed within the podium. A separate Concept SSDA (SSD-46246214) has been lodged with DPHI for the proposed OSD at the Hunter Street Station west site.

Purpose this report

DPHI issued a letter to Sydney Metro on 6 February 2023 requesting a response to the issues raised during the public exhibition of the Concept SSDA for OSD at the Hunter Street Station east site (the site). This Submissions Report responds to the issues raised by government agencies, local Council and in public submissions received during the public exhibition of the application.

The Concept SSDA was lodged with DPHI in accordance with Schedule 1, Section 19 of *State Environmental Planning Policy (Planning Systems) 2021*. DPHI issued a letter to the Applicant on 6 February 2023 requesting a response to the issues raised during the public exhibition of the application.

The following specific matters were also identified by DPHI in their Request for Additional Information dated 17 March 2023 to be further addressed in the Submissions Report:

- Consistency of the proposal with the submitted Planning Proposal and the proposed Design Guidelines for the site.
- Address the SEARs requirement for integrating landscape design into the Concept Proposal.
- Provide indicative demarcation drawings to demonstrate the relationship between the CSSI and the SSDA.
- Consider the proposal and its impacts in respect to the City of Sydney's City North Public Domain Plan.
- Reconsider the need for car parking spaces, minimise vehicular access, and provide a parking and access plan indicating the quantity and distribution of parking spaces.
- Respond to the City of Sydney's comments on the submitted pedestrian and traffic model.
- Provide details of actions and advice provided by the design advisory panel or design review panel on the SSDA.
- Review and consider boundary conditions around the site in relation to amenity impacts on private views, noise, privacy and reflectivity, particularly to existing and approved residences at 16-18 O'Connell Street.

This Submissions Report responds to all concerns raised within the submissions received and provides a response to the Request for Additional Information issued by DPHI.

Overview of submissions

The Concept SSDA was on public exhibition between Monday 5 December 2022 until Monday 30 January 2023.

A submission was received from the City of Sydney Council raising issues relating to the public domain, relationship with surrounding buildings, heritage interpretation, pedestrian infrastructure and pedestrian links, traffic impacts and parking, trees and landscaping, wind impacts, public art, and additional details and information required in future SSDAs.

Two submissions were received from government agencies, including from the Civil Aviation Safety Authority (CASA), relating to future requirements for the Detailed SSDA and airspace protection, and from Sydney Metro confirming that as Sydney Metro is the applicant for the Concept SSDA, Sydney Metro has no comments to make on the application.

In addition, two submissions were received from neighbouring properties and the community. An additional three submissions were received from organisations including Royal Botanic Gardens and Domain Trust, Sydney Airport Corporation and Health Services Union NSW. The key issues raised in the submissions can be broadly grouped into the following categories:

- Concern regarding the proposed building height and density
- Potential overshadowing impacts
- Potential reflectivity impacts
- Traffic impacts to the precinct

- Potential loss of pedestrian connectivity and accessibility through removal of part of 'Hunter Connection'
- Perceived loss of heritage value from the removal of part of 'Hunter Connection'
- Impacts on adjoining heritage buildings
- Capacity of the surrounding footpaths
- Loss of privacy from surrounding buildings
- Loss of views from surrounding buildings

The Submissions Report provides a response to all submissions within Section 4.

Actions taken during and since exhibition

Since lodgement of the Concept SSDA, Sydney Metro has undertaken further consultation with key stakeholders. Sydney Metro undertook community information sessions, virtual community engagement, and provided additional resources and information to the community during the exhibition of the Concept SSDA. Since the Concept SSDA was publicly exhibited, Sydney Metro has also undertaken further consultation with the City of Sydney.

Since this additional consultation, Sydney Metro has prepared additional information in response to the submissions received during the exhibition of the Concept SSDA and in response to the request for additional information from DPHI. This Submissions Report is accompanied by the additional information as follows:

- Submissions register
- Updated mitigation measures
- Architectural design response
- Addendum to Pedestrian Wind Assessment
- Addendum to Transport and Access Report
- Summary of Design Advisory Panel Feedback

Project refinement

No changes to the Concept Proposal are required or proposed by Sydney Metro in response to the submissions and stakeholder consultation. Additional clarifications in relation to the requirements for future application(s) for the project in response to the submissions and stakeholder consultation are provided within the updated mitigation measures at Appendix B.

Updated project justification

The clarifications made in response to key issues raised within submissions are changes that fit within the limits set by the project description. These clarifications do not change what the application is seeking consent for, and therefore an amendment to the proposal is not required.

The proposed planning envelope has been prepared to be responsive to the character of the surrounding area through carefully considered setbacks and appropriate street wall heights. The planning envelope protects solar access to key public places and ensures acceptable pedestrian amenity conditions and visibility of key buildings.

The Design Guidelines which apply to the future Detailed SSDA(s) for the project include detailed provisions relating to the delivery of connections to adjoining sites to help deliver a pedestrian network, and guide refinements to the detailed design of the development. The Design Guidelines inform the detailed design of the development which will respond to many issues raised in the submissions including the City of Sydney submission requesting changes to parking provision, vehicular access, cycling and end of trip facilities, landscaping, waste management, public art, and acoustic impacts.

Beyond those impacts previously assessed within the EIS, there will be no additional impacts as a result of the clarifications to the proposal.

Conclusion

This Submissions Report has been prepared to satisfy the provisions of Section 4.39 of the EP&A Act. Each of the submissions received during the public exhibition period have been collated, analysed and addressed in this Submissions Report.

In line with the original EIS, no additional adverse environmental, social or economic impacts have been identified as a result of the proposed clarifications to the design. Potential environmental impacts will be managed through the mitigation measures for the design, construction and operational phases. As such, the proposed development is considered to be justified for the following reasons:

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

1 Introduction

An Environmental Impact Statement (EIS) was prepared by Sydney Metro (the applicant for SSD-46246713) in support of a Concept SSDA for over station development (OSD) at Hunter Street Station east site (the site). The Concept SSDA was lodged with the Department of Planning, Housing and Infrastructure (DPHI) (formerly Department of Planning and Environment) in November 2023. The Concept SSDA was placed on public exhibition for 56 days between 5 December 2022 and 30 January 2023.

In total, two submissions were received from the local community, and three submissions were received from organisations. A submission was received from the City of Sydney Council (City of Sydney) and two submissions were received from Government agencies, being the Civil Aviation Safety Authority (CASA) and Sydney Metro.

DPHI subsequently issued a letter to the Sydney Metro requesting a response to the matters raised in submissions received during the exhibition period.

This Submissions Report has been prepared to respond to the issues raised in submissions received during the public exhibition period. Each of the submissions received have been collated, analysed and the relevant issues have been addressed.

This Submissions Report has been prepared in accordance with the DPHI *State Significant Development Guidelines – Preparing a Submissions Report (Appendix C) October 2022*.

1.1 Sydney Metro West

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

- The application for the concept and major civil construction work for Sydney Metro West between Westmead and The Bays, including station excavation and tunnelling, associated with the Sydney Metro West railway line (Concept and Stage 1 CSSI Approval) was approved on 11 March 2021.
- The application for all major civil construction and enabling works between The Bays and the Sydney CBD, including demolition, tunnelling, and station excavation for new metro stations associated with the Sydney Metro West railway line (Stage 2 CSSI Approval) was approved on 24 August 2022.
- The application for rail infrastructure, including fit-out of tunnels, construction, fit-out, and operation of metro stations and surrounding precincts and operation of the Sydney Metro West line (Stage 3 CSSI Approval) was approved on 26 January 2023.

This Submissions Report includes references to matters which will be addressed as part of the Stage 3 CSSI Approval, rather than as part of the Concept SSDA or Detailed SSDA for the OSD. As outlined above, the Stage 3 CSSI Approval includes the construction of the station boxes that include physical provisions to enable the future OSD. Specifically, the podium built form up to the transfer slab level, site access, and public domain works are not part of the Concept SSDA or future Detailed SSDA(s) as this will be constructed under the terms of the Stage 3 CSSI Approval.

1.2 Exhibited project

The Concept SSDA seeks consent for a concept proposal for the proposed land uses, maximum building envelope, maximum building height, and maximum car parking provision within the OSD. The future Detailed SSDA will determine the maximum gross floor area of the OSD, in accordance with the maximum Floor Space Ratio (FSR) applicable to the site under the *Sydney Local Environmental Plan 2012* at the time of lodgement.

The proposed development will comprise of commercial premises within a new building to be constructed above the Hunter Street Station east site, and commercial and retail premises within the podium.

A separate Concept SSDA (SSD-46246714) has been lodged with DPHI for the proposed OSD at the Hunter Street Station west site.

The exhibited EIS sought consent for the following:

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

- maximum building envelope and built form parameters (including tower envelopes and building setbacks)
- maximum building height of between RL 238.9 and RL 269.1, as it varies to comply with the relevant sun access plane controls (about 58 storeys)
- maximum gross floor area (GFA) of 84,223m²
- land uses within the OSD building envelope and podium including:
 - commercial land uses within the tower building envelope
 - commercial and retail land uses within the building envelope for the podium
- provision for up to 70 car spaces within the podium or tower envelope (total of 70 spaces across western and eastern sites with the final allocation subject to separate Detailed SSDA)
- loading, vehicular and pedestrian access arrangements for the OSD
- utilities augmentation and connections where required (subject to Detailed SSDA(s)).

1.3 Concurrent Planning Proposal

A Planning Proposal (PP-2022-867) for the Hunter Street Station sites, along with accompanying Design Guidelines, was approved by DPHI in December 2023 to amend the planning controls that apply to the site under the *Sydney Local Environmental Plan 2012* (SLEP 2012).

The new controls proposed within the Planning Proposal includes site-specific provisions that address the following objectives:

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

Specifically, the Planning Proposal seeks to amend the SLEP 2012 to insert new site-specific provisions to facilitate development over the two Sydney Metro West Hunter Street station sites to permit two new towers to a maximum height and floor space ratio of:

- eastern site:
 - maximum building height of RL 269.1 metres; and
 - maximum floor space ratio of 22.8:1, above ground;
- western site:
 - maximum building height RL 220 metres; and
 - maximum floor space ratio of 18.8:1, above ground;

The Planning Proposal also includes provisions to ensure that development consent may only be granted if the following criteria is met:

- the proposal delivers employment generating uses;

- delivery of new through-site connections and an increased area to Richard Johnson Square;
- provision of end-of-journey facilities;
- consideration of the endorsed Design Guidelines; and
- the development demonstrates design excellence;

The Planning Proposal also includes the following site-specific provisions:

- provision of a maximum of 70 car parking spaces across the two sites;
- allocation of heritage floor space of 2.25:1, equal to 50 per cent of the difference between the floor space ratios of 8:1 and 12.5:1;
- provision to ensure future development applications do not further vary the development controls that apply to the site, under clause 4.6;
- removal of the asterisk that applies to the former Skinner Family Hotel's heritage listing under Schedule 5 of the SLEP 2012 as it is no longer eligible to be awarded heritage floor space under the scheme; and
- switch off requirements for a standard competitive design competition.

The Planning Proposal, along with accompanying Design Guidelines dated October 2023, informed the preparation of the Concept SSDA for OSD at the Hunter Street Station west site. In the case of any inconsistency between the Design Guidelines and the Sydney Metro West Station and Precinct Design Guidelines that relate to the over station development, the Design Guidelines prevail. In the case of any inconsistency between the Design Guidelines and the Sydney Metro West Station and Precinct Design Guidelines that relate to the station and precinct, the Sydney Metro West Station and Precinct Design Guidelines will prevail.

1.4 Supporting documentation

The structure and content of this Submissions Report is as follows:

- Chapter 1 – Introduction (this chapter)
- Chapter 2 – Analysis of submissions
- Chapter 3 – Actions taken during and since exhibition
- Chapter 4 – Response to submissions
- Chapter 5 – Additional assessment
- Chapter 6 – Updated project justification

This Submissions Report is also supported by technical reports and documentation as outlined in Table 1-1.

Table 1-1 Supporting documentation

Appendix	Report
Appendix A	Submissions register
Appendix B	Updated mitigation measures
Appendix C	Architectural Design Response
Appendix D	Addendum to Pedestrian Wind Assessment
Appendix E	Addendum to Transport and Access Report
Appendix F	Summary of Design Advisory Panel Feedback

2 Analysis of submissions

2.1 Breakdown of submissions

In total five submissions were received from neighbouring properties, businesses, and organisations. A further submission was received by the City of Sydney Council (City of Sydney) and advice was also received from two government agencies.

A response to each of these submissions has been prepared. An overview of the submissions and a summary of the process undertaken to ensure the submissions have been accurately responded to is provided below.

2.1.1 Government agency advice

Two government agencies, CASA and Sydney Metro, provided advice on the Concept SSDA. The CASA submission related to future requirements for the Detailed SSDA(s) and airspace protection. Sydney Metro confirmed in the relevant submission that as Sydney Metro is the applicant for the Concept SSDA, Sydney Metro has no comments to make on the application.

No government agency or authority has objected to the proposed development. Details of the issues raised in agency advice, along with Sydney Metro's response, are set out in Section 4.1.

2.1.2 Council submission

The City of Sydney made a submission commenting on the proposed development. Details of the issues raised in Council's submission, along with Sydney Metro's response, are set out in Section 4.

2.1.3 Organisation submissions

Three submissions were received from organisations, comprising the following:

- Royal Botanic Gardens and Domain Trust
- Sydney Airport Corporation
- Health Services Union NSW

Details of the matters raised in organisation submissions, along with the Sydney Metro's response, are set out in Section 4.

2.1.4 Community submissions

Two submissions were also received from members of the general community, one was an objection and one submission provided comments. Details of the matters raised in public submissions, along with Sydney Metro's response, are set out in Section 4.

2.2 Categorising key issues

In accordance with DPHI *State Significant Development Guidelines*, the issue raised in the submissions are summarised in Table 2-1 below. A response to submissions is provided in Section 4 of this report.

Table 2-1 Categorising key issues

Category of issue	Summary of issues raised	Issue raised
Building height	Concern was raised regarding impacts resulting from the proposed height of the tower, including overshadowing existing buildings and the public domain, and blocking views from existing buildings. Comments were provided by CASA and Sydney Airport regarding aviation approvals required.	1 public submission 2 organisation submissions 1 agency comment

Category of issue	Summary of issues raised	Issue raised
Impacts to residential amenity	Concern is raised regarding potential impacts to the amenity of occupants and residents of 16-18 O'Connell Street, including a loss of privacy, reflections, possible noise from plant and equipment, outlook, and overshadowing.	1 public objection
Heritage impacts	Concern is raised regarding the potential impacts of having a structure proposed adjacent to the heritage listed building at 16-18 O'Connell Street. It was suggested that this is not a sympathetic interface between the existing and proposed building.	1 public objection
Reflectivity	Building materials should consider impacts resulting from reflectivity from building facades, including increasing the heat island effect in the city. Concern was raised regarding potential reflection of sunlight onto the adjoining property at 16-18 O'Connell Street.	1 public objection 1 organisation submission
Pedestrian infrastructure	Concern was raised that footpaths surrounding the site are already uncomfortably full in the CBD during the week and that the proposal would exacerbate this issue. The City of Sydney object to the use of the FRUIN method for modelling footpath performance and question the assumed pedestrian growth factor used in the Concept SSDA. The City of Sydney state that additional pedestrian space around the site is a priority to support the proposal.	1 public submission 1 Council submission
Traffic impacts	Cumulative traffic impacts need to be considered. The City of Sydney disagrees with the trip generation rate and traffic background growth factor used in the Transport and Access Report submitted with the Concept SSDA.	1 organisation submission 1 Council submission
Car parking	The City of Sydney have provided comments on the mechanism to limit car parking across the two sites, overall car parking volume, and proposed apportionment of car parking. The City of Sydney suggests that Sydney Metro lead by example in reducing reliance on private vehicles.	1 Council submission
Interface with public domain	The City of Sydney advises that the Concept SSDA should refer to the City North Public Domain Plan. The City of Sydney states that the opportunity to close O'Connell Street at Hunter Street should be reflected in the proposal. The City of Sydney supports the proposed setback on the Bligh Street frontage to provide space to expand Richard Johnson Square. The City of Sydney have provided additional comments relating to the interface of the proposal with the public domain including the position of protection bollards, the future design of awnings, ground floor RLs, retail tenancies, and width of the driveway.	1 Council submission

Category of issue	Summary of issues raised	Issue raised
	The City of Sydney is eager to work with Sydney Metro and TfNSW to reallocate street space, widen footpaths and change signal timings in order to improve the overall experience of the Hunter Street precinct.	
Wind impacts	The building envelope has been defined by wind conditions in the public domain only. The City of Sydney suggests that potential wind impacts at the podium level and Level 54 upper tower terrace (if applicable) need to be assessed.	1 Council submission
Trees and Landscaping	<p>Concern regarding the consistency of the EIS and supporting documentation with the requirements of the Secretary's Environmental Assessment Requirements (SEARs) was raised by the City of Sydney in relation to trees and landscaping.</p> <p>The City of Sydney requests that an Arboricultural Impact Assessment report be prepared to assess the impact of the proposed works on the 15 existing street trees in proximity to the site and to outline tree protection measures.</p>	1 Council submission
Public Art	The City of Sydney requested that the proposed budget for public art be provided within the Concept SSDA in accordance with the requirements of the City of Sydney's Guidelines for Public Art in Private Development.	1 Council submission
Reference Scheme and future SSDA(s)	<p>The City of Sydney have provided comments on the reference scheme submitted with the Concept SSDA, including detailed configuration of waste management, end of trip facilities, vertical circulation, and façade elements.</p> <p>The City of Sydney has requested further detail to be provided in future Detailed SSDAs.</p>	1 Council submission
Out of scope – Hunter Connection	Concern is raised regarding the possible closure of Hunter Connection (within the Hunter Street west site). Concern is raised regarding the loss of heritage significance of the connection, and potential loss of accessibility for people with a disability who may find it difficult to navigate to Wynyard via public footpaths.	1 organisation submission (combined submission on both Hunter Street east and west sites)

3 Actions taken during and since exhibition

This section summarises the stakeholder and community engagement that has been undertaken during and following the exhibition period, as well as the clarifications that have been made to the project since its public exhibition.

