

Hunter Street West Over Station Development

Submissions Report

January 2024

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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. Pymont and Sydney CBD is 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.

Author:	Ashleigh Ryan – Director, Anna Wang – Associate Director, Zara Bennett – Assistant Planner
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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.

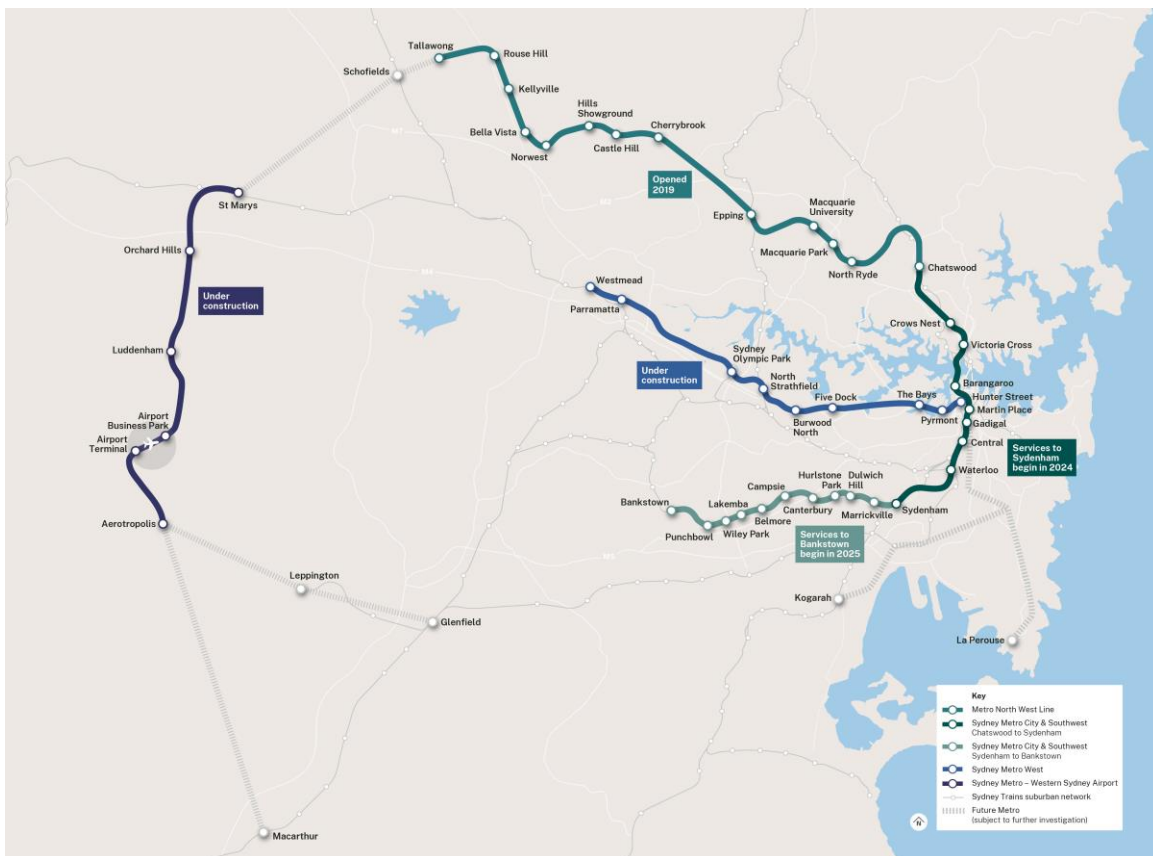


Figure 0-1 Sydney Metro network map

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 a 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 west site.

An Environmental Impact Statement (EIS) was prepared to accompany the Concept SSDA for OSD at Hunter Street Station west 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 Planning Proposal, Design Guidelines and Concept SSDA were publicly exhibited concurrently between 5 December 2022 and 30 January 2023.

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 west site, with commercial and retail premises also proposed within the podium. A separate Concept SSDA (SSD-46246713) has been lodged with DPHI for the proposed OSD at the Hunter Street Station east site.

Purpose of 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 west 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 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 boundary conditions in relation to amenity impacts – relevant only for the Hunter Street east site and will be addressed within the Submissions Report prepared for SSD-46246713.

This Submissions Report outlines the proposed refinements to the Concept proposal, responds to all issues raised within submissions, and provides a response to the Request for Additional Information issued by DPHI.

Overview of submissions

The Concept SSDA was on public exhibition between 5 December 2022 and 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, 20 submissions were received from neighbouring properties and the community. Of the 20 submissions, 18 submissions received were considered 'pro-forma' responses. An additional two submissions were received from organisations including Sydney Airport Corporation and Health Services Union NSW.

The key issues raised in the public submissions can be broadly grouped into the following categories:

- Concern regarding the proposed building height and density
- 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'
- Potential loss of activation on the ground floor of Pitt Street from removal of part of 'Hunter Connection'
- Devaluation of commercial lots above the remaining 'Hunter Connection'.

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 City of Sydney Council and the owners of ground floor retail tenancies at 109 Pitt Street, Sydney (also known as Hunter Connection) to discuss the proposal.

As part of this Submissions Report, 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 proposed by Sydney Metro in response to the submissions and stakeholder consultation. However, one refinement to the proposed development is provided within the Submissions Report as follows:

- Sydney Metro propose to revise the maximum gross floor area (GFA) sought within the Concept SSDA to reflect the FSR control approved by City of Sydney Council for the site within the concurrent Planning Proposal (PP-2022-867).

Updated mitigation measures are provided at Appendix B in response to the DPHI request for additional information and the City of Sydney submission.

Updated project justification

The proposed refinement to the project includes a minor change to the maximum GFA sought in the Concept SSDA to reflect the maximum FSR control approved by the City of Sydney within the concurrent Planning Proposal. This refinement requires the following minor change to the project description (changes shown in ~~strike through text~~ and **bold text**):

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

- *maximum building envelope and built form parameters (including tower envelopes and building setbacks)*
- *maximum building height of RL 220 (about 51 storeys)*
- *land uses within the OSD building envelope and podium including:*
 - *commercial land uses within the tower building envelope*
 - *commercial and retail land uses within the building envelope for the podium*
- *maximum gross floor area (GFA) of ~~69,912m²~~ **70,237m²***
- *provision for up to 70 car spaces on the site*
- *concept approval for the adaptive reuse of the existing Former Skinners Family Hotel for commercial and/or retail premises (subject to future Detailed SSDA)*
- *loading, vehicular and pedestrian access arrangements for the OSD*
- *utilities augmentation and connections where required (subject to Detailed SSDA(s)).*

The proposed refinement to the maximum GFA is minor, with the additional 325sqm of GFA representing 0.46 percent of the total maximum GFA originally sought in the Concept SSDA. No change is sought to the proposed planning envelope within the Concept SSDA, with any additional GFA to be contained within the maximum extent of this envelope.

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 will inform the detailed design of the development which will respond to many issues raised in the submissions, including the City of Sydney submission requesting consideration of the 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 refinements and 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.

One refinement to the proposed development is provided within the Submissions Report to revise the maximum GFA sought within the Concept SSDA to reflect the FSR control approved by the City of Sydney for the site within the concurrent Planning Proposal. No change is sought to the proposed planning envelope within the Concept SSDA, with any additional GFA to be contained within the maximum extent of this envelope.

In line with the EIS, no additional adverse environmental, social, or economic impacts have been identified as a result of the refinements and clarifications to the proposal. 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 Central Sydney Planning Strategy (CSPS). The CSPS seeks additional commercial floor space capacity in Central Sydney while also delivering improved public domain outcomes.
- The proposal will generate jobs both during construction and operation which will have flow on effects to the local and broader domestic economy.
- The proposal supports planned growth within the Sydney CBD, expanding the 30-minute cities, and increasing all-day accessibility to the Sydney CBD.
- By enhancing amenity and activation of the street frontages and existing through-site links compared to existing development, the proposal will enhance the public domain surrounding the site. The 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 the retained Former Skinners Family Hotel, 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-46246214) in support of a Concept SSDA for over station development (OSD) at the Hunter Street Station west 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 2022. The Concept SSDA was placed on public exhibition for 56 days between Monday 5 December 2022 and Monday 30 January 2023.

