

Scoping Report

Parramatta Over and Adjacent Station Development
Concept State Significant Development Application

January 2022



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Glossary and abbreviations

Term	Definition
ADG	Apartment Design Guide
BC Act 2016	<i>Biodiversity Conservation Act 2016</i>
Concept SSDA	A concept development application as defined in Section 4.22 the EP&A Act, as a <i>development application that sets out concept proposals for the development of a site, and for which detailed proposals for the site or for separate parts of the site are to be the subject of a subsequent development application or applications</i>
Council	City of Parramatta Council
CSSI	Critical State Significant Infrastructure
Detailed SSDA	The SSD Application(s) to be made after the Concept SSDA, to seek consent for the design and to physically carry out the proposal
Draft PLEP 2020	<i>Draft Parramatta Local Environmental Plan 2020</i>
EIS	Environmental Impact Statement
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EP&A Regulation	Environmental Planning and Assessment Regulation 2000
FSR	Floor Space Ratio
PDCP 2011	Parramatta Development Control Plan 2011
PLEP 2011	Parramatta Local Environmental Plan 2011
SEARs	Secretary's Environmental Assessment Requirements
SEPP	State Environmental Planning Policy
SEPP 55	State Environmental Planning Policy No. 55 – Remediation of Land
SEPP 65	State Environmental Planning Policy No. 65 – Design Quality of Residential Flat Buildings
SRD SEPP	State Environmental Planning Policy (State and Regional Development) 2011
SREP	Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005
SSDA	State Significant Development Application
Concept and Stage 1 CSSI Approval	SSI-10038, approved 11 March 2021, including all major civil construction works between Westmead and The Bays, including station excavation and tunnelling, associated with the Sydney Metro West railway line
Stage 2 CSSI Approval	Application (SSI-22765520) seeking approval to carry out major civil construction works between The Bays and Sydney CBD including station excavation and tunnelling, associated with the Sydney Metro West railway line
Stage 3 CSSI Application	Application (SSI-227-65520) seeking approval to carry out rail infrastructure, stations, precincts and operation of the Sydney Metro West line
Sydney Metro West	Construction and operation of a metro rail line and associated stations between Westmead and the Sydney CBD as described in Section 1.2
TfNSW	Transport for NSW

1 Introduction

1.1 Sydney Metro

This Scoping Report has been prepared by Sydney Metro who is seeking to deliver over station development (OSD) and adjacent station development (ASD) at Parramatta metro station as a part of the Sydney Metro West project.

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

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

- The Metro North West Line
- Sydney Metro City & Southwest
- Sydney Metro West (this project)
- Sydney Metro – Western Sydney Airport

The Sydney Metro network is shown on **Figure 1-1**.



Figure 1-1 Sydney Metro network

1.2 Sydney Metro West

Sydney Metro West will double rail capacity between Greater Parramatta and the Sydney CBD, transforming Sydney for generations to come. The once-in-a-century infrastructure investment will have a target travel time of about 20 minutes between Parramatta and the Sydney CBD, link new communities to rail services and support employment growth and housing supply.