3.1 Stakeholder and community engagement

Since the lodgement of the Concept SSDA, the following engagement with stakeholders and the community have been undertaken.

3.1.1 Community

The EIS and accompanying technical reports and plans were placed on public exhibition by the DPHI from 5 December 2022 – 30 January 2023. This provided stakeholders and the community with time to review the information, have their questions answered by Sydney Metro and, if they chose, prepare and make a submission to DPHI.

The EIS was made publicly available on the DPHI's Major Projects website and on Sydney Metro's online interactive portal (www.sydneymetro.info/metrowest). The EIS was also publicly displayed from 5 December 2022 – 30 January 2023 at Town Hall Library in the Sydney CBD, and the City of Sydney Darling Square and Customs House libraries.

3.1.2 Consultation activities

The following consultation activities were carried out by Sydney Metro to support public exhibition of the EIS:

- Emails to interested parties to over 22,000 people.
- Sydney Metro Connect App message to over 3000 people.
- Letterbox drops to 1950 properties.
- Place Manager outreach including phone calls and emails to nearby stakeholders
- Newspaper ads in eight local and multicultural newspapers.

3.1.3 Community information sessions

Sydney Metro hosted two community information sessions where displays and information about the EIS were available. These sessions were held on 15 December 2022 from 11am – 2pm and 3pm – 6pm at Auctions works, 50 Margaret Street, Sydney.

Members of the community were invited to attend these sessions, to meet expert members of the Sydney Metro West team and have any questions answered. Representatives from DPHI and the City of Sydney also attended the sessions. Visitors were not required to make a booking and were able to drop in anytime within the advertised periods. There was a total of 20 visitors at the two community information sessions. At the information sessions, copies of the EIS and summary handout, and information boards were available for visitors to view. Project newsletters, contact cards and fridge magnets were also available for visitors to take away.

Several information boards were presented around the room, such as an overview of Sydney Metro West and an overview of the Hunter Street OSD. The display also featured videos about this proposal (played on repeat), including videos featuring project experts explaining the more complex aspects of Sydney Metro West, such as the planning process and placemaking.

3.1.4 Virtual community engagement

Sydney Metro launched an interactive portal to provide an informative and accessible way for the community to view and access this EIS and all other relevant project information. Community members were able to explore interactive maps and learn what to expect from the project. The portal displays

information from the EIS, as well as outlines of the proposed building envelopes at the station. There were over 2100 visits to the interactive portal during the exhibition period. The interactive portal was also made available at the community information sessions. An image of the interactive portal is provided in Figure 3-1.

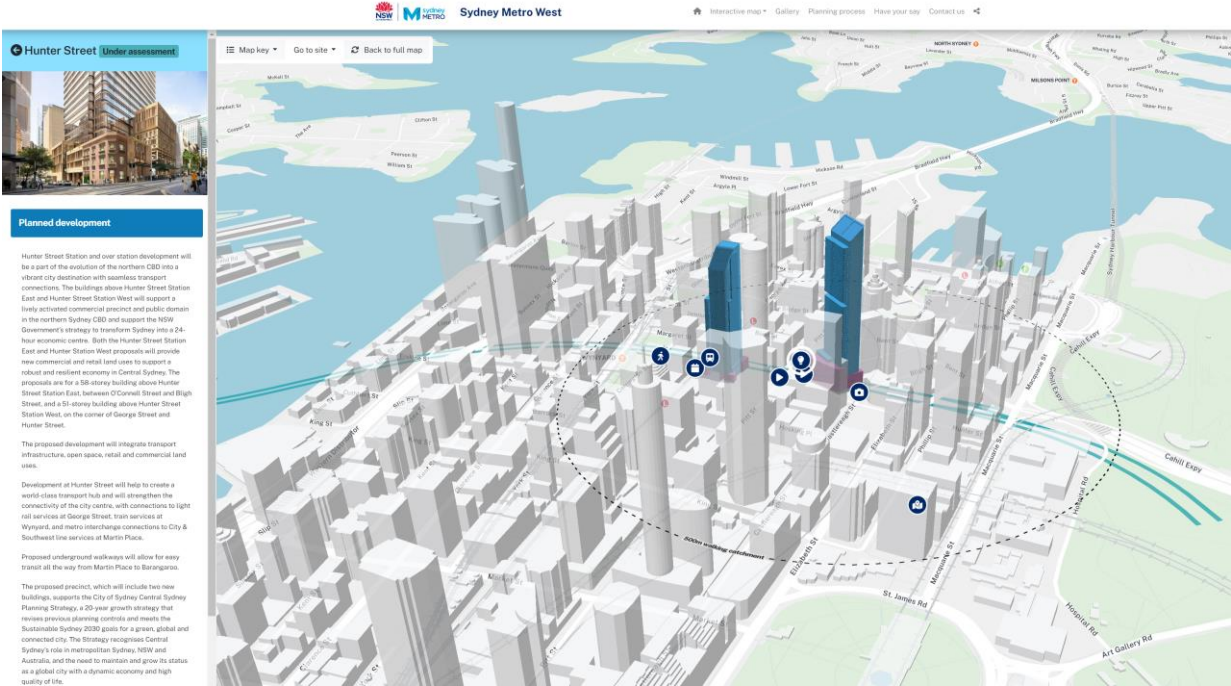


Figure 3-1 Interactive portal excerpt

3.1.5 EIS Overview document

A summary of the EIS was prepared to support the community information sessions (available at: https://www.sydney metro.info/sites/default/files/2022-12/Hunter_Street_metro_station_over_station_development_proposal.pdf). The EIS overview handout included:

- Information on Sydney Metro West, Hunter Street Station and the Concept SSDA
- A summary of the EIS assessment
- An overview of the planning process

3.1.6 Council

Further consultation has been undertaken with the City of Sydney following lodgement of the Concept SSDA. A meeting was held on 22 May 2023 to provide an update on the proposal and discuss how the issues raised by the City of Sydney will be addressed in the Submissions Report. The following matters were discussed at this meeting:

- The planning approval pathway relevant for this project.
- The role of the Sydney Metro Design Review Panel and Design Excellence Evaluation Panel.
- Consistency of the proposal with the City North Public Domain Plan.
- Wind impacts and suitability of podium areas for seating, standing, landscaping and open space.
- Clarification that Sydney Metro has assessed pedestrian movement using both the Fruin and Walking Space Guide (WSG) methodologies.
- Allocation of car parking spaces across the two Hunter Street Station sites.
- Matters to be resolved at the Detailed SSDA(s) stage – including for example assessment against the Design Guidelines, specific floor levels, car parking allocation, and details of loading layout.

- Matters to be resolved within the CSSI Approval – including for example management of trees, awnings, public domain including footpaths, driveway design, landscaping, and management of hostile vehicles.
- It was noted that the City of Sydney does not agree with the assumptions used by Transport for NSW in their modelling for traffic generation and pedestrian movements in the Sydney CBD.
- It was noted that the current closure of George Street to vehicular traffic at Hunter Street is currently within a trial period however this may be extended permanently, and the Submissions Report should note that this is the existing site condition and not an expected future 'change'.
- Timeframes for information and the Submissions Report to be made available.

3.1.7 Government agencies

Further consultation has been undertaken with government agencies following lodgement of the Concept SSDA. This has included:

- Meeting with DPHI on 29 May 2023, with further updates provided through the regular meetings between Sydney Metro and DPHI, to present a summary of the responses to submissions and the DPHI Request for Additional Information.
- A presentation to TfNSW Working Group on 15 February 2023 to outline preliminary responses to TfNSW advice.

3.2 Additional assessment

Since the exhibition of the Concept SSDA and the receipt of submissions and a request for additional information from DPHI, Sydney Metro has undertaken further assessment of the impacts of the project. The additional assessment is outlined in detail in Section 5.

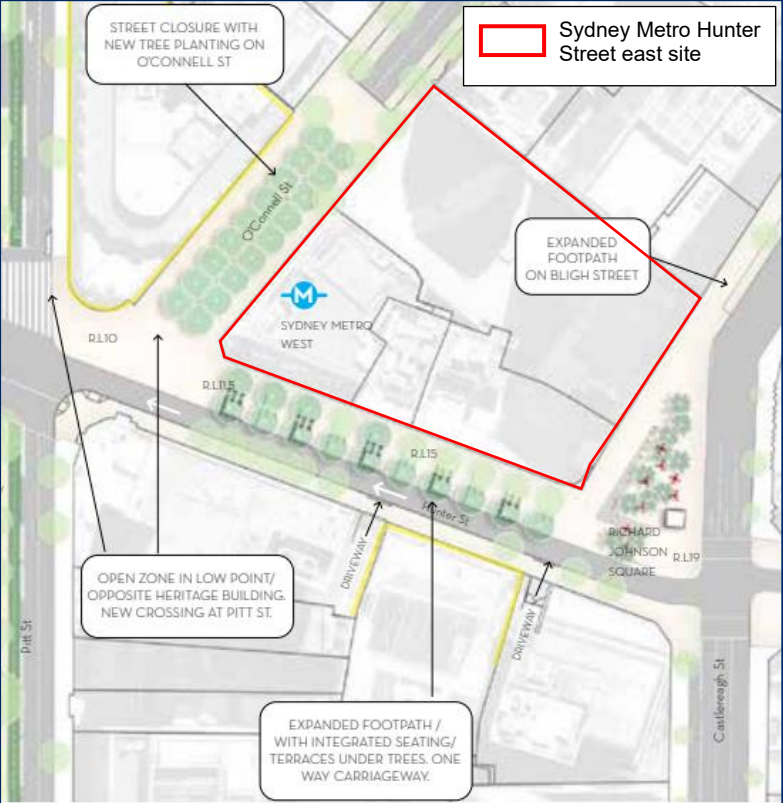
4 Response to submissions

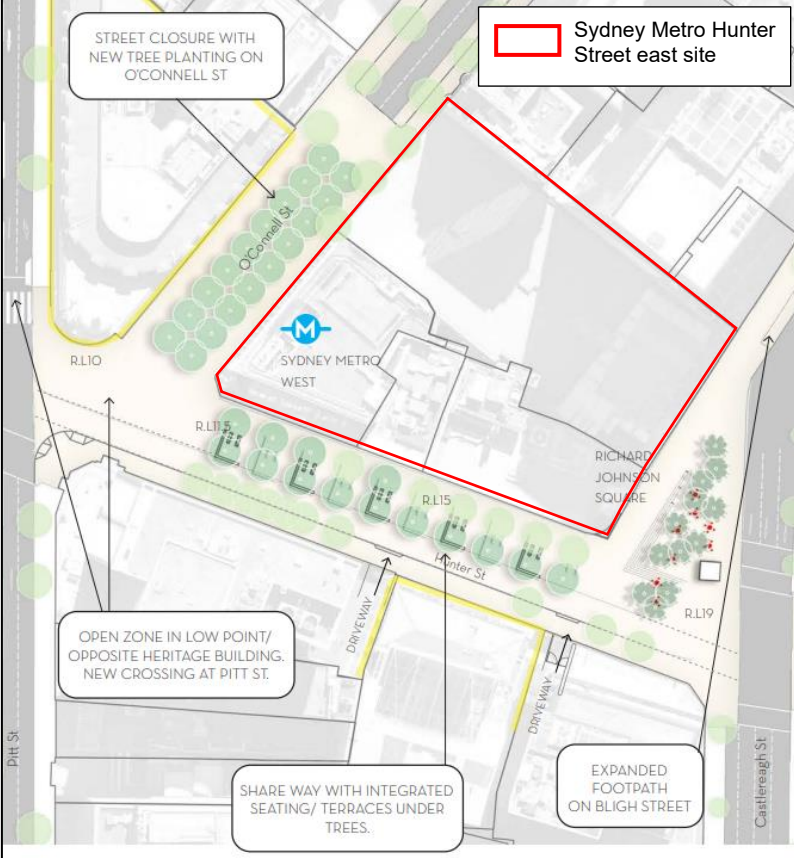
4.1 Local council and government agency advice

Table 4-1 includes a response to the advice provided by government authorities and agencies and local council. The full text of each submission is provided in the left-hand column, accompanied by the corresponding response in the right-hand column.

Table 4-1 Response to agency advice

No.	Issued raised	Sydney Metro response
City of Sydney Council		
1. Interface with the public domain		
<p>1.1 City North Public Domain Plan</p>	<p>The City of Sydney advises that the Concept SSDA should refer to the City North Public Domain Plan. The Concept SSDA should reflect the current context with George Street north which is now closed to through traffic and Hunter Street is now closed just east of the George Street intersection. Additional pedestrian space around the site is a priority.</p>	<p>As outlined in Section 1.1, any public domain works on or adjacent to the site, including any footpath widening at the site, is within the scope of the Stage 3 CSSI Approval and is not impacted by the Concept SSDA for the OSD. Notwithstanding, the concept for the OSD including the proposed building envelope does not adversely impact the ability for the City of Sydney and Sydney Metro to collaborate to improve pedestrian space around the site.</p> <p>The EIS submitted with the Concept SSDA addressed the trial period closure of George Street between Hunter Street and Grosvenor/ Bridge Street to vehicular traffic from 09 January 2022.</p> <p>Since the public exhibition of the Concept SSDA, the City of Sydney adopted amendments to the City North Public Domain Plan which envisages the permanent closure of George Street to vehicular traffic at the intersection with Hunter Street. The adopted City North Public Domain Plan includes two options for public domain updates in the Hunter Street precinct. Option 1 for the Hunter Street precinct which envisions the extension of pedestrian priority along Hunter Street and the partial street closure along the southern portion of O'Connell Street, as shown in Figure 4-1. O'Connell Street to the north of the site would be converted to a two-way road, and Hunter Street would be proposed as a one-way, west bound road with additional landscaping and integrated seating immediately south of the site.</p> <p>Option 2, preferred by Sydney Metro to enable the metro station and OSD to operate most effectively, shown at Appendix C of the adopted City North Public Domain Plan includes a share zone along Hunter Street immediately south of the site as shown in Figure 4-2, along with the partial closure of O'Connell Street.</p> <p>The podium built form (which directly interfaces with the proposed changes to O'Connell and Hunter Streets) will be constructed under</p>

No.	Issued raised	Sydney Metro response
		<p>the Stage 3 CSSI Approval. The Concept SSDA for the OSD however makes provision in the reference scheme for future retail uses at ground floor and mezzanine level fronting Hunter Street and at the corner of O'Connell Street. The provision of retail uses, station and building entries on the ground level will positively contribute to the activation of the public domain and support the pedestrianization of Hunter Street and portions of O'Connell Street.</p>  <p>Figure 4-1 City North Public Domain Plan Extract (Option 1)</p>

No.	Issued raised	Sydney Metro response
		 <p>Figure 4-2 City North Public Domain Plan Extract (Option 2)</p> <p>The Addendum Transport and Access Report at Appendix E includes an assessment of traffic impacts associated with left-in and right-out vehicular movements associated with the proposed driveway on the site during the operation of the OSD.</p>
1.2 Awnings	The reference scheme does not show awnings along the Bligh Street and Hunter Street frontages (only over	Awning design will be detailed in the Station Design and Precinct Plans (SDPPs) prepared by the future contractor as part of the