In total 20 submissions were received from neighbouring properties and the community. Two submissions were received from organisations. A further submission was received by the City of Sydney Council (City of Sydney) and two submissions were received from government agencies, the Civil Aviation Safety Authority (CASA) and Sydney Metro.

DPHI subsequently issued a letter to 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 also been prepared to respond to the matters raised in the Request for Additional Information from DPHI, dated 17 March 2023.

One refinement to the proposed development is included this Submissions Report. Specifically, Sydney Metro propose to revise the maximum gross floor area (GFA) sought within the Concept SSDA to reflect the Floor Space Ratio (FSR) control approved by the City of Sydney for the site within the concurrent Planning Proposal (PP-2022-867).

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 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.

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

A separate Concept SSDA (SSD-46246713) has been lodged with DPHI for the proposed OSD at the Hunter Street Station east site.

The exhibited EIS sought consent for the following:

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

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

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 FSR of:

- eastern site:
 - maximum building height of RL 269.1 metres; and
 - maximum FSR of 22.8:1, above ground.
- western site:
 - maximum building height RL 220 metres; and
 - maximum FSR 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 prepared 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 Project refinement

No changes to the concept proposal are proposed by Sydney Metro in response to the submissions and stakeholder consultation. However, one refinement to the proposed development is provided within the Submissions Report as follows:

- Sydney Metro propose to revise the maximum GFA sought within the Concept SSDA to reflect the FSR control approved by the City of Sydney for the site within the concurrent Planning Proposal (PP-2022-867).

Updated mitigation measures are provided at Appendix B in response to the DPHI request for additional information and the City of Sydney submission.

1.5 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 22 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 received from two government agencies.

A response to agency advice and 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 of this report.

2.1.2 Council submission

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

2.1.3 Organisation submissions

Two submissions were received from organisations, comprising the following:

- 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

A total 20 submissions were received from members of the general community, 18 of these were considered 'pro forma' responses. All the public submissions provided comment, with no submissions identified as an objection or in support. Details of the issues raised in public submissions, along with Sydney Metro's response, are set out in Section 4 of this report.

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.

Community submissions were reviewed and are categorised into issues identified below.

Table 2-1 Categorising key issues

Category of issue	Summary of issues raised	Issue raised
Hunter Connection	Concern is raised regarding the closure of Hunter Connection. Concern is raised regarding the lack of certainty of the reinstatement of this pedestrian link, and the condition of the retail tenancies remaining on	19 public submissions 1 organisation submission

Category of issue	Summary of issues raised	Issue raised
	<p>this link if it is not reinstated as part of the future Hunter Street Station development. 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.</p>	
Building height	<p>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.</p> <p>Comments were provided by CASA and Sydney Airport regarding aviation approvals required.</p>	<p>1 public submission 1 organisation submission 1 agency comment</p>
Pedestrian infrastructure	<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 City of Sydney objected 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.</p>	<p>1 public submission 1 Council submission</p>
Traffic impacts	<p>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.</p>	<p>1 Council submission</p>
Car parking	<p>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.</p>	<p>1 Council submission</p>
Interface with public domain	<p>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.</p> <p>The City of Sydney supports the proposed setback on the Bligh Street frontage to provide space to expand Richard Johnson Square.</p> <p>The City of Sydney have provided additional comments relating to the interface of the proposal with the public domain including the future design of awnings, ground floor RLs, retail tenancies, and width of the driveway.</p>	<p>1 Council submission</p>

Category of issue	Summary of issues raised	Issue raised
	<p>The City of Sydney is eager to work with Sydney Metro and Transport for NSW (TfNSW) to reallocate street space, widen footpaths and change signal timings in order to improve the overall experience of the Hunter Street precinct.</p>	
Wind impacts	<p>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 (if applicable) need to be assessed.</p>	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 5 existing street trees in proximity to the site and to outline tree protection measures.</p>	1 Council submission
Public Art	<p>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.</p>	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

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 additional assessment, refinement and 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 has been undertaken.

3.1.1 Public exhibition of the EIS

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 approximately 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.

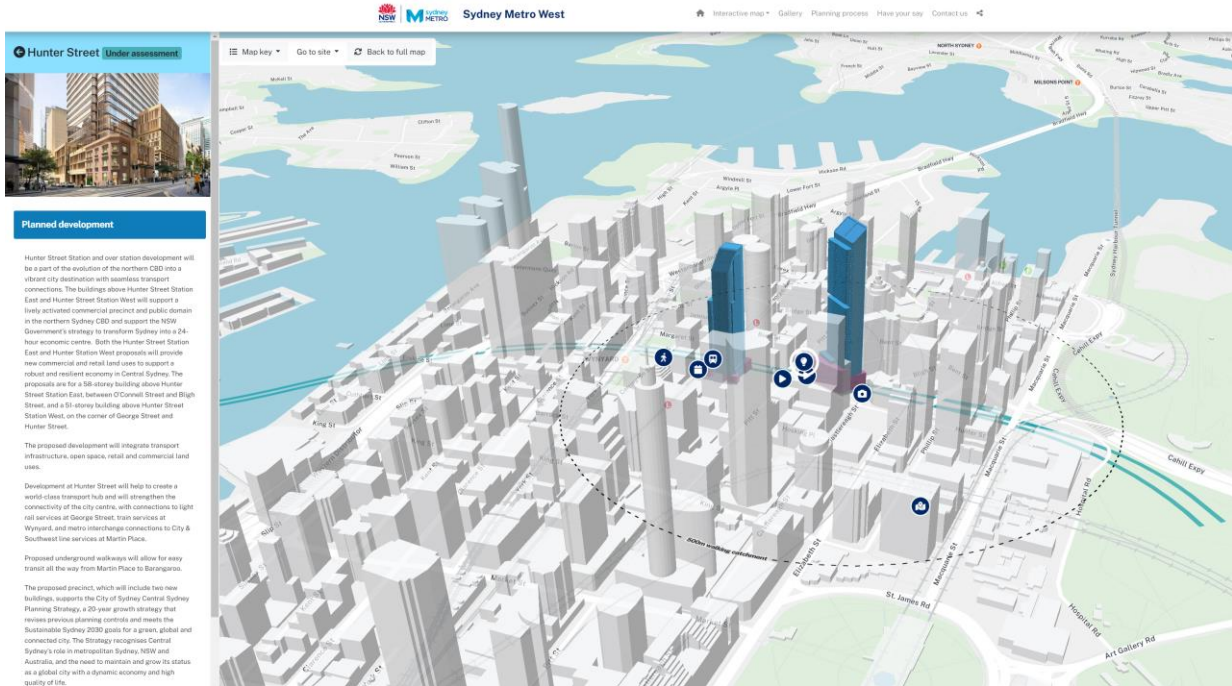


Figure 3-1 Interactive portal excerpt

3.1.5 EIS Overview document

A summary of the EIS was prepared to support the community information sessions (available at: https://www.sydnymetro.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 TfNSW 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.

3.1.8 Key stakeholders

Further consultation has been undertaken with the current owners of 109 Pitt Street ground floor retail tenancies (comprising the remaining Hunter Connection tenancies). Discussions have included:

- Exploration of options relating to the inclusion of a future pedestrian connection to 109 Pitt Street as part of the tender process for delivery of Hunter Street Station and OSD.
- Consideration of constraints to providing a future pedestrian connection to 109 Pitt Street as a result of the site levels, constructability issues, and requirements related to the safe operation of the railway and the station.
- A commitment to continue to provide further updates as the design develops.

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.

3.3 Refinements to the project

No changes to the concept proposal are proposed by Sydney Metro in response to the submissions and stakeholder consultation. However, one refinement to the proposed development is provided within the Submissions Report to increase the maximum additional GFA sought within the Concept SSDA.

This refinement does not fundamentally alter the proposal and is a minor change to the proposal as outlined below.