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

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

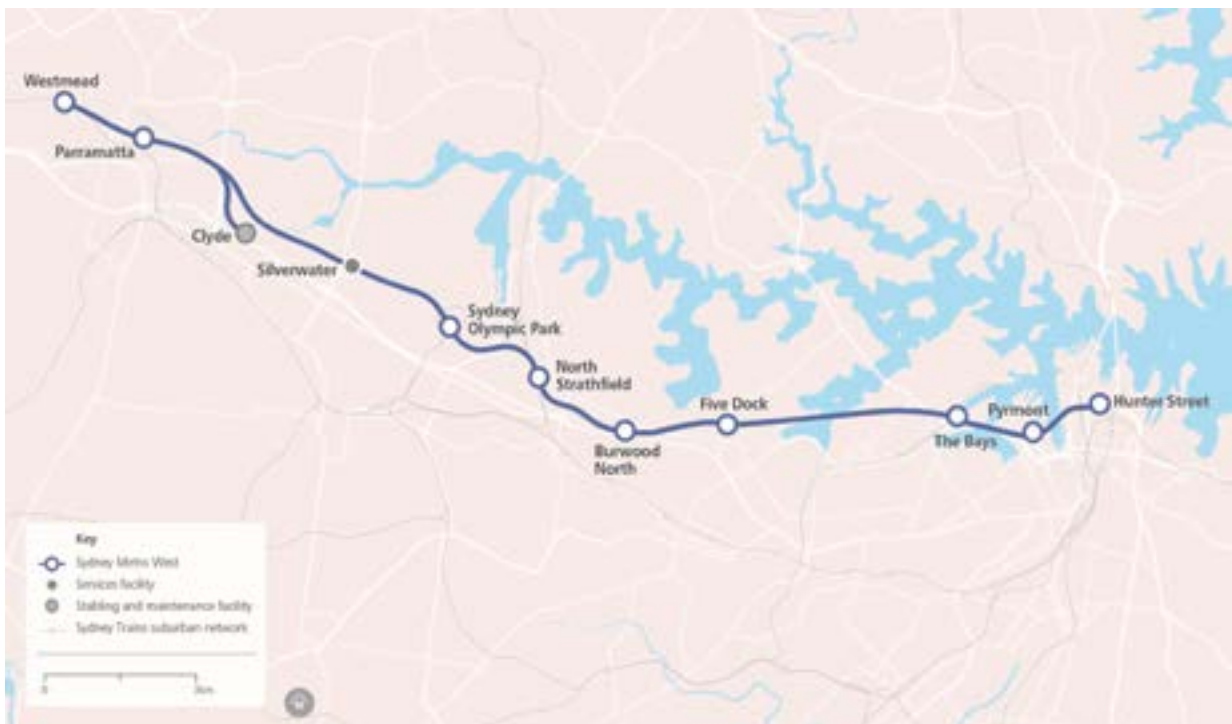


Figure 1-2 Sydney Metro West

Sydney Metro West is being assessed as a staged, critical State Significant infrastructure (CSSI) application under section 5.20 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

The Concept and major civil construction work for Sydney Metro West between Westmead and The Bays was approved on 11 March 2021. Applications for stages of the CSSI project currently underway include:

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

1.3 Over station development and adjacent station development

All Sydney Metro West stations are being designed to integrate with their surrounding areas, to make vibrant and attractive places that reflect the unique context and future aspirations for each place.

The Sydney Metro West Environmental Impact Statement for the approved CSSI Concept identified that provision for future integrated station and/or precinct development could provide a range of uses, such as community facilities, new homes, shops, restaurants and commercial office space. 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 that meet customer and community needs, attracting people to stations
- allowing stations to successfully integrate into their urban context and to contribute positively to the character of places at the stations.

Sydney Metro is making provision for over and/or adjacent station development at Westmead, Parramatta, Sydney Olympic Park, Burwood North, The Bays, Pyrmont and Hunter Street (Sydney CBD).

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

1.4 The proposed development

The purpose of this Scoping Report is to request the Secretary's Environmental Assessment Requirements (SEARs) for the preparation of an Environmental Impact Statement (EIS) to accompany a Concept State Significant Development Application (SSDA) for the proposed development.

Parramatta metro station will be a strategically important station on the Sydney Metro network, providing access to Sydney's rapidly growing second CBD. The proposed development will comprise three new commercial office buildings (Buildings A, C, D), and one new residential building (Building B).

As the development is within the Sydney Metro West railway corridor, is associated with railway infrastructure and is for commercial office and residential land uses with a Capital Investment Value (CIV) of more than \$30 million, the project is categorised as State Significant Development pursuant to Schedule 1, 19(2)(a) of the *State Environmental Planning Policy (State and Regional Development) 2011* (SRD SEPP).

The SSDA will seek consent for a concept proposal, within the meaning of section 4.22 of the EP&A Act. It will seek consent at a conceptual level for the proposed land uses, maximum building envelopes, maximum building heights, a maximum gross floor area, pedestrian and vehicle access, vertical circulation arrangements and associated car parking. The Concept SSDA will be followed by detailed SSDAs prepared by future development partners.

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

1.5 Interface with the station

The detailed design and fit-out of Parramatta metro station infrastructure will be integrated with the development, to facilitate a cohesive station and precinct development.

To enable this, the podiums of Buildings B and C in addition to all public domain work including the portion of the Parramatta Civic Link which runs through the site, will form part of the CSSI Application (refer to the area shown in pink in **Figure 1-3**). They are not subject to approval under this Concept SSDA. The scheme is shown in the future context of the Parramatta CBD in **Figure 1-4**.

However, approval for the proposed land uses within these podiums, that are related to the development will be sought under this Concept SSDA. Approval for land uses within the podiums directly related to the operation of the station and metro line will be sought as part of the CSSI Application.

Similarly, the Concept SSDA will seek approval for the use and fit-out of underground car parking spaces. Excavation and construction of the basement car park is subject to approval under the CSSI Application.