No.	Issued raised	Sydney Metro response
	<p>major building entries). Development of the detailed SSDA must be consistent with the controls in relation to awnings for shade and weather protection at an appropriate height.</p>	<p>Stage 3 CSSI Approval in accordance with the Sydney Metro West Station and Precinct Design Guidelines. Specifically awnings are to be visually appealing to provide weather protection, allow light onto the street, respond to topography, and break the vertical building bulk.</p> <p>The Stage 3 CSSI Approval (Conditions E56 and E57) states that the SDPPs to be prepared in consultation with the relevant Council. Further Condition E71 requires that the SDPP must document the outcomes of consultation with Councils. As per the requirements of the Stage 3 CSSI Approval Sydney Metro will consult with the City of Sydney as part of the design development of the station prior to the completion of the relevant SDPP.</p> <p>The Detailed SSDA(s) will consider the wind and weather protection of entries to the OSD and reflect the detail of the awnings to be provided under the Stage 3 CSSI Approval to ensure awnings and site entrances are considered holistically and are integrated.</p>
<p>1.3 Richard Johnson Square</p>	<p>The proposal includes a setback on the Bligh Street frontage to provide additional space to expand Richard Johnson Square. This is a positive contribution to the public domain and is supported by the City of Sydney. The design needs to be integrated with an upgrade to Richard Johnson Square to ensure seamless resolution of levels and public domain design.</p>	<p>The support from the City of Sydney on the proposed set back to the Bligh Street frontage is noted. The integration of the station with the public domain and Richard Johnson Square will be addressed during design development for the station and presented in SDPP required in accordance with the Stage 3 CSSI Approval.</p>
<p>1.3 Pedestrian volumes</p>	<p>The existing restricted and crowded footpaths on Hunter Street will be significantly impacted by the proposal. The cumulative impact of the Metro and the surrounding development will be significant and are inadequately modelled in the proposal.</p> <p>Public domain works are needed to support this SSDA including significant additional pedestrian space in Hunter Street between Pitt Street and George Street.</p> <p>The Concept SSDA does not include any improvement to the existing quality or quantity of public circulation</p>	<p>The City of Sydney has requested a reassessment of the footpath performance using the Walking Space Guide (WSG) criteria to determine the impact of the proposed development on the existing footpaths surrounding the site.</p> <p>The results of the WSG assessment outlined in the Addendum to Transport and Access Report (Appendix E) demonstrate that currently, and under existing growth projections with the delivery of the metro station, the adjacent pedestrian network does not achieve an acceptable level of service (LoS C) according to the WSG criteria. Much of the existing pedestrian network in the precinct would fail today under those WSG criteria. This highlights the</p>

No.	Issued raised	Sydney Metro response
	<p>space surrounding the site. The EIS refers to the CSSI as covering these public domain areas, however no specific improvements to the public domain have been proposed under the CSSI. This needs to be addressed.</p>	<p>challenge in applying the WSG criteria in a high density city centre environment with limited street space for complex and competing movements.</p> <p>The projected growth in commercial development across this precinct, including as proposed in the Concept SSDA, will also drive additional demand on the public domain, requiring broader coordinated efforts to deliver a consistent outcome. However, it is noted that the pedestrian movements created by the OSD is minor compared to the pedestrian movements created by the station. Further, the OSD offers an opportunity to deliver significant new employment floor space whilst minimising footpath impacts in the precinct, given the proposed OSD is positioned above the station and will have underground access to the Sydney Metro and Sydney Train networks.</p> <p>All podium built form, up to the transfer level - including the station design and public domain work - would be designed and delivered under the Stage 3 CSSI Approval. These works are required to respond to the place and design principles outlined in the Sydney Metro West Station and Precinct Design Guidelines, including to “deliver highly efficient interchanges between metro and other public transport modes, with capacity to support high volumes of pedestrians above ground and underground, while delivering a high-quality customer experience”.</p> <p>The design resolution of these station elements, including public domain works such as footpath would be addressed through preparation of a SDPP and Interchange Access Plan (IAP). These plans are required by Conditions E70 and E124 respectively of the Stage 3 CSSI Approval (SSI-22765520).</p> <p>Under the terms of these conditions, the final design of the public domain, building form (including footprint and architecture) and entries / access, station design will be considered. The quality of the public circulation space surrounding the site will therefore improve within the site under Stage 3 CSSI Approval and Sydney Metro will continue to work with the City of Sydney on their vision for the</p>

No.	Issued raised	Sydney Metro response
		<p>Hunter Street precinct as part of the implementation of the City North Public Domain Plan.</p> <p>Sydney Metro is committed to ongoing consultation with City of Sydney as part of detailed design of the station. The detailed design will be prepared in consultation with the City of Sydney, the local community and other relevant stakeholders. The City of Sydney would also be invited to participate in Design Review Panel (DRP) meetings as required to advise on local issues and design outcomes as they relate to the local context.</p> <p>The DRP will provide independent expert advice and recommendations for consideration in the design development of station and interchange areas and associated integrated station and precinct development. The DRP will support the implementation of the Sydney Metro West Station and Precinct Design Guidelines as approved in the Stage 3 CSSI Approval. The DRP will also be supported by specialist advisors in the field of community integration and active transport when required.</p> <p>The final design for the OSD will also be subject to a future Detailed SSDA where its integration with the station and public domain will need to be demonstrated.</p>
<p>1.4 Driveway on O'Connell Street</p>	<p>The reference scheme shows a two-way driveway across the O'Connell Street footpath, with very wide splayed kerbs. Any driveway should be perpendicular to the kerb to minimise impact on the pedestrian footpath. The proposal should also reflect the opportunity to close O'Connell Street at Hunter Street, as shown in the draft City North Public Domain Plan</p>	<p>The proposed driveway at O'Connell Street is required to accommodate all vehicular movements required to support the functionality of the metro station, including its loading dock and waste management areas. The driveway must also accommodate additional light and heavy vehicle movements required to support the operation of the commercial OSD.</p> <p>The width of the driveway has been reduced as far as practical within the reference scheme, while also supporting these functional requirements. The Addendum Transport and Access Report (Appendix E) provides additional responses in relation to the width of the driveway.</p> <p>It is noted that the width of the driveway also enables clear sightlines of pedestrians using the southern footpath of O'Connell Street from vehicles entering the driveway which would complement</p>

No.	Issued raised	Sydney Metro response
		<p>any future footpath widening or partial closure of O'Connell Street as part of the City North Public Domain Plan.</p> <p>It is further noted that as part of the preparation of the Detailed SSDA(s) for the OSD, the future Applicant will need to demonstrate how the detailed design achieves the following objectives of the Design Guidelines dated October 2023:</p> <ol style="list-style-type: none"> 1. <i>Prioritise pedestrian movements to and around the sites.</i> 2. <i>Minimise conflict with pedestrians by consolidating site access for vehicles servicing the station and over station development, where possible.</i> 3. <i>Provide vehicle servicing areas to meet the needs of the over station development and station.</i> 4. <i>Encourage public transport use, walking or cycling in preference to private vehicles.</i> 5. <i>Provide limited, co-ordinated and managed vehicle access that contributes to the activation of the public domain and ensures pedestrian priority.</i>
1.6 Retail tenancies on Hunter Street	The reference scheme shows retail tenancies along Hunter Street, however the ground floor RLs of these spaces are not shown on the plans. Active building edges along Hunter Street should be maximised for good urban design and CPTED outcomes.	<p>The detailed ground level RLs will be determined through the final station design within the Stage 3 CSSI Approval.</p> <p>Levels for the proposed ground level retail along Hunter Street will however be reflected in the future Detailed SSDA(s) for the site. Consideration of CPTED principles will be incorporated as part of the detailed design process for the future SSDA(s) and the SDPP under the Stage 3 CSSI Approval.</p>
2. Urban design		
2.1 Urban design	Hunter Street is steeply sloping and level retail access with active frontages are required. Levels are to be provided for the proposed ground level retail along Hunter Street.	As stated above, the detailed ground level RLs will be determined through the final station design within the Stage 3 CSSI Approval.

No.	Issued raised	Sydney Metro response
	<p>There is no line of defence shown at either O'Connell or Bligh Streets entries to the Metro. Protection bollards need to be allowed for within the site and should not appear in the public domain.</p>	<p>Measures for protection against hostile vehicles would be determined as part of detailed design of the station and incorporated in the SDPP. The City of Sydney will be consulted as part of this detailed design of the station. The Sydney Metro West Station and Precinct Design Guidelines submitted with the Stage 3 CSSI Approval includes guidance to contain security and pedestrian management devices within the station development site, where possible, and for bollards not to impede safe pedestrian movement.</p> <p>Further, the Design Guidelines approved with the Planning Proposal for the site require the future Detailed SSDA(s) to consider the following:</p> <ul style="list-style-type: none"> • Best endeavours to ensure publicly accessible space is not divided with bollards, instead may be placed at building or station entries. <p>The concept proposal for the OSD therefore does not adversely impact the future detail design for bollards and/or other mitigation measures for hostile vehicles on the site.</p>
	<p>There are only three escalators servicing access to the commercial lift lobby located on Level 1 which is approximately three levels above O'Connell Street. These escalators are servicing 25 passenger lifts. It is queried whether this is sufficient.</p>	<p>The future Detailed SSDA(s) will be accompanied by queuing data and details for specific lifts to support the OSD.</p> <p>This level of detail is to be provided in the future Detailed SSDA(s) as the reference design scheme submitted with the Concept SSDA is not submitted for approval. Notwithstanding, the reference design scheme does demonstrate that vertical circulation can be reasonably provided to service the OSD, in addition to a large lobby that if required can accommodate waiting visitors or occupants.</p>
	<p>The end of trip facilities are located on Level 3. There are only two lifts servicing the end of trip area. There is no access provided to the lift cores and cyclists will need to use the end of trip lifts to travel to the L1 commercial lobby to get to their office levels. This is not convenient.</p>	<p>The future Detailed SSDA(s) will be accompanied by queuing data and details for specific lifts that can comfortably accommodate bicycles. This level of detail is to be provided in the future Detailed SSDA(s) as the reference scheme submitted with the Concept SSDA is not submitted for approval. Notwithstanding, the reference scheme does demonstrate that vertical circulation can be</p>

No.	Issued raised	Sydney Metro response
	<p>A vertical shadow line between the heritage buildings will assist visually separating the old from the new building fabric. The elements of the facades adjoining these heritage buildings are to be compatible in scale in terms of materials, openings, and fenestration.</p> <p>The existing site had three buildings and therefore as a minimum the podium should have vertical articulation that reduces the bulk of the single podium building and better reflect the former subdivision pattern.</p>	<p>reasonably provided to the end of trip facilities, in addition to a large lobby that if required can accommodate waiting cyclists.</p> <p>The future Detailed SSDA(s) will be designed to meet the required bicycle parking and end of trip facilities provision required for the OSD by the Design Guidelines, dated October 2023.</p> <p>The reference scheme illustrates how the podium can be designed to achieve a sensitive interface with the various streetscapes and local character of the site, including alignment with key heritage buildings in the immediate context of the site.</p> <p>While the podium facades will be designed as part of the Stage 3 CSSI Approval, the massing and layout of the podium has informed the OSD as well as the internal layout planning for the future retail and commercial uses proposed under this Concept SSDA. Specifically, we note that the east-west through-site link from Bligh Street to O'Connell Street provides an inherent break in the podium form that will enable the provision of a smaller building form at Bligh Street that responds to the proportions of the adjacent heritage item at 31 Bligh Street. Therefore, the urban design context of the podium and its relationship with the OSD tower above has been considered.</p> <p>It is noted that the Design Excellence Strategy (Refer Appendix K of the EIS) outlines that the City of Sydney are invited to participate in the Sydney Metro Design Advisory Panel to support the earlier precinct planning and concept designs for the Hunter Street Station. The City of Sydney is also invited to participate in the Sydney Metro DRP to provide advice and recommendations for consideration in the design development of the station, and to ensure quality design outcomes are achieved. This can include façade and building materials for the podium to respond to the local surrounding context.</p> <p>Further, the Design Guidelines, dated October 2023, require that the future detailed design consider the following design guidance:</p> <ul style="list-style-type: none"> • The building fronting Richard Johnson Square shall match the alignment of the former NSW Club building at 31 Bligh Street

No.	Issued raised	Sydney Metro response
		<p>and expand the public open space of Richard Johnson Square, which shall be open to the sky.</p> <ul style="list-style-type: none"> • Tower forms are to enhance views from public places to significant heritage items. • The scale, massing and articulation of the tower and podium should respond to the context of the surrounding streetscape, particularly adjacent heritage items. • The facades of tower elements with a close relationship to nearby heritage items must be responsive in terms of facade depth, modulation, proportion and articulation, to reinforce the character of the heritage building and the continuity of the streetscape. • Podiums are to be predominantly masonry in character.
3. City access and transport		
3.1 Pedestrian assessment	<p>The City of Sydney strongly objects to the use of Fruin for assessing footpath performance on Hunter Street and surrounds.</p> <p>The City of Sydney reiterates that the Walking Space Guide (WSG) published by TfNSW in 2020 is appropriate NSW standard for footpaths external to buildings in the public domain.</p> <p>The City of Sydney stated it is misleading to imply that these footpaths are 'interchanges'. This leads to an under provision of walking space, crowding issues and safety concerns.</p> <p>Sydney Metro argues that TfNSW's WSG is not fit for purpose as it shows poor performance for current conditions. The City disagrees with this and believes the WSG is an accurate representation of existing conditions and a reason for intervention and road space</p>	<p>As noted in the TfNSW Walking Space Guide (WSG), the WSG is not intended to be used for assessing transport facilities or interchanges. Sydney Metro maintains that the Fruin method is the most appropriate method of assessment to be used for this project. Notably this project includes many underground pedestrian connections, through-site links, retail and commercial uses that are accessible from either public roads and/or from internally within the site without public road frontages. As such the site is integrated and not solely reliant on footpaths external to the building in the public domain.</p> <p>Notwithstanding, as outlined in the Addendum Transport and Access Report (Appendix E), the results of the WSG assessment demonstrate that currently, and under existing growth projects without Sydney Metro West, the adjacent pedestrian network does not achieve an acceptable level of service according to the WSG criteria.</p> <p>As such, upgrades to the pedestrian network across this precinct will be driven by the broader precinct vision, which is outside of the</p>

No.	Issued raised	Sydney Metro response
	<p>reallocation, not a reason to ignore the issue by using a metric more suited to crowded station conditions.</p>	<p>scope of the Hunter Street Station OSD. It is further understood that the City of Sydney will coordinate public domain upgrades funded through infrastructure contributions (including from the future Detailed SSDA(s) for this proposal), which is now levied at 3% of the total capital investment value. This is included as part of the Voluntary Planning Agreement as part of the Planning Proposal.</p>
<p>3.2 Parking provision</p>	<p><u>Mechanism to limit parking across two sites and parking provision</u></p> <p>The proposal includes a maximum of 70 private spaces across the two sites (Hunter Street East and West). However, since the sites are being assessed as independent SSDAs and there does not appear to be any meaningful and legal way for conditions of consent to apply to sites other than that of the SSDA, it is unclear how this maximum will be enforced. The City of Sydney raises strong concern that the end result will be that each site seeks to provide 70 spaces each, with a total of 140 spaces.</p> <p>The proposal indicates that there will be 70 spaces included for private vehicle parking across the two sites. The traffic assessment gives no justification for the need for 70 spaces beyond that it is lower than the permitted maximum. The City of Sydney notes that these rates are maximums and given the extremely high access to public transport at the site, including the Metro, the City of Sydney would expect to see much lower car parking provision than proposed.</p>	<p>Consistent with the Planning Proposal for the site, a total of no more than 70 car parking spaces (maximum) can be delivered across the Hunter Street Station sites.</p> <p>The proposed maximum number of car parking spaces across the two sites is less than half of the spaces currently permitted by the SLEP 2012 at 148, and less than the total number of spaces that previously existed on the Hunter Street Station sites at 86. This maximum provision of car parking is consistent with the City of Sydney's Guideline for Site Specific Planning Proposals in Central Sydney which recommends car parking to be limited to the total number of existing spaces, or the maximum permitted under the SLEP 2012, whichever is less. This has informed the City of Sydney supporting the proposed maximum car parking rates in the concurrent Planning Proposal.</p> <p>The future Detailed SSDA will provide details as to how these 70 spaces will be allocated to the west and east site. It is anticipated that as a condition of the Concept SSDA that DPPI will require assessment of the allocation of up to 70 car parking spaces to the site within the Detailed SSDA in accordance with the provisions of the SLEP 2012. Specifically, we note that the future developer(s) of the Hunter Street east and west sites will need to agree on how to allocate up to 70 car parking space at the time of the Detailed SSDA lodgement.</p> <p>The maximum number of car parking spaces sought across both buildings was applied to each building within the traffic and parking assessment to determine a 'worst case' scenario of each building (though acknowledging the proposal still only sought approval for 70 spaces across both buildings).</p>

No.	Issued raised	Sydney Metro response
		<p>The proposed OSD does not compromise the Government's ability to pedestrianise the block on Hunter Street between Pitt and George Steet as the current reference scheme for the OSD uses the approved driveway location for vehicular access to the metro station. The Addendum Transport and Access Report at Appendix E further outlines how the proposed OSD does not undermine the achievement of the City of Sydney's plan for the Hunter Street precinct as outlined in the City North Public Domain Plan.</p> <p>To help deliver on the City's objective to reduce reliance on private vehicles, particularly in areas of high public transport accessibility and to ensure pedestrian safety and the success of existing and planned public domain upgrades, future Detailed SSDA(s) will consider the car parking objectives under the Design Guidelines, which include guidance to ensure sufficient space for service vehicle and loading facilities are prioritised over any private vehicle parking for the future OSD. Further, the reference scheme and the Addendum Transport and Access Report at Appendix E demonstrate that cars accessing the site have sufficient space to idle on the site if vehicles and loading facilities are being utilised to ensure any private vehicle parking does not result in queuing in the public domain.</p>
	<p><u>Inconsistencies with how parking is referred to</u></p> <p>The Transport and Access Report doesn't consistently refer to the 70 spaces being apportioned between the two sites. For example, Table 5-4 seems to imply that the western site has 70 spaces, which is incorrect. This should be rectified.</p>	<p>The Addendum Transport and Access Report (Appendix E) provides a clarification in relation to how parking is referred in the application.</p>
	<p><u>Car share</u></p> <p>It is unclear how car share will be apportioned between the two sites and whether the proposed 3 spaces will be pro-rated depending on the final allocation of private parking.</p>	<p>The number of car share spaces will be co-ordinated as part of the future Detailed SSDA(s). It is noted that the Design Guidelines for the site require a minimum 1 car share space per 30 on-site car parking to be made available. Car share car parking spaces therefore will be provided proportionately on each site as required by the Design Guidelines.</p>