3.3.1 Maximum Gross Floor Area

Sydney Metro propose to revise the maximum GFA sought within the Concept SSDA to reflect the FSR control approved by the City of Sydney for the site within the concurrent Planning Proposal (PP-2022-867). The Planning Proposal as originally submitted to the City of Sydney was for a maximum FSR on the site of 18.71:1 (above ground level). The Concept SSDA was prepared to correspond with this future FSR control.

In May 2023 the City of Sydney approved the Planning Proposal including a maximum FSR of 18.8:1 (above ground level) for the site, which is now finalised. As such Sydney Metro seek to revise the maximum GFA that is outlined in the project description of the Concept SSDA to again correspond with the maximum FSR available for the site.

This refinement requires the following minor change to the project description (changes shown in ~~strike through text~~ and **bold text**):

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

- *maximum building envelope and built form parameters (including tower envelopes and building setbacks)*
- *maximum building height of RL 220 (about 51 storeys)*
- *land uses within the OSD building envelope and podium including:*
 - *commercial land uses within the tower building envelope*
 - *commercial and retail land uses within the building envelope for the podium*
- *maximum gross floor area (GFA) of ~~69,912m²~~ **70,237m²***
- *provision for up to 70 car spaces on the site*
- *concept approval for the adaptive reuse of the existing Former Skinners Family Hotel for commercial and/or retail premises (subject to future Detailed SSDA)*
- *loading, vehicular and pedestrian access arrangements for the OSD*
- *utilities augmentation and connections where required (subject to Detailed SSDA(s)).*

The proposed refinement to the maximum GFA is minor, with the additional 325sqm of GFA representing 0.46 percent of the total maximum GFA originally sought for the OSD in the Concept SSDA. No change is sought to the proposed planning envelope within the Concept SSDA, with any additional GFA to be contained within the maximum extent of this envelope.

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.

Further assessment of the proposed additional maximum GFA is provided at Section 5.6 of this report.

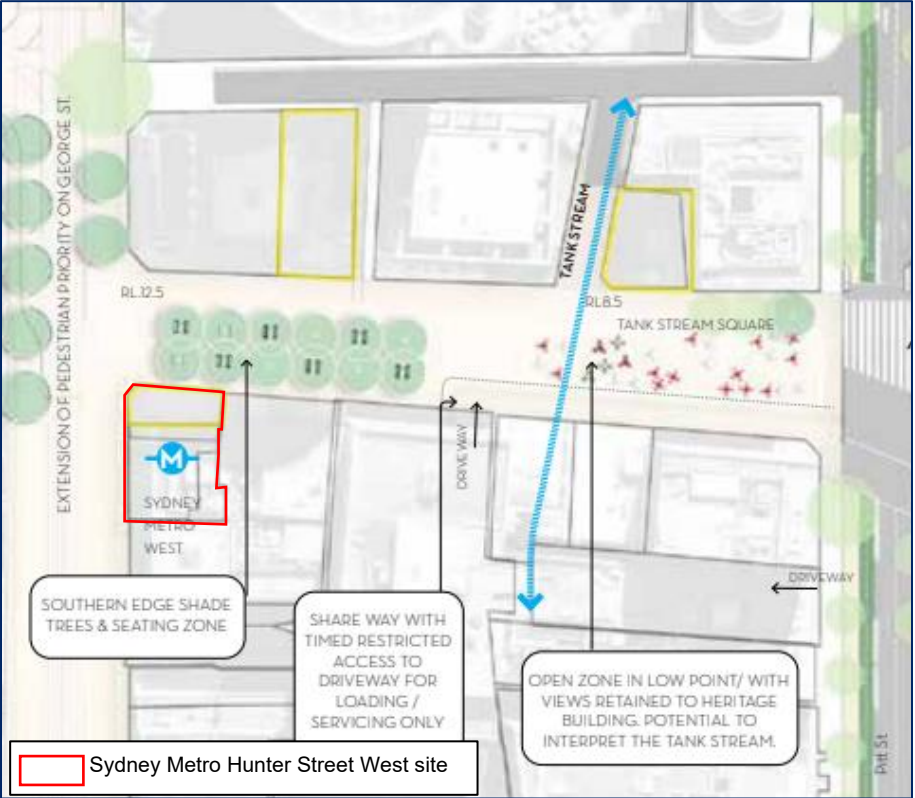
4 Response to submissions

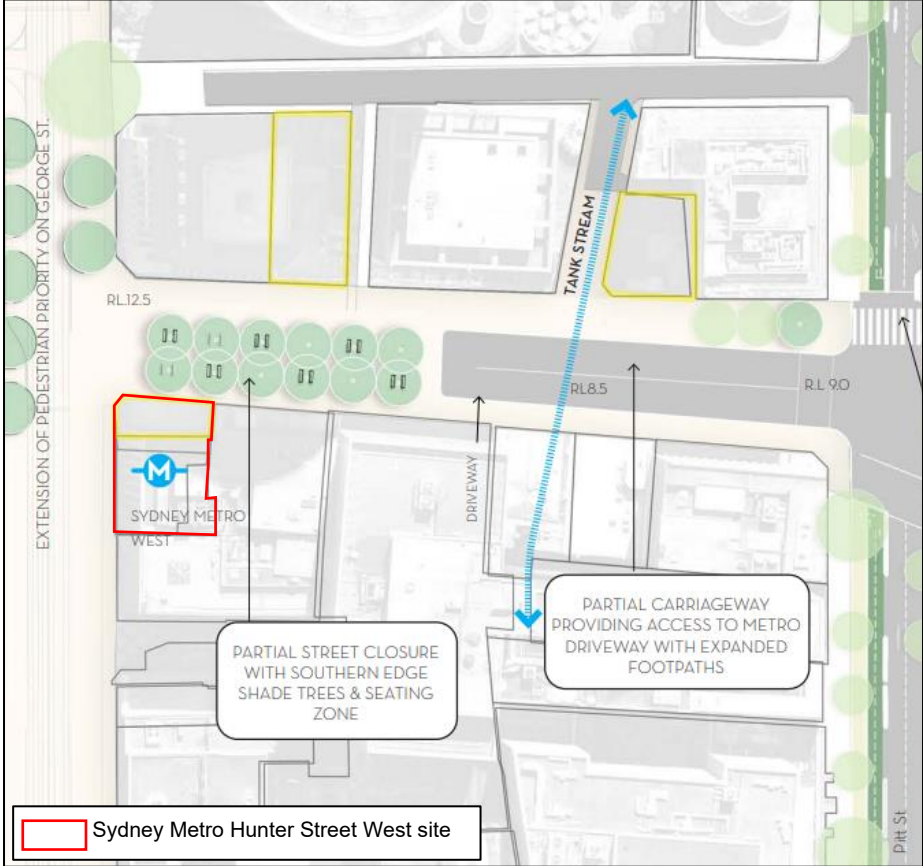
4.1 Local council and agency advice

Table 4-1 includes a response to the advice provided by government 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 Council submission and agency advice

No.	Issued raised	Sydney Metro response
City of Sydney		
1. Interface with the public domain		
<p>1.1 City North Public Domain Plan</p>	<p>The Concept SSDA should refer to the City North Public Domain Plan (draft update exhibited in November/ December 2022).</p> <p>The provision of additional pedestrian space around the site on Hunter Street is a priority to support this proposal.</p> <p>Overall, the Concept SSDA should reflect the current context, with George Street north now closed to through traffic and Hunter Street closed just east of the George Street intersection.</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.</p> <p>Option 1 envisions the extension of pedestrian priority on George Street to the west of the site, and the partial street closure of Hunter Street to the north of the site to vehicular movements. Option 1 of the Plan envisions shade trees and a seating zone on the southern edge of Hunter Street immediately to the north of the site, as shown in Figure 4-1.</p> <p>Option 2, preferred by Sydney Metro to enable the metro station and OSD to operate most effectively, includes the partial retention of a carriageway on Hunter Street to provide vehicular access to the site as shown in Figure 4-2. The Addendum to Transport and Access Report at Appendix E of this Report 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 operation of the OSD.</p> <p>The podium built form which directly interfaces with the proposed pedestrian priority zones will be constructed under the Stage 3 CSSI Approval. The Concept SSDA for the OSD however makes provision in the reference scheme for future retail uses at the ground floor and mezzanine level fronting George Street and</p>