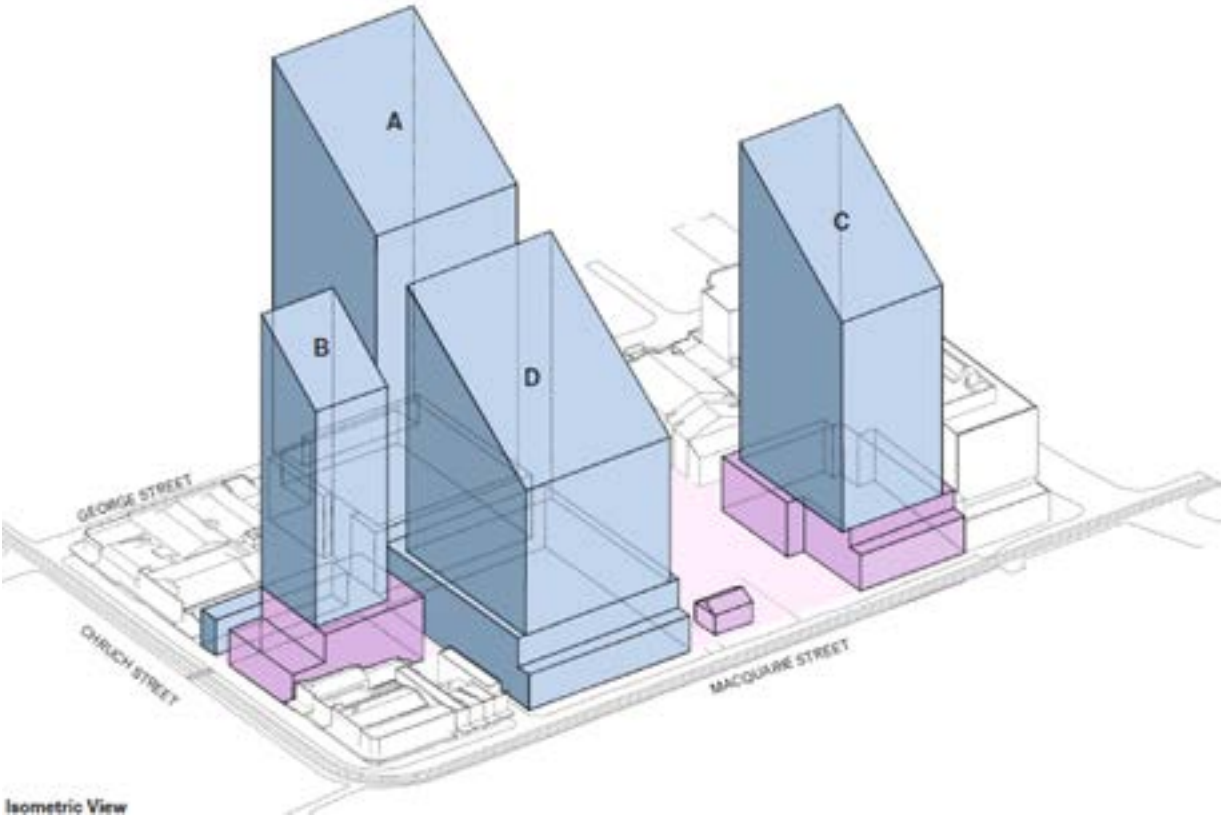


Figure 1-3 Proposed building envelopes with CSSI works shown in Purple and SSDA works shown in blue



Figure 1-4 Proposed building envelopes (blue) and future CBD context (purple)

1.6 Project alternatives

Under the provisions of *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation), Schedule 2, Clause 7, and in accordance with *the State Significant Development Guide* prepared by the Department of Planning, Infrastructure and Environment (DPIE), there is a requirement to analyse any feasible alternatives for SSDAs.

Table 1 outlines three project alternatives: Do Nothing, Alternative Design and Proposed Design.