No.	Issued raised	Sydney Metro response
<p>3.3 Vehicle access and loading</p>	<p><u>Vehicle access movements allowed</u></p> <p>Section 5.2.3 Vehicular Access of the Transport and Access Report shows left-out and left-in movements. This section should acknowledge that the draft City North Public Domain Plan includes the ambition to close O’Connell Street at Hunter Street and make O’Connell Street two-way. This change would mean that vehicle access would also need to change from left-in left-out as depicted in Figure 5-3 to left-in right-out.</p> <p><u>Loading layout</u></p> <p>Swept paths should be provided showing that each loading space is able to be accessed with all other spaces occupied. Swept paths of waste trucks accessing collection points should also be provided.</p>	<p>The Transport and Access Report submitted to DPHI as part of the Concept SSDA included vehicular access to the east site assuming the access would be limited to left in, left out.</p> <p>The Addendum Transport and Access Report included at Appendix E acknowledges that the proposal includes only left-in and right-out movement being available (for the operation phase), given the future changes to O’Connell Street and Hunter Street proposed within the City North Public Domain Plan.</p> <p>The Addendum Transport and Access Report (Appendix E) provides swept paths for the waste and loading vehicles demonstrating that the layout presented in the reference scheme is functional. Additional swept paths will be provided within the Detailed SSDA to demonstrate that adequate loading spaces will be allocated and/or made available to the OSD.</p>
<p>3.4 Traffic assessment</p>	<p><u>Trip generation</u></p> <p>Trip generation assumes a rate of 1 trip per space during the peak one hour. This appears to be very high and overestimating driving trips could lead to overprovision for driving and under provision for other modes, particularly walking. Instead, Sydney Metro should conduct surveys of a similar nearby site and apply those rates.</p>	<p>The Transport and Access Report submitted with the Concept SSDA considered a ‘worst case’ scenario and found the road network is expected to remain at similar levels of service, with no noticeable change associated with the traffic generated by the proposed OSD.</p> <p>Revised trip generations can be applied using updated traffic survey data from the Guide to Traffic Generating Developments (TST 2013/04A) thereby reducing the AM peak hour trip rate to 0.4 per space, and the PM peak hour trip rate to 0.3 per space. However, no noticeable change to the road network is expected due to the minimal traffic generated by the proposed development.</p>

No.	Issued raised	Sydney Metro response
	<p><u>Background traffic growth</u></p> <p>The City of Sydney disagrees with the traffic background growth factor. There is not capacity for an additional 27% increase in vehicle traffic in the City Centre. Sydney Metro should assume nil traffic growth, an assumption which has precedent in other state significant projects within the City of Sydney such as the Central Station OSD.</p>	<p>The background growth assumptions noted in the traffic assessment are derived from TfNSW strategic Public Transport Project Model (PTPM) model. The growth seen here is due to the way the PTPM assigns demand and capacity constraints in the model. In the absence of any City of Sydney or TfNSW updated traffic modelling forecasts, identifying those changes, Sydney Metro will continue to assume the worse-case growth scenario.</p>
	<p><u>Background pedestrian growth</u></p> <p>Pedestrian growth factor of 1.17 seems very low, particularly compared to the growth assumed for vehicle traffic. It is disappointing that Sydney Metro is assuming and planning for higher vehicle growth than pedestrian growth, particularly considering the huge investment in the area in public transport and redevelopment.</p>	<p>Pedestrian growth factors were derived from a comparison of population and employment forecasts of travel zones within 800m of the Hunter Street Station precinct. This approximates a 15-minute walk catchment.</p> <p>The population and employment data also comes from official NSW projections (TZP19). The analysis considers the sum of population and employment, to calculate these rates, as they both drive background pedestrian demand. The pedestrian growth rate was applied to 2021 pedestrian survey flows, pre-adjusted to account for the impacts of COVID-19, where appropriate, to estimate future year 2036 background pedestrian flows, with and without the Sydney Metro West project.</p>

No.	Issued raised	Sydney Metro response
<p>3.5 Cycling and end of trip facilities</p>	<p>Bike parking and end of trip facilities should at a minimum meet the City of Sydney’s DCP requirements. The proponent must demonstrate that there is adequate vertical transport capacity so that there is no excessive delay or queueing for people cycling. A queueing and spatial analysis should be undertaken for bicycle lifts at the detailed SSDA stage, similar to that undertaken for mechanical vehicle lifts. Lift dimensions should vary from passenger lifts.</p> <p>Access and egress routes for cyclists must be comfortable. Figure 5-4 shows access and egress routes for cyclists between Richard Johnson Square and the bike lifts on the eastern site. The City of Sydney seeks clarification on whether this route is expected to be used by high volumes of pedestrians (eg. People exiting the Metro), where cyclists are expected to wait for the lifts and how conflicts between people walking with bikes, people waiting with bikes and general pedestrians are to be managed</p>	<p>The future Detailed SSDA(s) will be designed to meet the required bicycle parking and end of trip facilities provision required for the OSD by the Design Guidelines, dated October 2023.</p> <p>The future Detailed SSDA(s) will be accompanied by queuing data and details for specific lifts that can comfortably accommodate bicycles. This level of detail is to be provided in the future Detailed SSDA(s) as the reference scheme submitted with the Concept SSDA is not submitted for approval. Notwithstanding, the reference scheme does demonstrate that vertical circulation can be reasonably provided to the end of trip facilities, in addition to a large lobby that if required can accommodate waiting cyclists.</p>
<p>3.6 Potential for change</p>	<p>The City of Sydney is eager to work with Sydney Metro and TfNSW to reallocate street space, widen footpaths and change signal timings in order to improve the overall experience of the Hunter Street precinct.</p>	<p>Sydney Metro is committed to ongoing consultation with City of Sydney as part of detailed design of the station under the CSSI Approval including the public domain works surrounding the station and through-site links with adjacent sites. However, it is noted that Sydney Metro is not responsible for signal timing and separate engagement with TfNSW would be required for any changes to road configuration or signal timing. The City of Sydney would also be invited to participate in Design Review Panel meetings as required to advise on local issues and design outcomes as they relate to the local context.</p>
<p>4. Trees and landscaping</p>		

No.	Issued raised	Sydney Metro response
<p>4.1 Landscape, greening and canopy cover</p>	<p>The City of Sydney has not yet been given the opportunity by Sydney Metro to review architectural plans or landscape plans associated with the Stage 3 CSSI Application. Therefore, the City of Sydney has no understanding of what is proposed in the public domain.</p> <p>In particular, on the eastern site the Concept SSDA nominates Richard Johnson Square as a public space, however opportunities for greening and tree planting along the streets are not demonstrated. This is of particular importance in O’Connell Street, where the metro station box sits under the street.</p> <p>Opportunities for future tree planting need to be preserved at this early concept design stage by addressing the street’s existing configuration and providing a future configuration which addresses the pedestrian space needs. Overall, the EIS and supporting documents do not adequately address the requirements of the SEARs. No concept landscape plan has been submitted and the proposal is unable to demonstrate how the proposal can achieve the integration of landscape design excellence and greening of the site.</p> <p>The requirements of the SEARs have not been adequately addressed in the proposal.</p> <p>-The Built Form and Urban Design Report (page 46 – Appendix E) includes precedent images. These indicate green roofs with succulents and/ or grasses and use of bamboo only. The landscape images indicate that landscaping will be minimal with species that are not responsive to and the architectural features of the building. Further, the podium design strategy relates to the street wall heights and does not address design strategies for communal landscape terraces on the podium at the base of the tower.</p>	<p>The public domain landscape integration will be contained within and designed in accordance with the SDPP as required under condition E70 of the Stage 3 CSSI Approval. The detail of the SDPP is guided by condition E72 of the Stage 3 CSSI Approval.</p> <p>The Design Guidelines, dated October 2023 will inform the future Detailed SSDA(s) and include the following guidance for integrating landscaping with the OSD:</p> <ul style="list-style-type: none"> • Provision of green roofs, terraces and walls are encouraged. • The City’s arborists and Greening Sydney Strategy is to be considered with regard to tree species selection to maximise canopy and respond to changing climate. <p>As part of the future Detailed SSDA, landscaping of the OSD building will be considered to create visual interest and be well integrated with the development. Opportunities for OSD landscaping have been identified at the podium where landscaping can be co-located with terraces. Podium spaces can be designed as open space for use by building occupants. Further details regarding these opportunities are provided at Section 5.2.</p> <p>A detailed landscape plan will be submitted as part of the future Detailed SSDA(s) as required by the revised mitigation measures at Appendix B.</p>

No.	Issued raised	Sydney Metro response
	<p>- The Concept envelope plans (Appendix G) do not provide any details to confirm the landscape locations within the envelope. It is unclear if there will be any landscape at podium level and upper levels.</p> <p>- The Reference scheme (Appendix H) does not provide details of landscape locations within the proposal and no landscape plans have been submitted. The reference plans potentially allow for landscape on Levels 4 and 5 and Level 54 Skyrise setback floor – communal terrace facing Hunter Street. Without any additional information, an assessment cannot be undertaken to confirm if proposed landscape on structure will be feasible, contribute to adequate greening of the site, achieve amenity for workers and visitors and comply with the Landscape Code.</p>	
<p>4.2 Wind impacts</p>	<p>The building envelope has been defined by wind conditions in the public domain only. Potential wind impacts at podium level and Level 54 upper tower terrace need to be assessed.</p> <p>Wind impacts need to be adequately understood and any wind mitigation measures to reduce down wash by shaping the tower design must be considered in any future design competition and prior to the Detailed SSDA. Rounded corners to towers are effective. This is the preferred outcome rather than relying on interlocking trees and vegetation which can fail in windy environments and are difficult to replace at upper levels of a development post-construction.</p>	<p>The use of the podium terrace and balcony zones for landscaping and outdoor use as shown in the reference scheme are further supported by the Addendum to Pedestrian Wind Assessment provided at Appendix D.</p> <p>The Addendum report clarifies that wind safety criteria and standing comfort criteria can be achieved for the podium and balcony zones shown on the reference scheme. Large portions of the podium can also achieve the sitting comfort criteria.</p> <p>Further opportunities for outdoor terraces within the tower footprint of the OSD may be explored in the future Detailed SSDA provided the terraces and/or landscaping are contained within the building envelope.</p> <p>There is a small area at the eastern end of the podium which is considered suitable for standing, but not for sitting (e.g. outdoor dining). If this area is intended to be used for outdoor seating, awnings are likely to provide effective mitigation and can be tested at a future Detailed SSDA stage.</p>

No.	Issued raised	Sydney Metro response
4.3 Existing trees	An Arboricultural Report for the site has not been provided with the EIS. There are 15 street trees located in the vicinity of the site. There is no proposal for the removal of these trees as part of the proposed development and the City of Sydney supports the retention and protection of these trees. An Arboricultural Impact Assessment (AIA) report must be prepared to assess the impact of the proposed works on the street trees and outline tree protection measures.	An AIA is not required to support the Concept SSDA as any tree removal from the public domain surrounding the site to facilitate the construction and operation of the station would fall within the scope of the Stage 3 CSSI Approval. No trees are proposed to be removed within the scope of the Concept SSDA. Opportunities for the retention and protection of existing street trees would be identified during detailed construction planning under the Stage 3 CSSI Approval.
5. Waste management		
5.1 Waste management	<p>The submitted Waste Management Plan identifies that the 'central waste storage areas should be further reviewed and updated as the design progresses, to ensure there is sufficient space for waste storage and handling.'</p> <p>It is recommended that this review be undertaken to consider how the bins can be better laid out to improve waste management handling and manoeuvrability. The current arrangement of having rooms with 4-5 bins deep is not practical and would be improved if the walls in the waste storage area are removed. It appears that the fire stairwell exit goes through the waste room. This should be amended to assist in improving the arrangement of the bins.</p> <p>The following information is requested:</p> <ul style="list-style-type: none"> • The Stationary Compactor/ Bin press 4sqm should be marked up on the plans. • Consideration should be given to redesigning the rooms and internal walls to improve the layout and access to bins. 	<p>The waste storage rooms shown on the reference scheme are indicative only, and further detail will be provided as part of the future Detailed SSDA(s). As outlined in the Design Guidelines, waste storage areas and waste management on the site will comply with the City of Sydney's <i>Guidelines for Waste Management in New Developments</i>.</p> <p>An operational waste management plan will be submitted to accompany the future application(s).</p>

No.	Issued raised	Sydney Metro response
	<ul style="list-style-type: none"> Co-mingled recycling waste should not be compacted. Additional space should be found for recycling bins, or a letter provided from an MRF operator that they will accept compacted comingled waste and specify the rate of compaction that they will accept for recycling. <p>The goods lift doors are too narrow for the bins and need to be revised. Given the number of bins that need to be moved up to the loading dock, an extra large goods lift could be more efficient than two smaller lifts. This option should be explored.</p>	
6. Public art		
6.1 Public art	<p>The co-ordinated public art strategy (or Preliminary Public Art Plan for the sites, as required under the City of Sydney Guidelines for Public Art in Private Development) should clearly indicate the total budget allocated to public art for the Hunter Street sites. The budget proposed should be based on the total CIV for the project, including the towers.</p>	<p>The City of Sydney's comments on the public art strategy submitted for the OSD (separate to any public art to be delivered under the Stage 3 CSSI Approval) are noted for implementation as part of the future Detailed SSDA(s).</p> <p>The public art budget for the OSD will be based on 0.5% of the Capital Investment Value (CIV) of the OSD.</p>
7. Public domain		
7.1 Public domain	<p>Any future detailed SSDAs must include the following information:</p> <ul style="list-style-type: none"> Public domain plans Detailed flood assessment report 	<p>The City of Sydney's comments on detail required for flood modelling, and stormwater designs as may be relevant to the OSD including non-station uses in the podium are noted for implementation as part of the future Detailed SSDA(s).</p> <p>As stated elsewhere, detailed public domain plans, flood impact assessment and mitigation measures, and stormwater management as relevant to the construction of the station will be outlined in the Stage 3 CSSI Approval.</p>

No.	Issued raised	Sydney Metro response
	<ul style="list-style-type: none"> Detailed Stormwater drainage design/ stormwater management plan. A MUSIC link report is to be submitted with the stormwater management plan. 	
8. Acoustic impacts		
8.1 Construction noise	The City of Sydney recommends standard conditions of consent relating to construction hours and noise levels.	The City of Sydney's comments and recommendations are noted, however it is reiterated that no construction is proposed within the scope of the Concept SSDA.
9. Design excellence		
9.1 Design excellence	The City notes that future SSDA(s) based on the current planning proposal are to be undertaken in accordance with the design excellence provisions contained in the Sydney LEP 2012 (as amended by the Planning Proposal), the Hunter Street Station Over Station Development Design Guidelines and the Sydney Metro West Design Excellence Strategy endorsed by GANSW.	The City of Sydney's comments regarding the Design Excellence Strategy and approach for the Hunter Street Station OSDs are noted.
Civil Aviation Safety Authority (CASA)		
1. OLS and height	The proposed maximum height for the Hunter Street West OSD is currently 69.1m AHD. At this height, the proposed development penetrates the Sydney Airport	Sydney Metro note that consultation with The Sydney Local Health District will be required as part of the preparation of the future

No.	Issued raised	Sydney Metro response
	<p>Obstacle Limitation Surface's (OLS) within the Outer Horizontal Surface (OHS) by 113.1m and cranes required for OSD construction would penetrate the Royal Prince Alfred Hospital Heliport OLS by 48.1m. The development does not penetrate PANS-OPS surfaces.</p> <p>CASA has no issues with the Aviation Impact Assessment and no objections to the Planning Proposal Hunter Street Over Station Developments but as stated in the Aviation Impact Assessment, aviation approval will be required from the Department of Infrastructure, Transport, Regional Development and Communications and the Arts (DITRDCA). CASA will make recommendations for marking and lighting of the crane(s), and the buildings when referred to CASA by DITRDCA.</p> <p>CASA would recommend that The Sydney Local Health District be consulted with regard to aviation impact on the heliport operations.</p>	<p>Detailed SSDA(s). Further aviation approval from DITRDCA will be sought at the Detailed SSDA stage.</p>
Sydney Metro		
1. Referral	<p>Sydney Metro are the Applicant and have been involved in the design of the proposal. Consequently, Sydney Metro has no comments to make on the application.</p>	<p>Noted.</p>

4.2 Community and organisation submissions

Table 4-2 includes a response to the issues raised in submissions from the community and organisations and references where these issues have been addressed in the detailed documentation as relevant.