No.	Issued raised	Sydney Metro response
		<p data-bbox="1077 252 2004 371">Hunter Street. The provision of retail uses adjacent to the pedestrian priority zones, in addition to metro station and building entries on the ground level, will positively contribute to the activation of the public domain and support the pedestrianisation of Hunter and George Street.</p>  <p data-bbox="1077 1209 1839 1241">Figure 4-1 City North Public Domain Plan Extract (Option 1)</p>

No.	Issued raised	Sydney Metro response
		 <p data-bbox="1081 1141 1839 1171">Figure 4-2 City North Public Domain Plan Extract (Option 2)</p>
<p data-bbox="147 1198 309 1225">1.2 Awnings</p>	<p data-bbox="566 1198 1048 1374">The reference scheme does not show awnings along the George Street and Hunter Street frontages (only over major building entries). Development of the Detailed SSDA must be consistent with the controls in relation to awnings for</p>	<p data-bbox="1077 1198 2033 1350">Awning design will be detailed in the Station Design and Precinct Plans (SDPPs) prepared as part of the 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>


No.	Issued raised	Sydney Metro response
	<p>shade and weather protection at an appropriate height.</p>	<p>The Stage 3 CSSI Approval (Conditions E56 and E57) states that the SDPP is 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 Pedestrian volumes</p>	<p>These 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 needed to support this SSDA include 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 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>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 deliver 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 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 and public domain work within the site – 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</p>

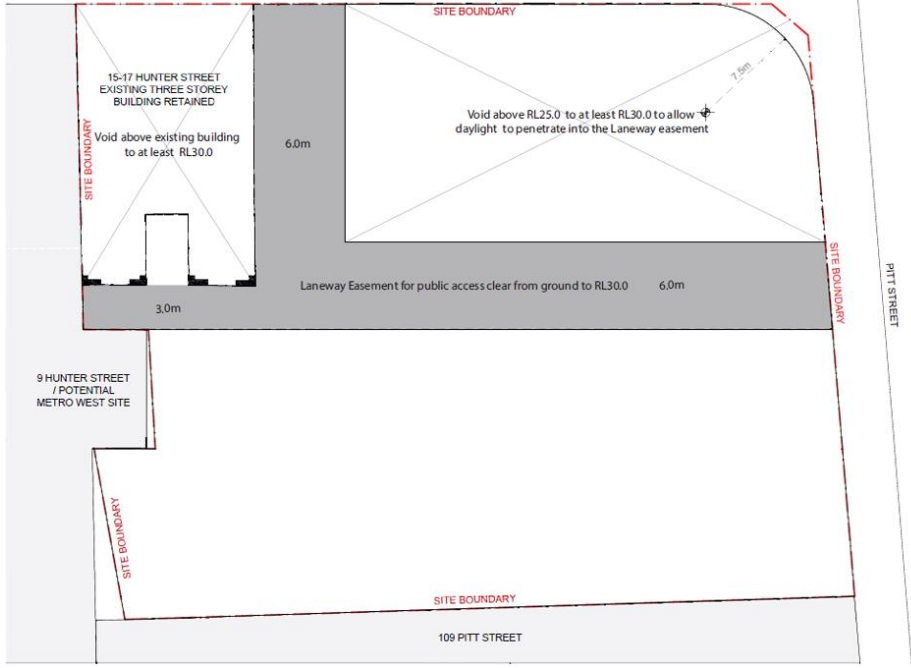
No.	Issued raised	Sydney Metro response
		<p>other public transport modes, with capacity to support high volumes of pedestrians above ground and underground, while delivering a high-quality customer experience”.</p> <p>The design resolution of these station elements, including public domain works such as footpaths within the site, would 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> <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>Sydney Metro will consult with City of Sydney as part of detailed design of the station. The City of Sydney will 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. 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 Hunter Street</p>	<p>The reference scheme shows a two-way driveway crossing the Hunter Street footpath, with very wide splayed kerbs. Any driveway should be perpendicular to the kerb to minimise impact on the pedestrian footpath. The drawings also need to be updated to reflect the closure of Hunter Street at George Street i.e. left</p>	<p>The proposed driveway at Hunter 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 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 swept paths and</p>

No.	Issued raised	Sydney Metro response
	turns out of the driveway are not required.	<p>additional responses in relation to the width of the driveway. It is noted that the width of the driveway also enables clear sightlines of pedestrians using the southern footpath of Hunter Street from vehicles entering the driveway which further supports any potential footpath widening and/or conversion of Hunter Street to a shared zone or partial carriage way as proposed within 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>
1.5 Crime Prevention Through Environmental Design (CPTED)	The reference scheme shows a through-site link along the eastern site boundary which has very little active frontage to provide natural passive surveillance of the space. Any publicly accessible area should have good visibility and activation in line with CPTED principles.	<p>The reference scheme submitted as part of the Concept SSDA demonstrates one potential design resolution for the OSD. This design would be further resolved as part of future planning stages. This eastern through-site link is currently shown in the reference scheme to be activated by three retail tenancies, in addition to providing potential direct pedestrian access to the future Empire Lane Connection and potential future Hunter Arcade connection. As such, it is anticipated that this link will be afforded high visibility and activation through operating hours.</p> <p>Notwithstanding the above, the City of Sydney's comments regarding the activation of the eastern through-site link is noted and will be taken into consideration as part of the design development of the SDPP and IAP (under the Stage 3 CSSI) and the detailed SSDA for the OSD.</p>
2. Urban design		

No.	Issued raised	Sydney Metro response
2. Urban design	<p>The concept plan for Hunter Street West should be revised to show the relationship between the proposed tower and the planning proposal to the east of the site at 15-23 Hunter Street, including the following:</p> <ul style="list-style-type: none"> • Show the relationship of the ground level through-site links between the sites. • Show the location of the towers above the podiums. This is required to show the alignment of the towers along Hunter Street and to demonstrate if there is sufficient separation between the towers so that they do not appear as a single aggregated tower. 	<p>The additional plans provided within the Architectural Design Response at Appendix C illustrate the relationship between the proposed OSD and the future development at 15-23 Hunter Street.</p> <p>Specific alignment and floor levels for the proposed ground level retail along Hunter Street will be provided as part of the future Detailed SSDA(s) for the site, once station design has developed in accordance with the Stage 3 CSSI Approval.</p> <p>The building separation plan at the Architectural Design Response at Appendix C illustrates the separation distance between the subject site and 15-23 Hunter Street. The proposed setback provides sufficient visual separation between the two commercial towers so they do not appear as a single aggregated tower.</p>
3. Heritage		
3.1 Driveway design and location	<p>The reference scheme shows a large driveway immediately next to 15-17 Hunter Street, known as Pangas House. The scale of the driveway is not sympathetic to the fine grain and low scale of the neighbouring heritage buildings and the historic character of Hunter Street. The driveway should be consistent with the following point in the Design Guidelines associated with the Planning Proposal:</p> <p>'6. Vehicle access and egress is to be designed as a single lane crossing the footpath with a maximum width of 3.6 metres and designed to ensure any queuing is contained internally within the</p>	<p>The proposed driveway at Hunter Street is required to accommodate all vehicular movements required to support the functionality of the metro station, in addition to the OSD, including its loading dock and waste management areas. A single lane crossing of the footpath is not possible due to the geometric constraints associated with building an OSD above a major underground metro station. Specifically, while waiting vehicles can idle on the site (as opposed to in the public domain) there is insufficient space within the site to merge the two-lane security entry area back to a single access lane before crossing at the footpath.</p> <p>The final driveway design will be captured in the SDPP prepared in accordance with the conditions of the Stage 3 CSSI Approval. There will be ongoing consultation with the City of Sydney in relation to the driveway design in preparation of the SDPP. Further, the design must be reviewed by the Design Review Panel (DRP) as part of the Design Excellence Strategy for the project.</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</p>