Table 1 – Project alternatives

Options	Assessment
Do Nothing	<p>The 'Do Nothing' alternative would result in the existing buildings on Sydney Metro land being demolished and the new metro station being constructed as per the SSI without any over station or adjacent station development.</p> <p>'Do Nothing' without any associated development would result in a poor placemaking outcome, lack of activation around the station and would pass up the opportunity to deliver a city shaping project.</p> <p>The Sydney Metro West network will provide connectivity to and from Parramatta and will be an asset to the overall precinct. The site remaining as is would not result in the best design outcome particularly in respect to the integration of the site with the metro station itself and public domain works.</p>
Alternative Design	<p>Alternative designs have been explored, in consultation with Council and the Sydney Metro Design Advisory Panel having regard to the previous controls specified in the Parramatta LEP 2011 and Draft Parramatta LEP 2020.</p>
Proposed Design	<p>It is considered that the proposed concept presents a balanced and feasible option as it will:</p> <ul style="list-style-type: none"> • Establish the indicative gross floor area and land uses for the site • Provide an appropriate balance between commercial and residential floor space and pedestrian connectivity • Provide building envelopes which do not impact on the established solar access plane • Protect future growth aspirations for the Parramatta CBD.

2 Strategic context

2.1 Justification for the project

The construction of Sydney Metro West represents an exciting opportunity to incorporate global best practice for place-making and environmentally sustainable development, and to apply innovative thinking to create new city icons. The delivery of integrated station and precinct development enables Sydney Metro to be more than just a transport project, but also a defining city building opportunity that revitalises precincts and communities, helping to leave a lasting legacy and shaping Sydney for generations to come.

The development that would be enabled through this application will support the ongoing evolution of Parramatta into Sydney's second CBD. The delivery of significant commercial and residential floor space as part of the development will enable the station to become more than somewhere to catch the train, but also a thriving, welcoming hub that is a focal point for the Parramatta community. The development responds to the desired future character and public domain of Parramatta, including integration with the Civic Link, as discussed in Section 2.3.

The proposal will provide new places for people to work, live, shop and play. This approach will support the NSW Government's planning strategies and objectives to grow high-value jobs, provide workers with better access to employment, and create liveable and sustainable centres.

2.2 Future context

The Parramatta CBD is currently undergoing significant urban renewal and change as the heart of the Central City under the Greater Sydney Region Plan. There are three key strategic moves that will influence the future built form and public domain within the Parramatta CBD: the Parramatta CBD Planning Proposal, Parramatta City River Strategy, and the Civic Link Framework Plan.

The Parramatta CBD Planning Proposal (further discussed in Section 4.4) is currently being progressed and has identified opportunities to expand the Parramatta CBD and increase building heights in response to the identified need for 46,000 new jobs and 14,000 new dwellings within the CBD over the next 40 years.

The Planning Proposal will notably exempt commercial office floorspace in the CBD on sites over 1,800m² from the calculation of floor space ratio (FSR). It will also facilitate significant additional development potential around the OSD site. Figure 2-1 illustrates the future built form that could be realised under the Planning Proposal.



Figure 2-1 Parramatta CBD Planning Proposal looking north

Similarly, the Parramatta City River Strategy endorsed in 2015 provides significant public domain and development opportunities to better connect the CBD to the river waterfront (**Figure 2-1**).



Figure 2-2 Parramatta City River Strategy

The Civic Link Framework Plan will facilitate the delivery of a significant green, pedestrianised public space that will run across four CBD blocks from Parramatta Square to the Parramatta River waterfront (**Figure 2-2**).



Figure 2-3 Interface of the site with the Civic Link

A new Draft Parramatta Local Environmental Plan is also in the process of finalisation and will replace the existing Parramatta Local Environmental Plan 2011 as the principal planning instrument for the site (**Section 4.3**).

2.3 The site and surrounding context

2.3.1 Site location

The subject application is in the Parramatta CBD, in the City of Parramatta Local Government Area (LGA). It is within the city block bounded by George Street, Church Street, Smith Street, and Macquarie Street.

The site presents a 164m long frontage to Macquarie Street, 125m frontage to George Street, 48m frontage to Church Street, and 15.5m frontage to Smith Street (in the form of Macquarie Lane).