Table 4-2 Response to public and organisation submissions

Issue raised	Sydney Metro response
Organisation submissions	
<p>There are concerns regarding the loss of sunlight to the health and appearance of the botanical gardens, and potential shadow impacts from a 58 storey office tower.</p> <p>Adopting a consistent and rigorous process to ensure design quality is established and conformity with the Domain Sun Access Planes provision is essential to maintain the visual integrity of the existing built form and protection of Trust land.</p>	<p>The Built Form and Urban Design Report includes a solar and overshadowing analysis (Appendix E of the EIS). 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.</p> <p>The Royal Botanical Gardens and The Domain are protected from overshadowing between 9:00am and 2:00pm all year round as per clause 6.17 of SLEP 2012. The solar and overshadowing analysis demonstrates that additional overshadowing is cast from the proposed building envelope to a small portion of The Domain (not to the Royal Botanic Gardens) only from 2.45pm during the winter solstice. As such the proposal complies with the relevant sun access planes required by SLEP 2012.</p> <p>Accordingly, the required sunlight access to The Domain as protected by the planning controls is maintained by the proposed development.</p>
<p>There is concern about the increasing heat island effect in the city caused by rising heat and reflective glare from the building facades which can impact the botanic gardens living collection, research and open spaces.</p> <p>Sustainable building materials and building guidelines will reduce thermal glare, reflectivity and impacts on the Royal Botanical Gardens Trust land. Suitable materials and placement on the façade should be considered.</p>	<p>A Reflectivity Impact Assessment (Appendix M of the EIS) has been completed to assess the impact of a future building on the site and resulting reflection on the surrounding area.</p> <p>The assessment concludes that only vehicles moving within the vicinity of the site were considered as adverse reflection will have the biggest impact on these receivers. Impacts on neighbouring buildings were not considered as the risk was deemed to be minimal and these will be considered at a future detailed design stage when the materiality has been resolved.</p> <p>The future Detailed SSDA(s) will also consider using sustainable building material to ensure Ecologically Sustainable Development target of 6 star Green Star Buildings can be achieved.</p> <p>As this application seeks concept approval only, the detailed façade design and materials would be subject to future Detailed SSDA(s). The design and materiality of the façade would be resolved at the detailed design phase of the development and would be consistent with the recommendations provided within the Reflectivity Impact Assessment Report and ESD recommendations. Further, the Design Guidelines provide for high levels of external sun shading devices to protect internal and external spaces from extreme solar glare.</p>
<p>Concern is raised regarding traffic generation and the potential cumulative traffic impacts of the proposal with the concept for the</p>	<p>The impact of traffic and parking on the surrounding locality has been considered in the Transport and Access Report (Appendix Q of the EIS). The Addendum Transport and Access Report at Appendix E however also includes an</p>

Issue raised	Sydney Metro response
<p>Macquarie Street East Precinct was raised by the Royal Botanic Gardens and Domain Trust (the Trust).</p> <p>The Trust raised that the concepts for the Macquarie Street East Precinct may result in traffic coming off Sir John Young Crescent and into Hunter Street, which may impact the ability to use Macquarie Street in its current form. Further, the Trust recommends ongoing consultation with the Macquarie Street East Public Domain Group.</p>	<p>assessment of the traffic impacts associated with left-in and right-out vehicular movements via O'Connell Street associated with the proposed driveway in response to the City North Public Domain Plan initiatives.</p> <p>Traffic generated by the proposal will be limited as the maximum number of car space provided on the site. The estimated number of trips generated by commercial, retail and loading dock in the AM and PM peak are assessed as having a negligible impact on the existing road network.</p> <p>The road network performance has been modelled for the future year 2036. The model demonstrates that the following intersections are expected to operate at similar levels of service, with no notable change associated with the traffic generated by the development:</p> <ul style="list-style-type: none"> • George Street and Hunter Street • Pitt Street and O'Connell Street and Hunter Street • Bligh Street and Hunter Street
<p>There is concern with the lack of guarantees provided that the Hunter Connection will ever be re-instated as part of this development. No assurance has been provided from Sydney Metro that this will be provided.</p>	<p>The design of the station and podium levels, and associated pedestrian connections, is being developed in accordance with the Stage 3 CSSI Approval and is outside the scope of this SSDA.</p> <p>Sydney Metro is continuing the detailed station design including underground pedestrian connections and reinstatement of the pedestrian connection to 109 Pitt Street where possible. Sydney Metro will continue to work with relevant property owners of Hunter Connection and will continue to provide further updates as the design develops.</p>
<p>The Hunter Connection is a part of the fabric of Sydney and a crucial thoroughfare. There will a loss of the heritage of Sydney, impact Sydneysiders and visitors, result in a dead retail box at the ground floor of Pitt Street and devalue the commercial lots above it.</p>	<p>The Hunter Street Station will significantly improve connectivity within the Hunter Street precinct and the Sydney CBD. Underground connections will be provided via the Hunter Street Station from Martin Place to Wynyard, and through-site links through the station will improve the permeability of the site from George Street to Hunter Street and through to neighbouring properties where possible.</p> <p>Sydney Metro acknowledges that the Hunter Connection is valued by the community, however it is not listed as a local or state heritage item. Notwithstanding, the future design of the pedestrian connection from 109 Pitt Street to the Hunter Street Station, and beyond to Wynyard Station, will be explored through the detailed design of the station to ensure an activated station precinct and associated pedestrian connections.</p> <p>It is noted that the reference scheme submitted with the Concept SSDA does include a retail tenancy located along the northern edge of the indicative pedestrian connection which would link Hunter Street Station and Hunter Connection at the George Street ground level.</p>

Issue raised	Sydney Metro response
<p>The Hunter Connection is an essential part of Sydney’s pedestrian network and provides a direct, weatherproof and accessible connection from the central business core of Pitt Street through to Wynard Station and Barangaroo. The removal of the connection would make access more difficult for people with disability.</p>	<p>As above, the Hunter Street Station will significantly improve connectivity within the Hunter Street precinct and the Sydney CBD. Underground connections will be provided via the Hunter Street Station from Martin Place to Wynyard which provide completely weatherproof connections through a significant east-west corridor through the city.</p> <p>The design of any future pedestrian connection from 109 Pitt Street to the Hunter Street Station, and further to Wynyard Station will incorporate weatherproof features and accessible design. The design of this pedestrian connection is subject to further detailed design resolution as part of the Stage 3 CSSI works, and the future Detailed SSDA(s).</p> <p>It is further noted that Sydney Metro has committed to deliver a series of underground connections to provide complete subterranean connection between Martin Place Rail Station and Wynyard Rail Station as part of the Sydney Metro City & Southwest and Sydney Metro West projects.</p> <p>The delivery of the station will deliver a more integrated precinct with improved access to mass transit rail, social infrastructure and services. The integration of metro station and the over station development will substantially improve accessibility via the public transport network to the Sydney CBD.</p>
<p>Any proposed development designed to be taller than 156m AHD, would be considered a controlled activity and be subject to the Federal Airports (Protection of Airspace) Regulations 1996.</p> <p>Construction cranes may be required to operate at a height significantly higher than that of the proposed development and consequently, may not be approved under the <i>Airports (Protection of Airspace) Regulations 1996</i>. Sydney Airport advises that approval to operate construction equipment (i.e. cranes) should be obtained prior to any commitment to construct.</p>	<p>Sydney Metro acknowledge Sydney Airport comments, and note that the future developer of the OSD will be required to obtain approval with Sydney Airport to operate construction equipment (i.e. cranes) prior to construction if required.</p>

Issue raised	Sydney Metro response
Public Submissions	
<p>A public submission is supportive of the new Hunter Street Station, the construction of new commercial and retail spaces, and the tunnels linking the new Hunter Street Station to Martin Place and Wynyard Stations.</p>	<p>These comments are noted.</p>
<p>Concern is raised regarding the perceived excessive height of the proposed OSD.</p>	<p>The site is located predominantly within a tower cluster area in the SLEP 2012 and the Central Sydney Planning Strategy (CSPS). The CSPS is focused on delivering additional floor space to accommodate employment growth on sites that can accommodate growth while protecting the amenity of key public spaces. The proposed scale of the development and the proposed maximum building height delivers upon the objectives of the CSPS and the desired future tower cluster character.</p>
<p>Concern was raised in the public submissions that the building would result in views being blocked from existing buildings.</p>	<p>The proposed development building envelope is not situated within any protected public view corridor identified within the CSPS for the Sydney CBD. A Visual Impact Assessment (Appendix O of the EIS) has been prepared and finds that view impacts are acceptable and to be expected with the redevelopment of the site in accordance with the planning controls that apply.</p> <p>Given the planning controls for the site, and surrounding tower cluster sites, allows for tall tower forms like the envelope proposed, the commensurate level of visual impact are contemplated by the controls and the proposal is therefore consistent with the visual outcome and impact anticipated for the site.</p>
<p>Concern was raised that footpaths surrounding the site are already uncomfortably full in the CBD during the week and that the proposal would exacerbate this issue.</p>	<p>The Hunter Street Station will significantly improve connectivity within the Hunter Street precinct and the Sydney CBD. Underground connections will be provided via the Hunter Street Station from Martin Place to Wynyard, and through-site links through the station will improve the permeability of the site from George Street to Hunter Street and through to neighbouring properties where possible. The retail and commercial entrances envisaged for the development are also shown in the reference scheme as being accessed from internal links through the site, in addition to external footpaths. This will create additional space and building entrances compared to the existing public domain.</p> <p>All podium built form, up to the transfer level – including the station and public domain work within the site – would be designed and delivered under the Stage 3 CSSI Approval. The design resolution of these station elements, including public domain works such as footpaths and through-site links through the site, will be addressed through preparation of a Station Design and Precinct Plan (SDPP) and Interchange Access Plan (IAP). These plans are required by Conditions E70 and E124 respectively of the Stage 3 CSSI Approval (SSI-22765520).</p>

Issue raised	Sydney Metro response
	<p>Under the terms of these conditions, the final design of the public domain, building form (including footprint and architecture) and station entries / access will be considered. The quality of the public circulation space surrounding the site will therefore improve within the site under Stage 3 CSSI Approval and Sydney Metro will continue to work with the City of Sydney on their vision for the Hunter Street precinct as part of the implementation of the City North Public Domain Plan.</p> <p>The projected growth in commercial development across this precinct, including as proposed in the Concept SSDA, will also drive additional demand on the public domain, requiring broader coordinated efforts to deliver a consistent outcome. However, it is noted that the pedestrian movements created by the OSD is minor compared to the pedestrian movements created by the station. Further, the OSD offers an opportunity to deliver significant new employment floor space whilst minimising footpath impacts in the precinct, given the proposed OSD is positioned above the station and will have underground access the Sydney Metro and Sydney Train networks.</p> <p>It is anticipated that with the implementation of the City North Public Domain Plan (Option 2), that additional public domain space will be made available to pedestrians on Hunter Street which will alleviate this problem immediately adjacent to the site.</p>
<p>Concern is raised regarding the tower setback to the northern site boundary (given the large setback from Hunter Street), and the impact of this setback to the building at 16-18 O'Connell Street.</p> <p>Concern is raised regarding the impact the proposal will have on the residential premises in the building. Specific concern is raised regarding the following impacts on the residential premises:</p> <ul style="list-style-type: none"> • Loss of privacy • Reflection of sunlight • Possible noise from plant and equipment • Overshadowing and impact to outlook. 	<p>The Building Envelope Drawings submitted for approval within the Concept SSDA include a setback of the tower from the adjacent building at 16-18 O'Connell Street above RL 56.4m. This setback provides a minimum 5.4m separation from the proposed OSD building envelope to the site's northern boundary. This minimum setback is also required to be provided in the future Detailed SSDA(s) as per section 3.2 of the Design Guidelines, dated October 2023.</p> <p>The tower envelope is also setback a minimum 5m from the western site boundary in this location. As such, the proposed tower will not immediately abut any open space or windows located on the southern boundary of the building at 16-18 O'Connell Street. As noted by the City of Sydney in their Summary of Submissions Report prepared to support the Planning Proposal dated 11 May 2023 "this setback is considered acceptable as views from the residential apartment and daylight access will not be detrimentally impacted and the proposed building envelope has demonstrated acceptable and equivalent public domain amenity conditions to that of a DCP compliant envelope". Further, as illustrated within the Sky View Impact Assessment submitted with the EIS, overshadowing impacts from the building envelope, including to O'Connell Street, is equivalent or better than a base case development scenario. As such any impact on the western outlook onto O'Connell Street is considered acceptable.</p> <p>Further, this separation provides visual relief for any windows and terraces located at the south western corner of the building at 16-18 O'Connell Street.</p> <p>While it is envisaged that the majority of the northern elevation of the tower would feature a blank façade comprising building core and lifts banks, the future detailed design of the tower will consider the Design Guidelines, which includes the following:</p>

Issue raised	Sydney Metro response
	<p><i>Tower facades proximal to residential apartments must include privacy screening to all windows to prevent overlooking and best measures must be undertaken to ensure plant equipment is placed away from these locations and/or include acoustic treatment.</i></p> <p>As part of the detailed design of the OSD, noise impacts resulting from mechanical equipment and other services will be required to be modelled as part of the Detailed SSDA(s). This modelling will be required to demonstrate that noise levels from the development comply with the relevant industry standards at any sensitive receivers, including residences to the north of the site. Given the location of the site within Central Sydney where it is common-place for mixed use buildings, including residential development, to be located in close proximity to other buildings, it is anticipated that standard mitigation measures and careful design will be sufficient to ensure acoustic amenity for the existing residents during the occupation and construction of the OSD. This is to be detailed in the Detailed SSDA(s).</p> <p>The relevant Detailed SSDA(s) for the construction of the OSD will also be required to be supported by a reflectivity statement to demonstrate that façade materials selected will not cause an adverse reflectivity impact onto surrounding properties and the public domain as required by the mitigation measure for reflectivity outlined in Appendix B.</p> <p>Further, consideration for design of the facades of the OSD tower adjacent to heritage buildings will form part of the future Detailed SSDA(s), guided by the objectives and guidance included within the Design Guidelines dated October 2023.</p> <p>Given the site is located to the south of 16-18 O'Connell Street, it will not cause overshadowing to the residential apartments to the north of the site.</p>
<p>The submission states concern that the design is not sympathetic to the heritage listing of the adjacent building on O'Connell Street.</p>	<p>The design of the podium has stepped datums in order to respond to surrounding heritage items. Specifically, the podium massing steps on O'Connell Street to respond to the key datum lines of the the adjacent heritage item, being the Former Bank of NSW (16-18 O'Connell Street).</p> <p>The detailed facade of the podium adjacent to the Former Bank of NSW will be the subject of the Stage 3 CSSI Approval, and the design of the OSD adjacent to this building will be required to address the following, though not limited to, requirements of the Design Guidelines dated October 2023:</p> <ul style="list-style-type: none"> • The scale, massing and articulation of tower forms is to respond appropriately to the streetscape context, in particular heritage items. • The facades of tower elements with a close relationship to nearby heritage items must be responsive in terms of facade depth, modulation, proportion and articulation, to reinforce the character of the heritage building and the continuity of the streetscape. <p>The OSD tower envelope also includes a 5.5m setback to the northern boundary to provide separation to the heritage building when viewed from O'Connell Street. Overall the proposed development demonstrates that future development of the site can provide a sympathetic contemporary design response to the heritage context.</p>

Issue raised	Sydney Metro response
<p>The submission suggests that the proposal be amended to move the tower further to the south of the site, towards Hunter Street, by 15-25m.</p>	<p>The proposed setback of the tower form from Hunter Street is driven by many factors, including the sky view impact on the surrounding public domain, and mitigating the visual impact of the proposed tower on the public domain. Importantly however the location of the lift core to the north of the site is driven by the requirement to avoid being suspended above the concourse and Sydney Metro tunnel that traverses the site in the south west to north east direction. This is structural limitation which restricts the ability of the floorplate to be moved further to the south as suggested in the submission.</p> <p>Notwithstanding, it is noted that the Building Envelope Plans include a setback of the tower from the adjacent building at 16 O'Connell Street above RL 56.4m. This setback provides a minimum 5.5m separation from the proposed building envelope to the northern boundary. The tower envelope is also setback a minimum 5.1m from the western site boundary in this location. As such, the proposed tower will not immediately abut any terraces located on the southern boundary of the building at 16 O'Connell Street. Given its context, this setback is considered acceptable as views from the residential apartment and daylight access will not be detrimentally impacted and the proposed building envelope has demonstrated acceptable and equivalent public domain amenity conditions to that of a DCP compliant envelope. Accordingly, the tower envelope has been appropriately sited to minimise any significant adverse amenity impacts.</p>

5 Additional assessment

This section provides additional assessment of the proposal in response to the DPHI Request for Information. In summary, the following specific matters were identified by DPHI in their Request for Additional Information, dated 17 March 2023, to be further addressed in the Submissions Report:

- Consistency of the proposal with the submitted Planning Proposal and the proposed Design Guidelines for the site.
- Address the SEARs requirement for integrating landscape design into the Concept Proposal.
- Provide indicative demarcation drawings to demonstrate the relationship between the CSSI and the SSDA.
- Consider the proposal and its impacts in respect to the City of Sydney's City North Public Domain Plan.
- Consider and minimise the impacts of car parking and access arrangements.
- Respond to the City of Sydney's comments on the submitted pedestrian and traffic model.
- Provide details of actions and advice provided by the design advisory panel or design review panel on the SSDA.
- Review and consider boundary conditions around the site in relation to amenity impacts on private views, noise, privacy and reflectivity, particularly to existing and approved residences at 16-18 O'Connell Street.