No.	Issued raised	Sydney Metro response
	<p>site, so vehicles do not queue across footpaths.'</p>	<p>Addendum Transport and Access Report (Appendix E) provides additional responses in relation to the width of the driveway.</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:</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> 6. <i>Deliver limited private vehicle parking on the western site.</i>
<p>3.2 Empire Lane</p>	<p>The connection to Empire Lane as shown in the reference scheme is supported. The rear wing buildings of 15-17 Hunter Street abutting the lane are expected to be retained and a good design of the junction of Empire Lane and the eastern walkway at ground level can celebrate the historic lane.</p> <p>The design of the connection of Empire Lane to the station circulation is to retain and expose the rear wing buildings at 15-17 Hunter Street. The location and width of Empire Lane should not be altered.</p>	<p>The support for the connection to Empire Lane is noted. The additional plans provided within the Architectural Design Response at Appendix C illustrate the potential relationship between the proposed OSD and the future development at 15-23 Hunter Street, based on the latest reference schemes of each development</p> <p>The Detailed SSDA(s) for the OSD will need to demonstrate how through-site links proposed are designed to achieve the following in response to the Design Guidelines dated October 2023:</p> <ol style="list-style-type: none"> a. <i>Provide a publicly accessible, equitable and safe path for pedestrians at all times.</i> b. <i>Have a minimum clear height of 6 metres.</i> c. <i>Include clear sight lines from end to end.</i> d. <i>Integrate with the surrounding existing and future pedestrian network.</i> e. <i>Provide intuitive wayfinding across city blocks.</i>

No.	Issued raised	Sydney Metro response
		<p data-bbox="1122 252 1995 309"><i>f. Resolve the level changes to adjoining land using best endeavours to work with neighbouring landowners.</i></p> <p data-bbox="1077 328 2040 571">The intended future through-site links for the site are shown in Figure 3 of the Design Guidelines, as shown in Figure 4-3. The through-site link shown to connect with Empire Lane to the east of the site, aligns with the width and location of the Empire Lane link to be delivered on the adjoining site, as illustrated in Figure 6.XX – Laneway Plan of the site-specific Development Control Plan adopted by the City of Sydney and Central Sydney Planning Committee in February 2023. This laneway plan for the site at 15-17 Hunter Street is shown at Figure 4-4.</p>  <p data-bbox="1077 1235 1984 1289">Figure 4-3 Western site layout – through-site links, retail activation and access</p>

No.	Issued raised	Sydney Metro response
		 <p>Figure 4-4 Site-Specific DCP Extract - Laneway Plan – 15-17 Hunter Street</p> <p>As such, the future through-site link shown in the reference scheme is intended to align with the width and location of the Empire Lane connection to be delivered by others on the adjacent property at 15-17 Hunter Street.</p>
<p>3.3 De Mestre Place</p>	<p>The City of Sydney wishes to highlight the importance of incorporating interpretation of De Mestre Place in the ground level space and circulation design.</p> <p>The name of the lane should be retained, and the configuration of the lane should be interpreted.</p>	<p>The importance of the interpretation of De Mestre Place in the future detailed design of the metro station or OSD is noted. We note that interpretation will form part of the future development of the site in accordance with the Sydney Metro West Heritage Interpretation Strategy submitted with the Stage 3 CSSI application which includes the following ‘key stories’ for the Hunter Street Station:</p> <p>Hearth and home to business hub: this is an opportunity to look at the transformation of the area and its residents over the course of the nineteenth century. From a neighbourhood characterised by homes, small businesses and families to a major business hub; the area changed dramatically, along with the</p>

No.	Issued raised	Sydney Metro response
		<p>people and communities who lived and worked here. This storyline will chart the changing profile of the precinct and may also look at key families and individuals associated with the area, such as the De Mestres.</p> <p>Financial futures: this storyline could look at the development of the financial precinct and the changing economy. While the later phases of business and banking are well known here, there is continuity with earlier chapters of this storey, such as the history of the De Mestre counting house.</p>
4. City access and transport		
4.1 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 reallocation, not a reason to ignore the issue by using a metric more suited to crowded station conditions.</p>	<p>As noted in the TfNSW 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 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>

No.	Issued raised	Sydney Metro response
<p>4.2 Parking provision</p>	<p><u>Mechanism to limit parking across two sites</u></p> <p>It is unclear how this maximum parking across two sites will be enforced with the SSDAs. The intent of the Planning Proposal should be followed.</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 east and west 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 SSDAs 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 DPHI 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 spaces across the two sites 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> <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 SSDAs will consider the car parking objectives under the Design</p>
	<p><u>Parking volume</u></p> <p>This is an opportunity for Sydney Metro to lead by example. The delivery of the Metro network is a transformational project that will change the nature of the Hunter Street precinct and pave the way for zero or ultra-low car developments.</p>	
	<p><u>Parking on the western site</u></p> <p>The City of Sydney’s position is that no private parking should be provided on the western site as this would compromise the Government’s ability to pedestrianise the block on Hunter Street between Pitt and George Street as per the draft City North Public domain plan.</p>	

No.	Issued raised	Sydney Metro response
		Guideline. The Design Guidelines 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><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.</p>	The Addendum Transport and Access Report (Appendix E) provides a clarification in relation to how parking is referred in the application.
	<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>	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.
4.3 Vehicle access and loading	<p><u>Vehicle access movements allowed</u></p> <p>Section 5.2.3 Vehicular Access of the Transport and Access Report should acknowledge that Hunter Street is now closed at George Street, so the anticipated vehicle access movements are unlikely.</p>	The Transport and Access Report submitted as part of the Concept SSDA included vehicular access to the west site assuming all movements would be available (i.e. left in, left out, right in, right out). The Addendum Transport and Access Report included at Appendix E acknowledges that the proposal includes only left in and right out movements being available (during the operation phase) via Hunter Street.
	<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</p>	The Addendum Transport and Access Report (Appendix E) provides swept paths for the waste and loading vehicles demonstrating that the loading dock and turning bay 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.

No.	Issued raised	Sydney Metro response
	accessing collection points should also be provided.	
4.4 Traffic assessment	<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.</p> <p>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, which is maximum of 70 spaces shared between both sites 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>
	<p><u>Background traffic growth</u></p> <p>The City of Sydney disagrees with the traffic background growth factor of 1.27 sourced from PTPM. 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
4.5 Cycling and end of trip facilities	<u>Bike parking</u> Bike parking and end of trip facilities should at a minimum meet the City of Sydney's DCP requirements. The City of Sydney will provide further comments on layout once this is available under the detailed SSDAs	The 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.
	<u>Queueing analysis</u> Sydney Metro 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. Waiting bikes and riders should not interfere with passing pedestrian flows.	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.
	<u>Lift dimensions</u> The lift dimensions need to need to be accommodate alternative bicycle types, including cargo bikes which are increasingly common.	The future Detailed SSDA(s) will consider designing lift dimension to accommodate different bicycle types.
4.6 Potential for change	The City of Sydney is eager to work with Sydney Metro and TfNSW to reallocate street space, widen footpaths and change signal timings.	Sydney Metro is committed to ongoing consultation with City of Sydney as part of detailed design of the station under the Stage 3 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.
4.7 Through-site links	Sydney Metro needs to work with adjacent sites to deliver the through-site links. The City of Sydney supports the through-site links and is keen to work with Sydney Metro and adjoining sites to	

No.	Issued raised	Sydney Metro response
	coordinate the design and ensure the northern connection between George Street and Pitt Street is high quality but not excessive width.	
5. Trees and landscaping		
5.1 Landscape, greening and canopy cover	<p>The proposal is unable to demonstrate integration of landscape design excellence and there is insufficient clarity in the proposed envelope and reference scheme for landscape locations on structure at podium and upper levels.</p> <p>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 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. Further consultation with the City of Sydney will inform the preparation of the SDPP under the Stage 3 CSSI Approval.</p> <p>The Design Guidelines dated October 2023 pre 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 mid-level podium and at the low-level podiums where landscaping can be co-located with terraces that are accessible by office floor space within the reference design. In particular, 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>
5.2 Wind impacts	Potential wind impacts at podium levels (if applicable) need to be assessed. 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	<p>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 Addendum report clarifies that wind safety criteria can be achieved for all terraces at the bottom podium as shown on the reference scheme.</p> <p>The Addendum report however states that for the mid-level podium (approximately level 32) most areas are considered acceptable for standing, with areas towards the northern and southern ends of the mid-level podium</p>

No.	Issued raised	Sydney Metro response
	<p>competition and prior to the Detailed SSDA.</p> <p>This is the preferred outcome rather than relying on interlocking trees and vegetation.</p>	<p>considered acceptable for walking or uncomfortable. Accordingly, mitigation may be required to support the mid-level podium terraces for outdoor seating use. Such measures would be documented as part of the future Detailed SSDA(s). Further opportunities for outdoor terraces including in the upper level podium may be explored in the future Detailed SSDA provided the terraces and/or landscaping are contained within the building envelope.</p>
5.3 Existing trees	<p>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.</p>	<p>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.</p> <p>Opportunities for the retention and protection of existing street trees would be identified during detailed construction planning under the Stage 3 CSSI Approval.</p>
6. Waste management		
6.1 Waste management	<p>The Reference Scheme does not appear to show any waste storage area or waste holding area at the loading dock. This area is marked up on the Waste Management Plan but says 'subject to change'. The plans need to be updated to adequately address waste management issues.</p>	<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>
7. Public art		
7.1 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>
8. Public domain		

No.	Issued raised	Sydney Metro response
8.1 Public domain	Any future detailed SSDAs must include the following information: <ul style="list-style-type: none"> • Public domain plans • Detailed flood assessment report • Detailed Stormwater drainage design/ stormwater management plan. • A MUSIC link report is to be submitted with the stormwater management plan. 	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). 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.
9. Acoustic impacts		
9.1 Construction noise	The City 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
10. Design Excellence		
10.1 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.
CASA		
Penetration of Sydney Airport Obstacle Limitation Surfaces (OLS)		
1. OLS and height	The proposed maximum height for the Hunter Street West OSD is currently 220m AHD. At this height, the proposed development penetrates the Sydney Airport Obstacle Limitation Surface's	Sydney Metro note that consultation with The Sydney Local Health District will be required as part of the preparation of the future Detailed SSDA(s). Further aviation approval from DITRDCA will be sought at the Detailed SSDA stage.

No.	Issued raised	Sydney Metro response
	<p>(OLS) within the Outer Horizontal Surface (OHS) by 64m and cranes required for OSD construction would penetrate the Royal Prince Alfred Hospital Heliport OLS.</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>Regardless, CASA would recommend that The Sydney Local Health District be consulted with regard to aviation impact on the heliport operations.</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>	Noted.

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 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>
<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>

Issue raised	Sydney Metro response
	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 the metro station and over station development will substantially improve accessibility via the public transport network to the Sydney CBD.
<p>Any proposed development designed to be taller than 156m AHD, would be considered a controlled activity and be subject to the <i>Federal Airports (Protection of Airspace) Regulations 1996</i>.</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>	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.
Public Submissions	
<p>The Hunter Connection has been part of the fabric of Sydney and a crucial thoroughfare for many decades. Its permanent closure will:</p> <ul style="list-style-type: none"> • be a significant loss to the heritage of Sydney; • adversely impact all Sydneysiders and those who visit; • result in a dead retail box at the ground floor of Pitt Street with the 	<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>The reference scheme submitted with the Concept SSSA demonstrates how an activated ground plane can be delivered in the future detailed design of the station and the OSD, facilitating connections lined with active uses to surrounding properties and the public domain.</p>

Issue raised	Sydney Metro response
<p>only access being Pitt street with no through access; and</p> <ul style="list-style-type: none"> • also devalue our lots. 	
<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</p>

Issue raised	Sydney Metro response
	<p>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> <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 to 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>

5 Additional assessment

This section provides additional assessment of the proposal, including the refinement of GFA, 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.
- 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 boundary conditions in relation to amenity impacts – relevant only for the Hunter Street east site and will be addressed within the Submissions Report prepared for SSD-46246713.

5.1 Planning Proposal and Design Guidelines

DPHI have requested additional information to confirm the proposed Concept SSDA is consistent with the proposed 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 scales, 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 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 proposal provides a minimum 8m separation between tall buildings currently proposed on surrounding properties (specifically 15-25 Hunter Street which is a commercial property).</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>The tower envelope aligns with the corresponding upper podium form and facilitates a responsive form that relates to the surrounding high rise environment while retaining an appreciable street frontage, which references the historic scale of the area responding to significant view lines on George and Hunter Street.</p> <p>Appropriate setbacks to the tower are provided on George Street and Hunter Street to reduce views of the tower from eye level. The setback of the tower allows a clear comprehension of the volume and scale of the heritage item in its contemporary context without adversely impacting on the historic streetscape formed by a density of heritage buildings.</p>
<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</p>

Objectives	Concept SSDA
	<p>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 0.000203 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, the proposed development reduces the predicted wind speed at Richard Johnson Square, when compared to the baseline investigations (reduction of 0.2 m/s), and all other 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>4. Towers are to be designed to ensure the satisfactory distribution of built form and floor space.</p>	<p>The proposed building envelope takes into account 12.5 per cent articulation volume. This articulation zone provides sufficient area within the proposed building envelope for architectural articulation, external façade depth and external sun shading (not occupied by floor space), which will be considered and incorporated as part of the future Detailed SSDA.</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>2. The design of the over station development is to mitigate adverse wind conditions.</p>	<p>The results of the assessment indicate that all the locations fall below the safety and comfort criteria outlined by the City of Sydney with the exception of one location (location 35) that exceeds the prescribed comfort rating. This location is at the northern end of the Richard Johnson Square. It is noted that the location currently experiences wind conditions that exceed the wind speed criteria for seating. However, the proposed development reduces the predicted wind speed at this location, when compared to the baseline investigations (reduction of 0.2 m/s), and therefore it is deemed to be acceptable. Further improvements to the wind environment are anticipated as</p>

Objectives	Concept SSDA
	<p>a result of further building articulation and detailed design outlined in the future Detailed SSDA.</p> <p>Subject to detailed design, for the medium level terraces, wind comfort conditions could be improved through the use of localised mitigation measures, such as tall parapets, wind screens or trees. Detailed wind analysis should be undertaken as part of the Detailed SSDA to verify the wind comfort conditions of the proposed elevated terraces and the incorporation of appropriate mitigation measure.</p>
Heritage	
<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 proposed development is responsive to the heritage significance of Former Skinners Family Hotel. The upper podium form is setback from the north-western corner which reinforces the corner landmark qualities of Former Skinners Family Hotel.</p> <p>Overall, the proposed development has minimal heritage impact on heritage items within the site boundary and in the vicinity. The design is responsive to potential impacts caused by its scale and function and incorporates built form response (such as setback) to balance those impacts by improvement to the streetscape permeability and sightlines to surrounding heritage items.</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 the street and local character of the northern precinct of the Sydney CBD, including alignment with key heritage buildings in the immediate context of the site and streetscape characteristics.</p>
<p>3. The tower and podium design are to maintain visual connections for adjacent heritage items and protect important heritage vistas.</p>	<p>The proposal is responsive to surrounding heritage items and aims to improve permeability and sightlines via the proposed building envelope.</p> <p>The tower envelope aligns with the corresponding upper podium form and facilitates a responsive form that relates to the surrounding high rise environment while retaining an appreciable street frontage, which references the historic scale of the area responding to significant view lines on George and Hunter Street.</p> <p>Appropriate setbacks to the tower are provided on George Street and Hunter Street to reduce visibility of the tower from eye level. The setback of the tower allows a clear comprehension volume and scale of the heritage item in its contemporary context without adversely impacting on the historic streetscape formed by a density of heritage buildings.</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>A Conservation Management Plan is currently being prepared for the Former Skinners Family Hotel, which will</p>

Objectives	Concept SSDA
	guide the future adaptive reuse of the hotel as part of the Detailed SSDA.
Design Excellence	
1. The over station development is undertaken in accordance with the Sydney Metro West Design Excellence Strategy.	<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 SLEP 2012.</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>c. procedural fairness for competitive tenderers.</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 <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 demonstrating how the landscape design can be integrated into the building design.