5.1 Planning Proposal and Design Guidelines

DPHI have requested additional information to confirm the proposed Concept SSDA is consistent with the Planning Controls and Design Guidelines, particularly the proposed building envelopes and setbacks.

The proposed building envelopes in the Concept SSDA are the same building envelopes that were submitted with the concurrent Planning Proposal (PP-2022-867) that informed the preparation of the Design Guidelines dated October 2023. While the City of Sydney prepared Design Guidelines are at a different scale, the proposed setbacks nominated in the Design Guidelines are the same as the Concept SSDA to one decimal place. This is illustrated in the Architectural Design Response at Appendix C.

The EIS submitted with the Concept SSDA was supported by a Statutory Compliance Table (Appendix B of the EIS) which provided a comprehensive assessment of the concept proposal against the existing planning controls contained within existing environmental planning instruments and the planning controls included in the concurrent Planning Proposal (PP-2022-867).

The Planning Proposal is also supported by Design Guidelines dated October 2023. While the EIS did outline the overarching consistency of the concept proposal with the Design Guidelines, it did not contain a comprehensive assessment against each of the objectives and guidance contained in the Design Guidelines.

Since the approval of the Planning Proposal by the City of Sydney in May 2023, minor changes to the Design Guidelines were made. A further assessment of the proposed concept proposal against the relevant objectives for the OSD of the Design Guidelines is provided in Table 5-1.

Table 5-1 Assessment of the Concept SSDA against objectives of Design Guidelines (October 2023)

Objectives	Concept SSDA
Tower Massing, Setbacks and Envelopes	
<p>1. The over station development is to be designed to integrate with the Hunter Street Sydney Metro Station so as not to compromise the operation or functionality of the Metro.</p>	<p>The proposal would not adversely affect the operation of the future Hunter Street Station as the spatial and functional requirements have been integrated into the concept proposal design with direct input from Sydney Metro.</p> <p>The future Detailed SSDA would need to propose a building which is architecturally and structurally integrated with the station structure beneath and would be guided by the Design Guidelines.</p>
<p>2. Towers are to be appropriately located to ensure good separation between tall buildings, across streets, maintain views to key heritage items, to the sky and create a sense of openness in the street and ensure the amenity of adjoining residential dwellings is not adversely impacted.</p>	<p>The proposed OSD building envelope, is consistent with the building setback and building separation controls proposed under the Planning Proposal and the Design Guidelines.</p> <p>Consistent with the approach to the podium envelope (part of the CSSI Approval), the proposed tower envelope is responsive to the local context and the constraints established by the station. The maximum horizontal dimension of the proposed building envelope is less than the maximum massing controls for non-residential buildings set out in Section 5.1.1.4 of the Sydney Development Control Plan 2012 to ensure the scale of the tower does not dominate the streetscape.</p> <p>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.</p> <p>The proposed tower envelope responds to the surrounding context, the heritage item and enable the building to be seen as a unified composition from all street frontages, without compromising views to the sky, wind conditions and public domain amenity.</p> <p>The Building Envelope Drawings submitted for approval within the Concept SSDA also include a setback of the tower from the adjacent mixed use building containing residences at 16 O’Connell Street above RL 56.4m. This setback provides a minimum 5.5m separation from the proposed building envelope to the northern boundary. Privacy mitigation measures can be considered for the facade design to be documented in the Detailed SSDA(s) to protect the amenity of adjacent residential apartments in this building.</p>

Objectives	Concept SSDA
<p>3. Towers are to be designed to achieve comfortable street environments with high levels of daylight, appropriate scale and comfortable wind conditions.</p>	<p>The proposed setbacks for the tower have been balanced against the required Sky View Factor analysis and equivalent wind safety and wind amenity testing described. 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.</p> <p>Specifically, the sky view factor analysis submitted with the EIS demonstrates that the proposed building envelope results in an improved sky view factor of 0.018256 compared to a 'base case building envelope'. Therefore, the proposed building envelope is able to maintain view to the sky, protect the natural light levels in the public domain surrounding the site.</p> <p>As stated within the Pedestrian Wind Assessment submitted with the EIS (Appendix N) when assessing the impact of the proposed building envelope on the wind conditions around the site, all locations modelled around the site will comply with the safety and comfort criteria outlined by the City of Sydney. Further improvements to the wind environment are anticipated as a result of further building articulation and detailed design outlined in the future Detailed SSDA.</p> <p>The additional tower setback to Hunter Street allows for additional view corridors towards Australian Square from Hunter Street. The rounded corners of the proposed building envelope reduce the diagonal dimension of the floor plate, increasing the slenderness of the tower and improving natural daylight access to the surrounding public domain.</p>
<p>4. Towers are to be designed to ensure the satisfactory distribution of built form and floor space.</p>	<p>The proposed floorplate includes an articulation zone of 15 per cent, which will allow for architectural articulation and external facade elements such as sun shading and roof features to be included within the building envelope. The articulation zone will provide sufficient flexibility to enable a high-quality design response to be considered as part of the future detailed design application.</p> <p>Overall, the proposed building envelope and proposed FSR within the planning proposal provides significant opportunity for a range of architectural and urban design outcomes to ensure quality design can be achieved for the future Detailed SSDA.</p>
<p>5. Variation to the maximum envelope described in this guide must demonstrate equal or better daylight and wind conditions in surrounding public places.</p>	<p>The proposed tower envelope is consistent with the envelope proposed under the Planning Proposal and the envelope shown in the Design Guidelines.</p>
<p>Wind</p>	
<p>1. Over station development is to deliver safe and comfortable wind conditions in surrounding public places.</p>	<p>A Pedestrian Wind Assessment has been provided at Appendix N of the EIS.</p> <p>The results of the assessment indicate that wind speeds at all public domain locations tested are</p>

Objectives	Concept SSDA
	<p>compliant with the intended usage of each area when assessed against the Lawson comfort criteria. All locations fall below the City of Sydney safety criteria.</p> <p>It is recommended that further investigation of the wind conditions for the ground level within and around the development be undertaken during the design development and as part of the Detailed SSDA to verify the wind comfort level of relevant public domain areas.</p>
<p>2. The design of the over station development is to mitigate adverse wind conditions.</p>	<p>The wind assessment report confirms that wind safety criteria and standing comfort criteria can be achieved for the podium terrace. Further, large portions of the podium terrace area can achieve the sitting comfort criteria.</p> <p>There is a small area at the eastern end of the podium which is considered suitable for standing, but not for sitting. If this area is intended to be used for outdoor seating, awnings are likely to provide effective mitigation.</p> <p>Detailed wind analysis should be undertaken as part of the Detailed SSDA verify the wind comfort conditions of the proposed elevated terraces and the incorporation of appropriate mitigation measure.</p>
<p>Heritage</p>	
<p>1. The tower and podium are to be designed to respond to and protect the heritage significance of surrounding heritage items.</p>	<p>The design of the podium has stepped datums in order to respond to surrounding heritage items. Specifically, the podium massing steps along Bligh Street to align with the existing street wall of the heritage listed Former NSW Club (31 Bligh Street).</p> <p>The podium also steps on O'Connell Street to respond to the key datum lines of the other adjacent heritage item, being the Former Bank of NSW (16 O'Connell Street).</p> <p>The OSD tower envelope also includes a 5.5m setback to the northern boundary to provide separation to these heritage buildings and adjacent properties to the north of the site when viewed from the street, noting that a reduced setback is only proposed in the central portion of the northern elevation.</p> <p>Overall, the proposed development demonstrates that future development of the site can provide a sympathetic contemporary design response to the heritage context.</p>
<p>2. Podium alignments and datums are to match adjacent heritage items, where possible or when not achievable visual impacts of blank walls to be mitigated.</p>	<p>While the podium envelope is part of the Stage 3 CSSI scope, the design of the podium includes consideration of the interface with adjacent and nearby heritage items. The proposal responds to the varying datums of heritage items by stepping the parapet around the site edge, which responds to the parapet heights of adjacent heritage buildings and reinforces dominant sightlines along the streets.</p>

Objectives	Concept SSDA
<p>3. The tower and podium design are to maintain visual connections for adjacent heritage items and protect important heritage vistas.</p>	<p>The tower is setback from the Hunter Street edge to increase the view aperture to nearby heritage items. The rounded corner form of the tower reduces the perception of building scale and increases view lines to adjacent buildings. These features also improve streetscape permeability and sightlines.</p> <p>The podium, as defined by the Stage 3 CSSI Approval, responds to the parapet heights of adjacent heritage items and reinforces dominant sightlines along Bligh, O'Connell and Hunter Streets.</p> <p>The proposal responds to its immediate context and heritage buildings in the vicinity with a consistent application of high density. The tower envelope forms part of the contemporary city character without adverse impact on the context of the surrounding heritage structures in the CBD.</p> <p>The building envelope is not located within any significant views to or from World, National or Commonwealth heritage listed places and is not likely to have significant impact on the heritage values relevant to those places.</p>
<p>4. Provide for the conservation and sympathetic adaptive reuse of the former Skinner Family Hotel building.</p>	<p>Not relevant for the east site.</p>
<p>Design Excellence</p>	
<p>1. The over station development is undertaken in accordance with the Sydney Metro West Design Excellence Strategy.</p>	<p>The Sydney Metro West Design Excellence Strategy (DEX Strategy) has been submitted as part of the Planning Proposal request to establish a consistent framework for how Sydney Metro would deliver design excellence across the whole Sydney Metro West project, including for the Hunter Street Station OSD.</p> <p>The DEX Strategy was endorsed by GANSW on 19 August 2022.</p> <p>Future Detailed SSDA(s) will be undertaken in accordance with the Sydney Metro West Design Excellence Strategy to ensure design integrity and 'design excellence' has been achieved under clause 6.21C of the <i>Sydney Local Environmental Plan 2012</i>.</p>
<p>2. Establish a competitive selection process that ensures:</p> <p>a. the development will exhibit design excellence;</p> <p>b. the Sydney Metro design excellence approach delivers high quality architectural, urban and landscape design outcomes and a structured process; and</p>	<p>The DEX Strategy is structured around the operation of independent design review panels that support the design development process for the architectural, urban design and infrastructure elements of each precinct throughout three phases of the project:</p> <ul style="list-style-type: none"> • Phase 1: Defining expectations • Phase 2: Reference design and competitive selection • Phase 3: Design integrity

Objectives	Concept SSDA
c. procedural fairness for competitive tenderers.	<p>The DEX Strategy includes the establishment of three independent design review panels chaired by the NSW Government Architect.</p> <p>Sydney Metro proposes to use its Design Excellence Evaluation Panel (DEEP) process as an alternative design excellence process to demonstrate that 'design excellence' has been achieved under clause 6.21C of the SLEP 2012.</p>
3. Provide consistency of design excellence approach across the Sydney Metro West line, notwithstanding the specific local government area that each station may be located within.	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.

5.2 Integrated Landscape Design

DPHI have requested further details regarding how the proposed Concept SSDA is consistent with the SEARs requirement for integrating landscape design into the proposal.

Sydney Metro note that as part of the Concept SSDA, future development will be required to address the Design Guidelines that were prepared with the concurrent Planning Proposal (PP-2022-867) for the site. As part of these Design Guidelines, the future Detailed SSDA(s) must demonstrate how the proposal will increase urban vegetation in Central Sydney to achieve the objectives of the Design Guidelines.

While conceptual in nature, the Built Form and Urban Design Report submitted with the Concept SSDA (Appendix E of the EIS) includes the following design principle for the project:

- Principle 6 – Amenity and Landscape: Work with topography, orientation and built form to create comfortable spaces with integrated soft landscape and street furniture.

The Built Form and Urban Design Report outlines that whilst landscaping is predominantly programmed for the ground plane as part of the Stage 3 CSSI scope, and as envisaged within the City North Public Domain Plan, the proposed concept OSD envelope accommodates all future balconies, terraces, and awnings that may be proposed within the detailed design to include landscaping.

The use of terraces for landscaping and outdoor use as shown in the reference scheme are further supported by the Addendum to Pedestrian Wind Assessment provided at Appendix D. The location of the potential future terrace(s) is highlighted in Figure 5-1. This figure is extracted from the Addendum to Pedestrian Wind Assessment. The area highlighted in green indicated the location of potential future terrace(s), the colour green indicates safe wind safety standard.

The Addendum report clarifies that wind safety criteria and standing comfort criteria can be achieved for the podium shown on the reference scheme. Further, large portions of the podium can achieve the sitting comfort criteria. There is a small area at the eastern end of the podium which is considered suitable for standing, but not for sitting (e.g. outdoor dining). If this area is intended to be used for outdoor dining, awnings are likely to provide effective mitigation and can be tested at a future Detailed SSDA stage.

The Design Guidelines also require that the future Detailed SSDA(s) address the following guidance:

- Provision of green roofs, terraces and walls are encouraged.
- The City's arborists and Greening Sydney Strategy is to be considered with regard to tree species selection to maximise canopy and respond to changing climate.



Figure 5-1 Podium terrace zones

5.3 Integration with Station and Public Domain

5.3.1 Demarcation details

DPHI have requested indicative demarcation diagrams for floor levels demonstrating the relationship between the CSSI and SSDA in relation to public domain, publicly accessible connections, vehicle accesses and so forth. This information is provided within the Architectural Design Response at Appendix C.

5.3.2 Draft City North Public Domain Plan

The City of Sydney's submission requested that the proposal address the City of Sydney's City North Public Domain Plan, and DPHI have further requested additional assessment of the proposal against this Plan. Specifically, DPHI have requested the applicant to consider the following public domain upgrades envisaged in the City of Sydney's City North Public Domain Plan:

- the pedestrianisation of Hunter Street between George Street and Pitt Street
- the amendments to O'Connell Street to reintroduce two-way traffic, widen footpaths and the closure of its southern end to vehicles
- the expansion of public plaza on the corner of Hunter Street and Castlereagh Street and amendments to Hunter Street between Pitt Street and Castlereagh Street.

In response to the exhibition of the draft City North Public Domain Plan, Sydney Metro lodged a submission to the City of Sydney noting that the development of the Hunter Street Station needs to be facilitated between City of Sydney, TfNSW (including Sydney Metro) and the private sector. Sydney Metro recognises that delivery of the Hunter Street Station and both East and West OSDs will require ongoing engagement with Council, the community and stakeholders to enable simultaneous delivery of priorities under the City North Public Domain Plan and Sydney Metro construction.

The submission further noted that detailed design and collaboration between the City of Sydney and Sydney Metro is required to facilitate access to the Sydney Metro driveways at each site for vehicles and loading and servicing. It is noted that the options provided in the draft City North Public Domain Plan did not provide this level of detail.

The adopted City North Public Domain Plan subsequently includes vehicular entry locations nominated for the two Hunter Street Station sites. Vehicle entry to the east site is shown at the north western corner of the site, with vehicular access to O'Connell Street required to be maintained or provided.

As outlined in Section 4.1, the adopted City North Public Domain Plan envisions the extension of pedestrian priority along Hunter Street and the partial street closure along the southern portion of O'Connell Street, as shown in Figure 4-1. O'Connell Street to the north of the site would be converted to a two-way road, and Hunter Street would be proposed either as a one-way, west bound carriageway (Option 1) or as a share way (Option 2, as shown in Figure 4-2) with additional landscaping and integrated seating immediately south of the site.

Ongoing development of both options shown in the adopted City North Public Domain Plan will therefore be required and consultation will continue between Sydney Metro and the City of Sydney in relation to changes proposed to the public domain surrounding the site. Notwithstanding, it is noted that the proposed concept for the Hunter Street OSD does not adversely impact the ability for the public domain surrounding the Hunter Street Station to be altered in the future.

The Addendum Transport and Access Report at Appendix E includes an assessment of the traffic impacts associated with left-in and right-out only vehicular movements associated with the proposed driveway on the site during the operation of the OSD.

5.4 Car Parking and Access

DPHI have requested the following matters to be considered in relation to car parking and access. The response to these matters is detailed below:

- Reconsider the need for private car parking spaces given the site's highly accessible location and provide a car parking and access plan that clarifies the quantity and distribution of car parking spaces proposed.
- Minimise the impacts of any vehicular access in response to flooding affectation and future pedestrianisation of the area as envisaged in Council's City North Public Domain Plan.
- Review the submitted pedestrian and traffic model in response to Council's submission.

5.4.1 Car parking

To help deliver on the City of Sydney's objective to reduce reliance on private vehicles, particularly in areas of high public transport accessibility and to ensure pedestrian safety and the success of existing and planned public domain upgrades, future Detailed SSDA(s) will consider the car parking objectives under the Design Guideline.

As discussed in Section 4.1, the number of car parking spaces proposed (70 spaces) is less than half of the maximum permissible spaces ((148 spaces) permitted across both sites under the SLEP 2012. As the SLEP 2012 provides the relevant guidance for this proposal, this number is considered acceptable and well within the maximum limit. Further, this is a reduction on the number of car parking spaces that existed across the west and east sites prior to demolition, being 86 spaces.

The proposed development seeks approval for the inclusion of an upper limit of 70 spaces shared between both sites, in line with the concurrent Planning Proposal. It is acknowledged that 70 car spaces will not be applied to each site and a total of 70 spaces are to be shared between the east and west Hunter Street site, with the number assigned to each site to be determined in future Detailed SSDA(s).

Ongoing collaboration between Sydney Metro, the City of Sydney and TfNSW on the design and operation requirements will ensure this can be resolved.

5.4.2 Flooding

DPHI have requested that Sydney Metro minimise the impacts of any vehicular access in response to flooding affectation and future pedestrianisation of the area. Within the Stage 3 CSSI Approval, Sydney Metro note that flood barriers are proposed at the Hunter Street Station where the flood or flood planning level is higher than the design levels of the station entries. As part of Mitigation Measure EIS-HF1 of the Stage 3 CSSI approval, the appropriate mitigation measures for flooding would be confirmed during further design development so that the flooding performance outcomes are achieved, and that flood protection is provided for the nominated station or entry threshold level.

Further, Condition E2 of the Stage 3 CSSI Approval requires that the station (which would include the driveway) must be designed and constructed to not worsen flooding characteristics within and in the vicinity of the station.

Mitigation measures required to be implemented to ensure flood characteristics are not worsened must be incorporated into the detailed design and must be reviewed and endorsed by a suitably qualified and experienced person, who is independent of the projects' design and construction, in consultation with any directly affected landowners, DPHI Water, DPI Fisheries, State Emergency Services, and the City of Sydney.

Flood impacts and proposed flood mitigation measures as relevant for the OSD are also to be outlined within the future Detailed SSDA. As the scope of the OSD includes the use of the podium for non-station uses, including for example building entrances and vehicular access, the flood protection for these uses and building entrances will be assessed within the Detailed SSDA.

5.4.3 Pedestrian and traffic modelling

To respond to the City of Sydney's submission, a pedestrian volume and footpath performance assessment is outlined in the Addendum to Transport and Access Report (Appendix E) and discussed in detail in Section 4.

The City of Sydney's submission also questioned the traffic background growth sourced from TfNSW strategic PTPM. A response to the submission is outlined in the Addendum to Transport and Access Report (Appendix E) and discussed below.

The background growth assumptions noted in the traffic assessment are derived from PTPM. The growth seen here is due to the way the PTPM assigns demand and capacity constraints in the model. No changes will be made as this presents the worst-case scenario.

The purpose of including background traffic in the Concept SSDA was to assess the impact of the proposal on the surrounding network. Whilst there are limitations for using PTPM, the conclusion of this assessment was there would be no adverse effects to the surrounding network. There is no suggestion that more priority or space for private vehicles is warranted.

Sydney Metro acknowledges that the proposed City North Public Domain Plan, including the closure of George Street to traffic, will significantly change traffic demand patterns in the area. In the absence of any City of Sydney or TfNSW updated traffic modelling forecasts identifying those changes, Sydney Metro will continue to assume the worse-case growth scenario.

5.5 Design Excellence

5.5.1 Design Advisory Panel

DPHI have requested additional details of actions and advice given by the design advisory panel (DAP) or DRP on the SSD, including any project responses to that advice.

Four DAP meetings were held during the evolution of the design for the two Hunter Street sites. A summary of advice received from the DAP and the relevant project response is provided at Appendix F. Key areas of design advice relating to the Concept SSDAs include:

- Hunter Street east podium: scale and form to reflect heritage setting and the articulation and scale of the metro station entry to O'Connell Street.
- Towers: acknowledge the tower envelope responds to the City of Sydney Central Sydney Planning Strategy, and alignment of the eastern tower with the City grid.
- Benchmarks: provided guidance on appropriate benchmarks.

The final DAP presentation on the draft planning envelope and reference scheme for the Concept SSDAs concluded that:

The Panel welcomed the update on the development of the design and noted the work presented is of a high standard for a reference design. The general approach is supported.

5.5.2 Design Excellence for Concept SSDAs

Sydney Metro has 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. The Sydney Metro West Design Excellence Strategy (DEX Strategy) outlines Sydney Metro's approach to deliver design excellence across the Sydney Metro West project.

The integrated nature of designing for a metro station, the precinct and associated OSD calls for embedding design excellence throughout the lifecycle of the design process. The DEX Strategy sets out how design excellence is considered from inception of ideas and concepts that define expectations, through design development and procurement to delivery.

The DEX Strategy is structured around three phases, as identified below (Figure 2 from the DEX Strategy):

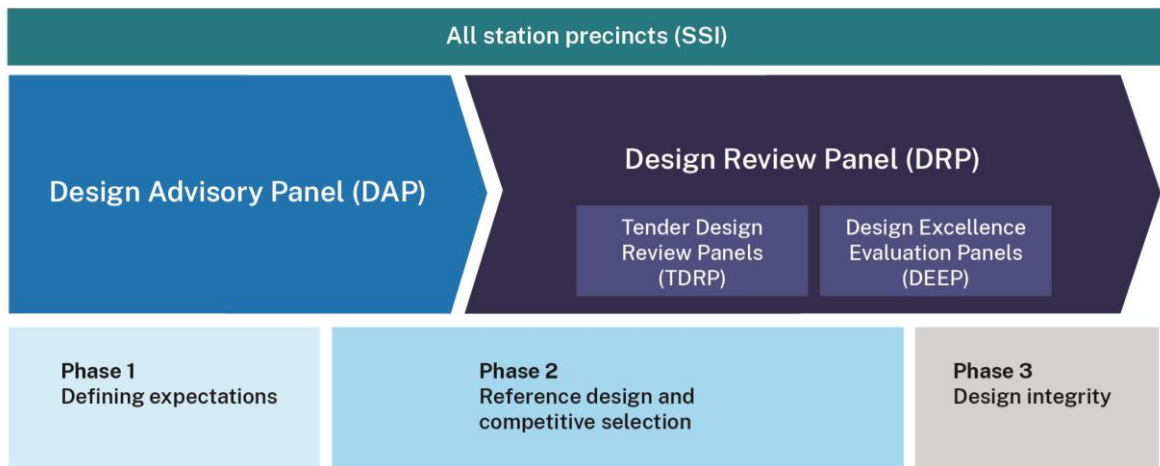


Figure 5-2 Design excellence overview

As part of Phase 1, Sydney Metro established the DAP to guide the concept design of the station, the station precinct and any integrated station development. It is during Phase 1 that the design approach for the Hunter Street Concept SSDAs was developed.

The role of the DAP is to provide strategic design guidance, based on sketches and options presented at the early stages of design in an informal format. The responsibilities of the DAP include advising on key design elements such as place making, activation, heritage, urban design, streetscape, public domain, architecture and landscape architecture.

The DAP does not provide recommendations on whether the proposal will, or is capable, of achieving design excellence at Concept SSDA stage. This occurs during formal procurement in Phase 2, as discussed below during the Detailed SSDA stage.

5.5.3 Design Excellence for Detailed SSDA

In Phase 2 (prior to commencement of procurement) and Phase 3, Sydney Metro establishes the DRP. During Phase 2, designs for OSD progress to Detailed SSDAs. It is during Phase 2 that a Design Excellence Evaluation Panel (DEEP) is formed (a subset of the DRP) to inform the competitive selection process.

The focus of the DEEP will be to ensure that all tender proposals either demonstrate the achievement of design excellence or demonstrate the capability to achieve it. The DEEP will provide a Design Excellence Report on the evaluation process and outcomes to the Sydney Metro Tender Review Panel. This assures a line of sight in the communication between the DEEP and Sydney Metro's consideration of design excellence in the overall decision-making process. The Design Excellence Report will identify those aspects of each design proposal that contribute to the achievement of design excellence or where this is not achieved, specific recommendations for further design refinement. These items will be incorporated into the OSD contract documentation to ensure they are delivered.

Once a tenderer is selected, the DRP will review design development for the Detailed SSDA(s). It is in this stage where the DRP can provide advice that the scheme can demonstrate design excellence.

Phase 3, which includes continued review by the DRP, ensures design integrity is achieved and demonstrated in the design and delivery of stations, precincts and development following contract award.

2.5.1. Boundary Conditions

DPHI have asked Sydney Metro to review and consider boundary conditions around the site in relation to amenity impacts on private views, noise, privacy and reflectivity, particularly to existing and approved residences at 16-18 O'Connell Street which has been assumed to be as a commercial property in the impact assessment within the east site EIS.

The Building Envelope Drawings submitted for approval within the Concept SSDA include a setback of the tower from the adjacent building at 16-18 O'Connell Street above RL 56.4m. This setback provides a minimum 5.4m separation from the proposed OSD building envelope to the northern boundary. This minimum setback is also required to be provided in the future Detailed SSDA(s) as per section 3.2 of the Design Guidelines, dated October 2023.

The tower envelope is also setback a minimum 5m from the western site boundary in this location. As such, the proposed tower will not immediately abut any open space or windows located on the southern boundary of the building at 16-18 O'Connell Street. This separation provides visual relief for any windows and terraces located at the south western corner of the building at 16-18 O'Connell Street.

While it is envisaged that the majority of the northern elevation of the tower would feature a blank façade comprising of building core and lifts banks to protect privacy to any adjacent dwellings, the future detailed design will also be required to demonstrate consistency with the following requirement of the Design Guidelines:

Tower facades proximal to residential apartments must include privacy screening to all windows to prevent overlooking and best measures must be undertaken to ensure plant equipment is placed away from these locations and/or include acoustic treatment.

As part of the detailed design of the OSD, and as required by the above requirements of the Design Guidelines, noise impacts resulting from mechanical equipment and other services will be required to be modelled as part of the Detailed SSDA(s). This modelling will be required to demonstrate that noise levels from the development comply with the relevant industry standards at any sensitive receivers, including residences to the north of the site. Given the location of the site within Central Sydney where it is commonplace for mixed use buildings, including residential development, to be located in close proximity to other buildings, it is anticipated that standard mitigation measures and careful design will be sufficient to ensure acoustic amenity for the existing residents during the occupation and construction of the OSD. This is to be detailed in the Detailed SSDA(s).

The relevant Detailed SSDA(s) for the construction of the OSD will also be required to be supported by a reflectivity statement to demonstrate that façade materials selected will not cause an adverse reflectivity impact onto surrounding properties and the public domain as required by the revised mitigation measures at Appendix B.

While it is envisaged that the majority of the northern elevation of the tower would feature a blank façade comprising building core and lifts banks, the future detailed design of the tower will consider the Design Guidelines, which include provisions requiring any facades proximal to residential apartments must include privacy screening and plant equipment be located away from these locations or include acoustic treatment.

Further, consideration for design of the facades of the OSD tower adjacent to heritage buildings will form part of the future Detailed SSDA(s), guided by the objectives and guidance included within the Design Guidelines dated October 2023.

6 Updated proposal justification

Sydney Metro lodged with DPHI a Concept SSDA relating to OSD at the Hunter Street Station east site in November 2022. The Concept SSDA was placed on public exhibition for 56 days between Monday 5 December 2022 and Monday 30 January 2023. In total, five submissions were received from neighbouring properties, businesses, and organisations. A further submission was received by the City of Sydney Council and two submissions were received from government agencies, including the civil Aviation Safety Authority (CASA) and Sydney Metro.

DPHI issued a letter dated 06 February 2023 requesting a response to the submissions received from the public and government agencies during the exhibition of the Environmental Impact Statement. DPHI issued a further letter dated 17 March 2023 requesting additional information in relation to the Concept SSDA.

This Submissions Report has been prepared to satisfy the provisions of Section 4.39 of the EP&A Act. Each of the submissions received during the public exhibition period have been collated, analysed and addressed in this Submissions Report.

In line with the EIS, no adverse environmental, social or economic impacts have been identified as a result of the project. Potential environmental impacts will be managed through the mitigation measures for the design, construction and operational phases. As such, the proposed development is considered to be justified for the following reasons:

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

Appendix A – Submissions register

Group	Name	Section where issue addressed
Agencies	Civil Aviation Safety Authority (CASA)	Section 4.1
	Sydney Metro	Section 4.1
Councils	City of Sydney	Section 4.1
Organisations	Royal Botanic Gardens and Domain Trust	Section 4.2
	Health Services Union	Section 4.2
	Sydney Airport	Section 4.1
Individuals	John Preston	Section 4.2
	Anonymous	Section 4.2

Appendix B – Revised mitigation measures

Legend: 'O' – Operational; 'C' – Construction; 'Pe' – Performance based mitigation measure; 'Pr' – Prescriptive based mitigation measure 'Ma' – Management based mitigation measure

Note: New mitigation measures are provided in ***bold, italicised*** text.

SEARS	Potential Impact	Stage of Project	Likelihood	Consequence	Risk Level	Approach	Mitigation Measure (Pe/Pr/Ma)	Residual Impact
Design quality and design excellence	The development does not achieve design excellence.	O	E	2	Very Low	The future Detailed SSDA must implement the process outlined in the Sydney Metro West Design Excellence Strategy for Hunter Street Station.	Prescriptive measure	N/A
Built form and urban design	The development does not achieve built form and design objective for the site.	O	E	2	Very Low	The detailed design of the OSD is to be undertaken in accordance with the site-specific Design Guidelines. The Detailed SSDA must address the manner in which the design/proposal responds to the detail within this Concept SSDA and the Design Guidelines.	Prescriptive measure	N/A

SEARS	Potential Impact	Stage of Project	Likelihood	Consequence	Risk Level	Approach	Mitigation Measure (Pe/Pr/Ma)	Residual Impact
						<i>Landscape plans to be submitted with the Detailed SSDA to address the Design Guidelines and include opportunities for green roofs, terraces, and landscaping to maximise canopy coverage on the site.</i>		
Crime and public safety	Antisocial and criminal behaviour	O	D	3	Low	The Detailed SSDA must incorporate CPTED principles relating to natural surveillance, access control, territorial reinforcement and space management. The Detailed SSDA must adopt the recommendations contained within the CPTED Assessment Report (Appendix L)	Management based measure	N/A
Overshadowing	Increase in shadowing to surrounding public domain,	O	C	2	Medium	Future development is to be consistent with the proposed maximum building envelope (and	Prescriptive measure	N/A

SEARS	Potential Impact	Stage of Project	Likelihood	Consequence	Risk Level	Approach	Mitigation Measure (Pe/Pr/Ma)	Residual Impact
	including Martin Place and GPO.					detailed in Appendices G) so as to ensure that the overshadowing impacts are not worse than those assessed in this concept proposal.		
Sky view	Create adverse impacts to public domain amenity including daylight access	O	C	2	Medium	Future development is to be consistent with the proposed maximum building envelope (and detailed in Appendices G) so as to ensure that the natural light levels in the public domain surrounding the site is protected.	Prescriptive measure	N/A
Reflectivity	Adverse solar reflectivity glare to motorists and pedestrians, and to surrounding buildings and the public domain	O	D	2	Low	As part of the future Detailed SSDA, the design and materiality of the façade should adopt a maximum 20 per cent specular reflectance for the glazed surfaces and must not exceed a veiling luminance limit of 500 cd/m2 to drivers.	Prescriptive measure	N/A

SEARS	Potential Impact	Stage of Project	Likelihood	Consequence	Risk Level	Approach	Mitigation Measure (Pe/Pr/Ma)	Residual Impact
Wind impacts	Adverse wind environment along surrounding streets, publicly accessible open space.	O	D	2	Low	Further investigation of the wind conditions for the proposed elevated terraces , ground level and elevated areas within and around the development must be undertaken as part of the Detailed SSDA to verify the wind comfort conditions and incorporate appropriate mitigation as required.	Prescriptive measure	N/A
Visual impacts	<ul style="list-style-type: none"> ▪ Visual / view impacts from surrounding streetscape and key public vantage points ▪ View impacts on heritage items 	O	C	1	Medium	Future development is to be consistent with the proposed maximum building envelope (as detailed in Appendix G) so as to ensure that the visual and view impacts are not worse than those assessed in this concept proposal.	Prescriptive measure	N/A

SEARS	Potential Impact	Stage of Project	Likelihood	Consequence	Risk Level	Approach	Mitigation Measure (Pe/Pr/Ma)	Residual Impact
Integration with station and public realm	Create adverse impacts on railway infrastructure, and the station podium below.	C & O	D	2	Low	The future Detailed SSDA would need to propose a building which is architecturally and structurally integrated with the station structure beneath and would be guided by the Design Guidelines.	Prescriptive measure	N/A
Pedestrian amenity	Impacts to surrounding pedestrian network. Conflict with pedestrians	O	C	2	Medium	Future development is to be consistent with the proposed maximum building envelope including proposed maximum floor space (and detailed in Appendices G) so as to ensure that the amenity of surrounding pedestrian network is not worse than those assessed in this Concept SSDA. Any improvements to the surrounding pedestrian network should be investigated in consultation with key	Prescriptive measure	N/A