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 for Hunter Street, the proposed concept OSD envelope accommodates all future balconies, and terraces 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 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 (for sitting) can be achieved for terraces on the lower podium level as shown on the reference scheme. The Addendum report however states that mitigation measures would be required to support the mid-level podium (approximately level 32) terraces for outdoor seating use. Such mitigation measures, including suitably high balustrades would be documented as part of the future Detailed SSDA(s).

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 Potential 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 west site is shown at the north eastern corner of the site, with vehicular access to Hunter 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 on George Street to the west of the site, and the partial street closure of Hunter Street to the north of the site. Option 1 for the Hunter Street Precinct illustrated in the City North Public Domain Plan assumes vehicular access will be provided to the site from Pitt Street via a time restricted shareway on Hunter Street. Option 1 also envisions shade trees and a seating zone on Hunter Street immediately to the north of the site, as shown in Figure 4-1.

Option 2 for the Hunter Street Precinct illustrated in the City North Public Domain Plan as shown in Figure 4-2 above retains a partial carriageway on Hunter Street to the east of the site to provide unrestricted vehicular access to the site. This partial carriageway provides access to the site while also providing expanded footpaths along Hunter Street and the provision of shade trees and a seating zone as shown in both Option 1 and Option 2. Accordingly, the proposed development will not preclude implementation of the City North Public Domain Plan and the proposed closure of George Street to traffic.

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, 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 requesting development will not exceed a maximum of 70 car parking spaces across both sites. 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, DPHI 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 mitigation measures 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 planning envelopes and reference designs. 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 West podium: stepping of street wall height to Hunter Street and George 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

Further, DPHI have requested that the Sydney Metro Design Advisory Panel (DAP) or Sydney Metro Design Review Panel (DRP) provide recommendations on whether the proposal will achieve design excellence.

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).

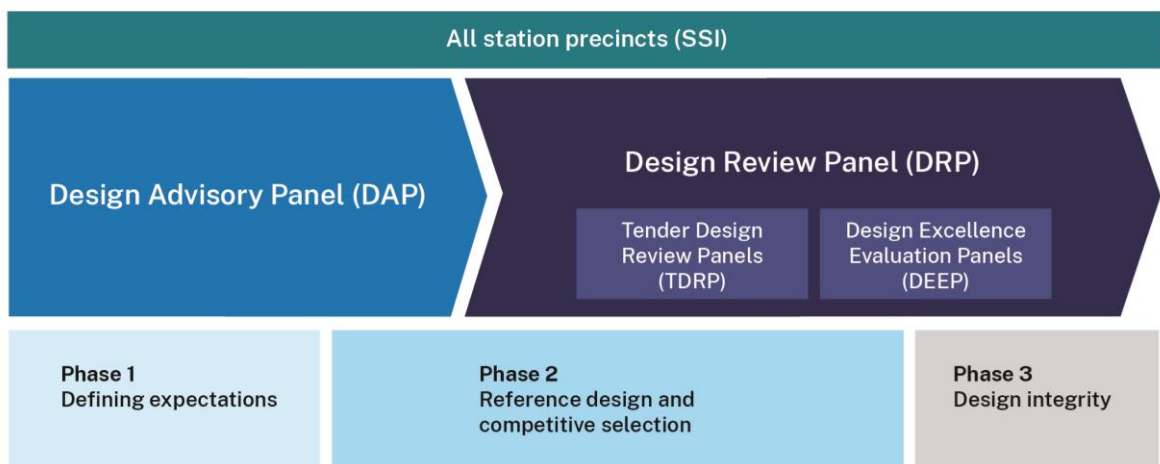


Figure 5-2 Design excellence overview

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 design excellence. 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 tender 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.

5.6 Additional Gross Floor Area

Sydney Metro propose to revise the maximum GFA sought within the Concept SSDA to reflect the FSR control approved by the City of Sydney for the site within the concurrent Planning Proposal (PP-2022-867). Specifically, consent is sought for up to 70,237m² GFA, which results in a total above ground FSR of 18.8:1 (based on a site area of 3,736sqm).

The proposed refinement to the maximum GFA is minor, with the additional 325m² of GFA representing 0.46 percent of the total maximum GFA originally sought in the Concept SSDA. The impacts associated with this refinement are considered in the following sections.

5.6.1 Built form and urban design

No change is sought to the proposed planning envelope within the Concept SSDA, with any additional GFA to be contained within the maximum extent of this envelope.

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.

5.6.2 Transport and access

The additional 325m² of GFA will result in minor additional person trips generated by the OSD. This would likely result in the need to accommodate an additional 2-3 occupant bicycle parking spaces, 1-2 additional visitor bicycle parking space, and associated end of trip facilities. Given the scale of the OSD, and that a reference scheme is only provided at this stage, it is anticipated that this additional bicycle parking can readily be accommodated in the future detailed design.

The additional minor GFA is not anticipated to create additional traffic generation as the maximum number of car parking spaces to be delivered on the site will be the same as that proposed in the Concept SSDA.

The minor amount of additional GFA will generate a small amount of additional pedestrian movements to and from the site. However as stated in Section 4 of this report 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 Sydney Metro and Sydney Train networks.

As such, the minor increase in the maximum GFA proposed for the site is not expected to cause any significant additional impacts in traffic generation, car parking or access impacts compared to that assessed in the EIS, including the Transport and Access Report submitted with the Concept SSDA, or the Addendum Transport and Access Report prepared in response to the City of Sydney submission. The exact GFA proposed to be constructed on the site will need to be further justified in the future Detailed SSDA(s).

5.6.3 Waste management

The additional 325m² of GFA will generate a minor amount of additional operational waste from the development. Specifically, waste generation is based on litres / 100sqm / day. Based on an additional 325m² commercial floor area, the potential additional general waste would be 49 litres per day, the potential additional comingled recycling would be 81 litres per day, and the potential additional food waste would be 16 litres per day.

Based on the current proposed number of bins and a waste compaction rate outlined in the Waste Management Plan prepared and submitted with the EIS for the Concept SSDA, the additional general waste produced can be accommodated within the same number of bins that were proposed to be stored in the reference scheme. The additional comingled recycling and food waste generated by the development may require the inclusion of one additional bin for each type of waste produced compared to that assumed within the reference scheme.

Given the scale of the OSD, and that a reference scheme is only provided at this stage, it is anticipated that this additional waste storage can readily be accommodated in the future detailed design. As such, the minor increase in the maximum GFA proposed for the site is not expected to cause any significant additional impacts in loading or waste management compared to that assessed in the EIS submitted with the Concept SSDA. The exact GFA proposed to be constructed on the site will need to be further justified in the future Detailed SSDA(s).

5.6.4 Utilities and infrastructure servicing

While technically the demand for utilities will have increased to accommodate the additional 325m² of GFA, this increase in utilities and servicing demand will be negligible. Given the site's location in the Sydney CBD there is anticipated to be sufficient capacity in infrastructure and all available services to support the minor increase in commercial GFA.

Further, the exact GFA proposed to be constructed on the site will need to be further justified in the future Detailed SSDA(s).

As such, the minor increase in the maximum GFA proposed for the site is not expected to cause any significant additional impacts compared to that assessed in the EIS submitted with the Concept SSDA.