SEARS	Potential Impact	Stage of Project	Likelihood	Consequence	Risk Level	Approach	Mitigation Measure (Pe/Pr/Ma)	Residual Impact
						stakeholders such as the City of Sydney and Transport for NSW.		
Ecologically sustainable development	<ul style="list-style-type: none"> ▪ Carbon emissions ▪ Energy consumption ▪ Thermal comfort of building occupants 	C & O	D	2	Low	In order to achieve a high level of ecological sustainability, Detailed SSDA should comply with the sustainability framework and strategies, including the minimum targets identified in the ESD Report (Appendix P). Where practicable, a future Detailed SSDA should also consider and implement world best practice / innovation strategies.	Prescriptive measure and Management based measure	N/A
Transport, traffic and parking	<ul style="list-style-type: none"> ▪ Increased traffic on surrounding roads 	C & O	D	1	Low	A total of 70 spaces are to be provided between the eastern and western Hunter Street Station sites, with the number on each site to be determined in a future Detailed SSDA	Prescriptive measure and Management based measure	N/A

SEARS	Potential Impact	Stage of Project	Likelihood	Consequence	Risk Level	Approach	Mitigation Measure (Pe/Pr/Ma)	Residual Impact
						<p>Provision of car share spaces to reduce individual car parking demands. Allocation and provision are subject to confirmation as the design evolves</p> <p>Implementation of dock management protocols and practices. Potential loading dock management measures, such as a booking system, extended operating dock hours and or appointing a sole delivery contractor</p> <p>A detailed Construction Traffic Management Plan (CTMP) for adoption during the construction phase should be prepared as part of the future Detailed SSDA.</p> <p>A travel plan should be created to reduce car trips and encourage the</p>		

SEARS	Potential Impact	Stage of Project	Likelihood	Consequence	Risk Level	Approach	Mitigation Measure (Pe/Pr/Ma)	Residual Impact
						use of sustainable transport as part of the future Detailed SSDA		
Noise and vibration	<ul style="list-style-type: none"> ▪ Increase in noise and vibration associated with construction including from vehicles and machinery ▪ Increase in noise and vibration associated with emissions from building plant and services ▪ Increase in noise associated 	C & O	D	2	Low	<p>The future Detailed SSDA must address and meet the noise and vibration criteria established within the Acoustic and Vibration Impact Assessment Report at Appendix S, and implement the recommendations in the report, including:</p> <p><u>Construction stage</u></p> <p>Prior to the commencement of major construction works, the future Detailed SSDA should develop a detailed CNVMP. The CNVMP should:</p> <ul style="list-style-type: none"> ▪ identify relevant construction noise and vibration criteria as detailed in the 	Prescriptive measure and Management based measure	N/A

SEARS	Potential Impact	Stage of Project	Likelihood	Consequence	Risk Level	Approach	Mitigation Measure (Pe/Pr/Ma)	Residual Impact
	with vehicle movements					<p>Noise and Vibration Report</p> <ul style="list-style-type: none"> ▪ identify neighbouring land uses that are sensitive to noise and vibration ▪ summarise key noise and vibration generating construction activities and the associated predicted levels at neighbouring land uses ▪ identify reasonable and feasible work practices to be implemented during the works ▪ summarise stakeholder consultation and complaints handling procedures for noise and vibration. 		

SEARS	Potential Impact	Stage of Project	Likelihood	Consequence	Risk Level	Approach	Mitigation Measure (Pe/Pr/Ma)	Residual Impact
						<ul style="list-style-type: none"> appropriate management to ensure that there is no structural or cosmetic damage to surrounding building structures, including the heritage listed Former Skinners Family Hotel and Tank Stream. <p>Further investigation should be undertaken in detailed design to manage construction noise exceedances, including the following:</p> <ul style="list-style-type: none"> The criteria for non-residential sensitive receivers are only applicable when the receiver is in use. Therefore, further investigation into the operation of these nearby sensitive uses should be undertaken 		

SEARS	Potential Impact	Stage of Project	Likelihood	Consequence	Risk Level	Approach	Mitigation Measure (Pe/Pr/Ma)	Residual Impact
						<p>to manage these impacts.</p> <ul style="list-style-type: none"> the noise levels for these scenarios represent a typical worst-case with all equipment operating concurrently. These levels are considered conservative and as more detail about the construction methods and equipment is developed this can be refined further within the Detailed SSDA. <p><u>Operational stage</u></p> <ul style="list-style-type: none"> Major noise and vibration emitting sources should be treated to meet the established criteria with the use of standard acoustic treatments. 		

SEARS	Potential Impact	Stage of Project	Likelihood	Consequence	Risk Level	Approach	Mitigation Measure (Pe/Pr/Ma)	Residual Impact
						<ul style="list-style-type: none"> ▪ All major equipment, installed as part of the proposed development, should be mounted on isolation mounts. ▪ Appropriate reasonable and feasible acoustic treatments should be incorporated into the design of the OSD building as required to minimise sleep disturbance. ▪ It is expected that structure-borne noise and ground-borne noise relating to the operation of Sydney Metro station will be mitigated through track-form design. No further vibration isolation of the proposed development is 		

SEARS	Potential Impact	Stage of Project	Likelihood	Consequence	Risk Level	Approach	Mitigation Measure (Pe/Pr/Ma)	Residual Impact
						<p>anticipated. The detailed design of the development should ensure that it is fit for purpose and aligns with the intended use considered during the track-form design, otherwise further mitigation may need to be considered for more sensitive use.</p> <ul style="list-style-type: none"> External noise intrusion will be controlled by the acoustic performance of the façade. The preliminary assessment recommends an indicative glazing thickness of 10.38mm thick laminated glass for office uses in the OSD building. 		

SEARS	Potential Impact	Stage of Project	Likelihood	Consequence	Risk Level	Approach	Mitigation Measure (Pe/Pr/Ma)	Residual Impact
Stormwater and wastewater	Impacts on quality of stormwater discharge into drainage system	O	D	2	Low	<p>As part of the future Detailed SSDA, the following is required to finalise the stormwater and water quality design:</p> <ul style="list-style-type: none"> ▪ design of connection to existing council drainage system ▪ final on-site detention requirements based on the finalised architectural scheme ▪ further authority coordination as required. 	Prescriptive measure	N/A
Flooding	Potential flooding of development	O	D	2	Low	The mitigation measures described in the Flooding Assessment at Appendix V should be incorporated as part of the Detailed SSDA for further design refinement to ensure that floor levels would be situated at or above a level consistent with the	Prescriptive measure	N/A

SEARS	Potential Impact	Stage of Project	Likelihood	Consequence	Risk Level	Approach	Mitigation Measure (Pe/Pr/Ma)	Residual Impact
						<p>requirements outlined as follows:</p> <ul style="list-style-type: none"> Any function which has the potential to compromise the flood immunity of the Stage 3 CSSI application - PMF event, or the 1% AEP climate change flood event level with an allowance for freeboard of 0.5 metres (whichever is greater) Critical facilities (including fire control room and critical infrastructure control equipment rooms) - PMF event, or the 1% AEP climate change flood event level with an allowance for freeboard of 0.5 metres (whichever is greater) 		

SEARS	Potential Impact	Stage of Project	Likelihood	Consequence	Risk Level	Approach	Mitigation Measure (Pe/Pr/Ma)	Residual Impact
						<ul style="list-style-type: none"> Commercial uses (including OSD lobby, service facilities and access to and from critical facilities) - 1% AEP climate change flood event level Retail opportunities - balance of protection from the 1% AEP climate change flood event and achieving urban design outcomes. On-site flood risk, design solutions and operational flood emergency response plans to mitigate flood risk, if required, for specific functions should be included as part of the future Detailed SSDA. 		
Contamination and remediation	Exposure of contamination of hazardous	C	E	2	Very low	Contamination has been addressed as part of the	N/A	N/A

SEARS	Potential Impact	Stage of Project	Likelihood	Consequence	Risk Level	Approach	Mitigation Measure (Pe/Pr/Ma)	Residual Impact
	materials during construction					<p>Stage 2 and 3 CSSI Applications.</p> <p>No further contamination investigation is required for the Concept SSDA.</p>		
Waste management	Waste production associated with construction activities Waste production associated with operation of OSD	C & O	D	2	Low	<p>A detailed waste management plan for the construction and operational phase of the development should be prepared and submitted as part of the Detailed SSDA.</p> <p>The detailed Waste Management Plan should address the following:</p> <p>Construction phase:</p> <ul style="list-style-type: none"> ▪ careful procurement of materials ▪ better utilisation of materials already available on site ▪ reducing the amount of waste generated 	Management based measure	N/A

SEARS	Potential Impact	Stage of Project	Likelihood	Consequence	Risk Level	Approach	Mitigation Measure (Pe/Pr/Ma)	Residual Impact
						<p>where it cannot be eliminated completely</p> <ul style="list-style-type: none"> re-using and then recycling as much as practicably possible <p>Operational phase:</p> <ul style="list-style-type: none"> Future detailed design should be generally consistent with the minimum waste area requirements proposed in the preliminary Waste Management Plan submitted under this SSDA, The area and spaces allocated for operational waste storage and collection for the proposed development may be subject to further design development 		

SEARS	Potential Impact	Stage of Project	Likelihood	Consequence	Risk Level	Approach	Mitigation Measure (Pe/Pr/Ma)	Residual Impact
						as part of future Detailed SSDA.		
Aboriginal cultural heritage	Impacts to Aboriginal heritage that may result from the proposal.	C & O	D	2	Low	<p>As the proposed development would have no impact on the ground surface or subsurface ground it is recommended that further assessment is not required.</p> <p>If changes are made to the proposal that may result in impacts to areas not assessed by this ACHAR, further assessment would be required.</p> <p>If any Aboriginal objects, or potential objects, are uncovered during the proposed development, all work in the vicinity should cease immediately and The Sydney Metro Unexpected Heritage Finds Procedure</p>	Management based measure	N/A

SEARS	Potential Impact	Stage of Project	Likelihood	Consequence	Risk Level	Approach	Mitigation Measure (Pe/Pr/Ma)	Residual Impact
						<p>followed. A qualified archaeologist should be contacted to assess the find.</p> <p>If human remains, or suspected human remains, are found during the proposed development, all work in the vicinity should cease, the site should be secured, and the NSW Police and Heritage NSW should be notified, and The Sydney Metro Unexpected Heritage Finds Procedure and Exhumation Management Procedure should be followed.</p>		
Environmental heritage	Potential impact of the proposed concept design on the heritage items, including the Former	C & O	D	1	Low	The Conservation Management Plan should be used to guide the future conservation and adaptive reuse of the former Skinners Family Hotel.	Prescriptive measure and Management based measure	N/A

SEARS	Potential Impact	Stage of Project	Likelihood	Consequence	Risk Level	Approach	Mitigation Measure (Pe/Pr/Ma)	Residual Impact
	Skidders Family Hotel					<p>Skidders Family Hotel should be maintained and protected from damage during the works.</p> <p>Skidders Family Hotel should be regularly monitored and maintained as required in accordance with the Minimum Standards of Maintenance and Repair (Heritage Council of NSW) while the building is unoccupied.</p> <p>Consider provision for the interpretation of archaeological findings from the surface demolition and excavation proposed in Stage 2 CSSI as Public Art in the proposed development where not incorporated into the station.</p>		

SEARS	Potential Impact	Stage of Project	Likelihood	Consequence	Risk Level	Approach	Mitigation Measure (Pe/Pr/Ma)	Residual Impact
Accessibility	Adequate access for people with a disability	O	D	3	Low	The Detailed SSDA must take into consideration the Australian Standards, Building Code of Australia, Federal Disability Discrimination Act (DDA) and Disability (Access to Premises – Buildings) Standards 2010), as relevant.	Prescriptive measure	N/A
Social impact	<ul style="list-style-type: none"> ▪ General disruption to community associated with large scale construction ▪ Potential anti-social behaviour associated with operation of the development 	C & O	D	3	Low	<p>Pedestrian travel experience impact should be reassessed as part of the detailed SSDA for the Hunter Street West OSD, once further information about the detailed design of the Hunter Street East and West sites and their cumulative impact on pedestrian experience is available.</p> <p>To mitigate increased noise and vibration impact, the recommendations made in the Noise and</p>	Prescriptive measure and Management based measure	N/A

SEARS	Potential Impact	Stage of Project	Likelihood	Consequence	Risk Level	Approach	Mitigation Measure (Pe/Pr/Ma)	Residual Impact
						Vibration Assessment should be implemented in the future Construction Noise and Vibration Management Plan.		
Infrastructure and utilities	<ul style="list-style-type: none"> ▪ Adequate connection to infrastructure and utilities ▪ Adequate capacity to service building 	O	D	3	Low	In accordance with the specific requirements of the individual utility service providers, the developer of the OSD must undertake detailed enquiries and arrange for final connections and associated approvals based on the final design.	Prescriptive measure	N/A
Construction	Construction impacts to pedestrians, road network, public transport, emergency access and other developments nearby.	C	D	2	Low	When the timeframe for construction of the OSD is determined at a later stage, a Construction Traffic Management Plan (CTMP) will be prepared as part of the future Detailed SSDA. The CTMP will include measures to: <ul style="list-style-type: none"> ▪ Appropriate diversions to safely 	Prescriptive measure and Management based measure	N/A

SEARS	Potential Impact	Stage of Project	Likelihood	Consequence	Risk Level	Approach	Mitigation Measure (Pe/Pr/Ma)	Residual Impact
						<p>guide pedestrians around work zones.</p> <ul style="list-style-type: none"> ▪ Limit construction vehicle movements during peak periods and major events. ▪ Provide principles and mitigation strategies to ensure that impacts on pedestrians, rail users, bus services and taxis are manageable for the two staging scenarios. ▪ Construction haulage routes are being further investigated with key stakeholders and will form part of the CTMP. 		

Appendix C – Architectural Design Response

Appendix D – Addendum Pedestrian Wind Assessment

Appendix E – Addendum Transport and Access Report

Appendix F – Summary of Design Advisory Panel Feedback

Date	Sydney Metro Design Advisory Panel Guidance Phase 1 Design Phase	Actions
12 May 2021	<p>1.1 Eastern building podium: DAP guided the massing options with the objective to form better relationships with the Radisson and Sodersten buildings, the existing scales and geometries of Hunter Street, and a more considered relationship with Richard Johnson Square.</p> <p>1.2 The DAP notes this project has the potential to renew Hunter Street and its intersections. The DAP requests further consideration as a strategy for the project and a series of drawings, diagrams and views are developed to explore this opportunity further.</p>	<p>1.1 The Hunter Street East podium was reworked and tested to address the relationship with the surrounding built form and respond to the adjacent heritage along Bligh Street. The podium envelope was also amended to respond to the curved radius at the corner of Hunter Street and O'Connell Street. In addition, the podium has been setback to expand Richard Johnson Square and create more amenity and public domain. Amendments were presented to the DAP on 14 July 2021.</p> <p>1.2 Noted.</p>
14 July 2021	<p>2.1 West podium: The DAP generally supports the configuration of the podium with additional taller massing to George Street (stepping up from Family Skinners Hotel) to align with predominant street building heights.</p> <p>2.2 The DAP questioned the proposed massing to Hunter Street with consistent heights aligning with the Skinners Hotel building.</p> <p>2.3 The relationship between the street level buildings and the upper level glazed OSD lobby could also be reconsidered to produce a more convincing massing configuration to Hunter Street.</p> <p>2.4 East Podium: The DAP commended the development of a revised built form strategy for the podium massing that responds to the existing streetscapes and alignments of Hunter Street, Bligh Street and O'Connell Street.</p> <p>2.5 The DAP recommends that the vertical voids and massing to the O'Connell Street elevation be reconsidered. A simpler consolidated massing may be possible that still responds to the pattern and variation of heights of the neighbouring buildings.</p> <p>2.6 The DAP questioned the alignment of the eastern tower with respect to the</p>	<p>Noted</p> <p>The Hunter Street West podium massing o was amended to step up from Skinners Family Hotel to provide variety in the scale of the podium and street wall height on Hunter Street. The podium height stepped to directly respond to the street wall and heritage item on the opposite side of Hunter Street. This response was presented to the DAP 31 August 2021.</p> <p>Feedback from the DAP influenced the redesign of this interface.</p> <p>Noted.</p> <p>The design was amended to consolidate massing on the O'Connell Street elevation to simplify the podium height and voids.</p> <p>The tower alignment was tested against the City of Sydney grid with options demonstrating resolution to follow the O'Connell Street grid.</p> <p>Noted.</p>

Date	Sydney Metro Design Advisory Panel Guidance Phase 1 Design Phase	Actions
	<p>predominant CBD grid but acknowledges the constraints the existing site alignment and metro station geometry places on this consideration.</p> <p>2.7 The DAP requested further details for the towers including core location, lobby access, servicing and structure be included with future presentations.</p>	
18 May 2022	<p>3.1 The DAP provided comments on the OSD benchmarks provided in the design scope such as:</p> <ul style="list-style-type: none"> • Removal of the Barangaroo Tower example • Reconsider the inclusion of buildings with purely glass facades • Study typologies of towers with innovative floorplates that would suit the context of the stations • Consider the inclusion of Wynyard Station, Governor Phillip Tower and the Bond Building 	3.1 Noted. Sydney Metro is consolidating benchmarks for Hunter Street Station OSD.
31 August 2022	4.1 The DAP welcomed the update on the development of the design and noted the work presented is of a high standard for a reference design. The general approach is supported.	4.1 Note that this scheme represents the Planning Proposal and Concept SSDAs reference scheme at Appendix H of the EIS.

Contact us

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