6 Updated project justification

Sydney Metro lodged with DPHI a Concept SSDA relating to OSD at the Hunter Street Station west 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, 22 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 proposed refinement to 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 30 minute cities, and increasing all-day accessibility to the Sydney CBD.
- By enhancing amenity and activation of the street frontages and existing through-site links compared to existing development, the proposal will enhance the public domain surrounding the site. The 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 the retained Former Skinners Family Hotel, 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 Council	Section 4.1
Organisations	Health Services Union	Section 4.2
	Sydney Airport	Section 4.2
Individuals	Anonymous	Section 4.2
	Anonymous	Section 4.2
	Anonymous	Section 4.2
	Tina Wang	Section 4.2
	Bruce and Lesley Bentley	Section 4.2
	Carol and Allan Ho	Section 4.2
	Anonymous	Section 4.2
	Anonymous	Section 4.2
	Anonymous	Section 4.2
	Anonymous	Section 4.2
	Anonymous	Section 4.2
	Anonymous	Section 4.2
	Anonymous	Section 4.2
	Anonymous	Section 4.2
	Anonymous	Section 4.2
	Anonymous	Section 4.2
	Anonymous	Section 4.2
	Peter Phillips	Section 4.2
	Anonymous	Section 4.2

Appendix B – Updated 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	Prescriptive measure	N/A

SEARS	Potential Impact	Stage of Project	Likelihood	Consequence	Risk Level	Approach	Mitigation Measure (Pe/Pr/Ma)	Residual Impact
						and the Design Guidelines. <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

SEARS	Potential Impact	Stage of Project	Likelihood	Consequence	Risk Level	Approach	Mitigation Measure (Pe/Pr/Ma)	Residual Impact
Overshadowing	Increase in shadowing to surrounding public domain, including Martin Place and GPO.	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 overshadowing impacts are not worse than those assessed in this concept proposal.	Prescriptive measure	N/A
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	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	Prescriptive measure	N/A

SEARS	Potential Impact	Stage of Project	Likelihood	Consequence	Risk Level	Approach	Mitigation Measure (Pe/Pr/Ma)	Residual Impact
	<i>the public domain</i>					must not exceed a veiling luminance limit of 500 cd/m ² to drivers.		
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 	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	Prescriptive measure	N/A

SEARS	Potential Impact	Stage of Project	Likelihood	Consequence	Risk Level	Approach	Mitigation Measure (Pe/Pr/Ma)	Residual Impact
	<ul style="list-style-type: none"> View impacts on heritage items 					assessed in this concept proposal.		
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.	Prescriptive measure	N/A

SEARS	Potential Impact	Stage of Project	Likelihood	Consequence	Risk Level	Approach	Mitigation Measure (Pe/Pr/Ma)	Residual Impact
						Any improvements to the surrounding pedestrian network should be investigated in consultation with key stakeholders such as the City of Sydney and TfNSW.		
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 	C & O	D	1	Low	A total of 70 spaces are to be provided between the eastern and western	Prescriptive measure and Management	N/A

SEARS	Potential Impact	Stage of Project	Likelihood	Consequence	Risk Level	Approach	Mitigation Measure (Pe/Pr/Ma)	Residual Impact
	surrounding roads					<p>Hunter Street Station sites, with the number on each site to be determined in a future Detailed SSDA</p> <p>Provision of car share spaces to reduce individual car parking demands. Allocation and provision is 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</p>	based measure	

SEARS	Potential Impact	Stage of Project	Likelihood	Consequence	Risk Level	Approach	Mitigation Measure (Pe/Pr/Ma)	Residual Impact
						<p>prepared as part of the future Detailed SSDA.</p> <p>A travel plan should be created to reduce car trips and encourage the use of sustainable transport as part of the future Detailed SSDA</p>		
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 	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</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
	plant and services <ul style="list-style-type: none"> Increase in noise associated with vehicle movements 					CNVMP. The CNVMP should: <ul style="list-style-type: none"> identify relevant construction noise and vibration criteria as detailed in the Noise and Vibration Report identify neighbouring land uses that are sensitive to noise and vibration summarise key noise and vibration generating construction activities and the associated predicted levels at neighbouring land uses identify reasonable and feasible work practices to be implemented during the works 		

SEARS	Potential Impact	Stage of Project	Likelihood	Consequence	Risk Level	Approach	Mitigation Measure (Pe/Pr/Ma)	Residual Impact
						<ul style="list-style-type: none"> summarise stakeholder consultation and complaints handling procedures for noise and vibration. appropriate management to ensure that there is no structural or cosmetic damage to surrounding building structures, including the heritage listed Former Skinners Family Hotel and Tank Stream. <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 		

SEARS	Potential Impact	Stage of Project	Likelihood	Consequence	Risk Level	Approach	Mitigation Measure (Pe/Pr/Ma)	Residual Impact
						<p>receiver is in use. Therefore, further investigation into the operation of these nearby sensitive uses should be undertaken 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 		

SEARS	Potential Impact	Stage of Project	Likelihood	Consequence	Risk Level	Approach	Mitigation Measure (Pe/Pr/Ma)	Residual Impact
						<p>treated to meet the established criteria with the use of standard acoustic treatments.</p> <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 		

SEARS	Potential Impact	Stage of Project	Likelihood	Consequence	Risk Level	Approach	Mitigation Measure (Pe/Pr/Ma)	Residual Impact
						<p>track-form design. No further vibration isolation of the proposed development is anticipated. The detailed design of the development should ensure that it is fit for purpose and aligns with the intended use considered during the track-form design, otherwise further mitigation may need to be considered for more sensitive use.</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 		

SEARS	Potential Impact	Stage of Project	Likelihood	Consequence	Risk Level	Approach	Mitigation Measure (Pe/Pr/Ma)	Residual Impact
						laminated glass for office uses in the OSD building.		
Stormwater and wastewater	Impacts on quality of stormwater discharge into drainage system	O	D	2	Low	As part of the future Detailed SSDA, the following is required to finalise the stormwater and water quality design: <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	Prescriptive measure	N/A

SEARS	Potential Impact	Stage of Project	Likelihood	Consequence	Risk Level	Approach	Mitigation Measure (Pe/Pr/Ma)	Residual Impact
						<p>floor levels would be situated at or above a level consistent with the 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 		

SEARS	Potential Impact	Stage of Project	Likelihood	Consequence	Risk Level	Approach	Mitigation Measure (Pe/Pr/Ma)	Residual Impact
						<p>metres (whichever is greater)</p> <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. 		

SEARS	Potential Impact	Stage of Project	Likelihood	Consequence	Risk Level	Approach	Mitigation Measure (Pe/Pr/Ma)	Residual Impact
Contamination and remediation	Exposure of contamination of hazardous materials during construction	C	E	2	Very low	Contamination has been addressed as part of the Stage 2 and 3 CSSI Applications. No further contamination investigation is required for the Concept SSDA.	N/A	N/A
Waste management	Waste production associated with construction activities Waste production associated with operation of OSD	C & O	D	2	Low	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. The detailed Waste Management Plan should address the following: Construction phase: <ul style="list-style-type: none"> ▪ careful procurement of materials ▪ better utilisation of materials already available on site 	Management based measure	N/A

SEARS	Potential Impact	Stage of Project	Likelihood	Consequence	Risk Level	Approach	Mitigation Measure (Pe/Pr/Ma)	Residual Impact
						<ul style="list-style-type: none"> ▪ reducing the amount of waste generated where it cannot be eliminated completely ▪ 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 		

SEARS	Potential Impact	Stage of Project	Likelihood	Consequence	Risk Level	Approach	Mitigation Measure (Pe/Pr/Ma)	Residual Impact
						subject to further design development 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</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>Unexpected Heritage Finds Procedure 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	C & O	D	1	Low	The Conservation Management Plan should be used to guide the future conservation and adaptive reuse of 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
	the Former Skinners Family Hotel					<p>former Skinners Family Hotel.</p> <p>Skinners Family Hotel should be maintained and protected from damage during the works.</p> <p>Skinners Family Hotel should be regularly monitored and maintained as required in accordance with the Minimum Standards of Maintenance and Repair (Heritage Council of NSW) while the building is unoccupied.</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</p>		

SEARS	Potential Impact	Stage of Project	Likelihood	Consequence	Risk Level	Approach	Mitigation Measure (Pe/Pr/Ma)	Residual Impact
						incorporated into the station.		
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 	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</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
	the development					recommendations made in the Noise and 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:	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
						<ul style="list-style-type: none"> ▪ Appropriate diversions to safely guide pedestrians around work zones. ▪ 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 was less convinced by 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

If you have any questions or would like more information please contact our project team:

1800 612 173 Community infoline open 24 hours

sydneymetrowest@transport.nsw.gov.au

Sydney Metro West

PO Box K659, Haymarket NSW 1240



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