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

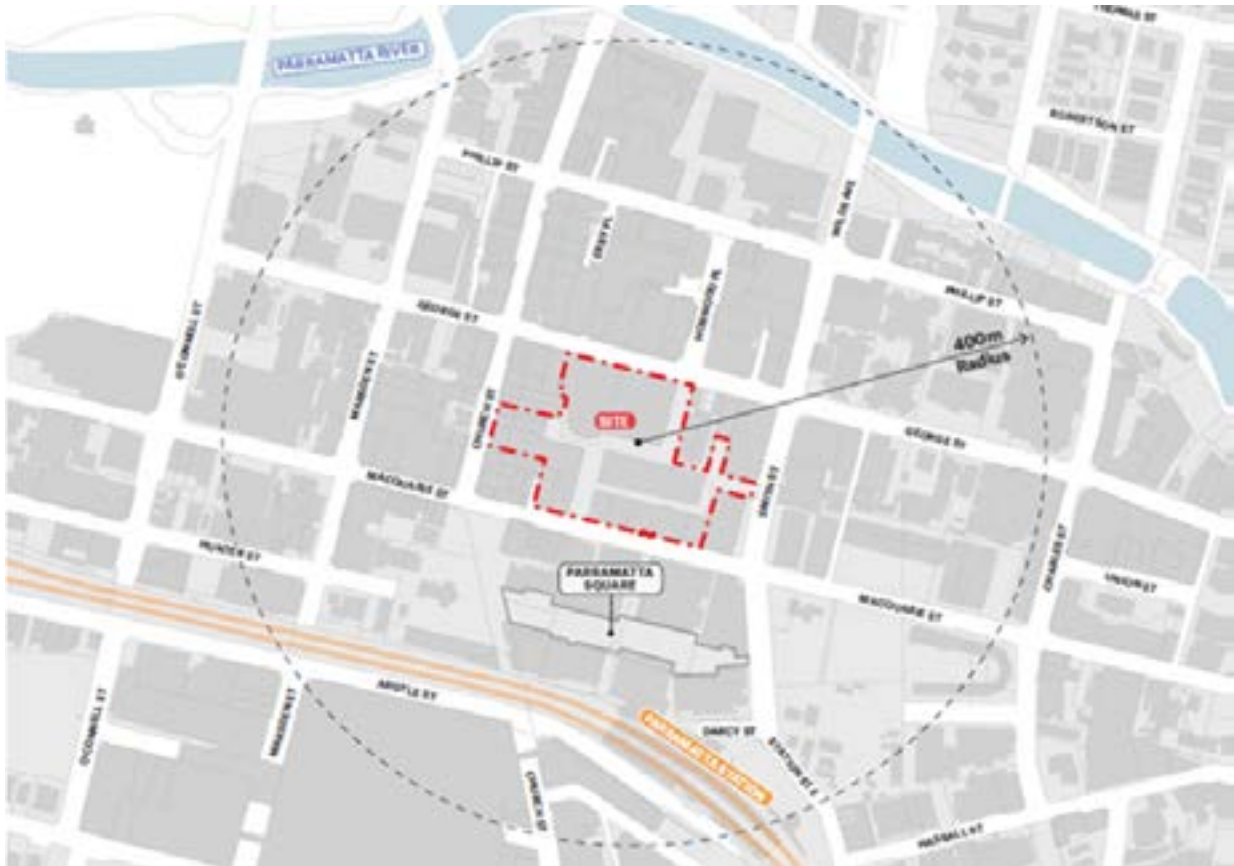


Figure 2-4 Parramatta metro station location precinct

2.3.2 Site description

Existing development on the Parramatta metro station site includes the former City Centre Car Park, Parramatta Shopping Centre, as well as a number of other buildings of varying height, scale, and densities, generally ranging between 1-7 storeys. Demolition of some existing buildings and structures on site has been approved under the CSSI Approval.

- The site currently accommodates the following laneways and roads:
- Horwood Place connecting George Street and Macquarie Street
- United Lane, a small service lane stub heading north from Macquarie Street
- Macquarie Lane, an east-west laneway linking Smith Street to Horwood Place

The site comprises fourteen (14) different allotments of varying sizes, as described in Table 2-1. It is irregular in shape, with a total area of approximately 24,899m².

Table 2: Site legal description

Street Address	Legal Description
41-59 George Street	Lot 10 in DP858392
45A George Street	Lot 2 in DP701456
61B George Street	Lot 1 in DP607181
71 George Street	Lot 100 in DP607789
220 Church Street	Lot 1 in DP1041242

222 Church Street	Lot 1 in DP702291
232 Church Street	Lot 1 in DP651992
236 Church Street	Lot 1 in DP128437
238 Church Street	Lot 2 in DP591454
48 Macquarie Street	Lot B in DP394050
58-60 Macquarie Street	Lot 1 in DP399104
62-64 Macquarie Street	Lot AY in DP400258
68 Macquarie Street	Lot 1 in DP711982
70 Macquarie Street	Lot E DP 402952
72 Macquarie Street	Lot 3 in DP218510
74 Macquarie Street	Lot H in DP405846

2.3.2 Site photographs

To provide a point of visual reference for this Scoping Report, a series of site photographs demonstrating current site conditions is provided in **Figures 2-5** through **2-7**.

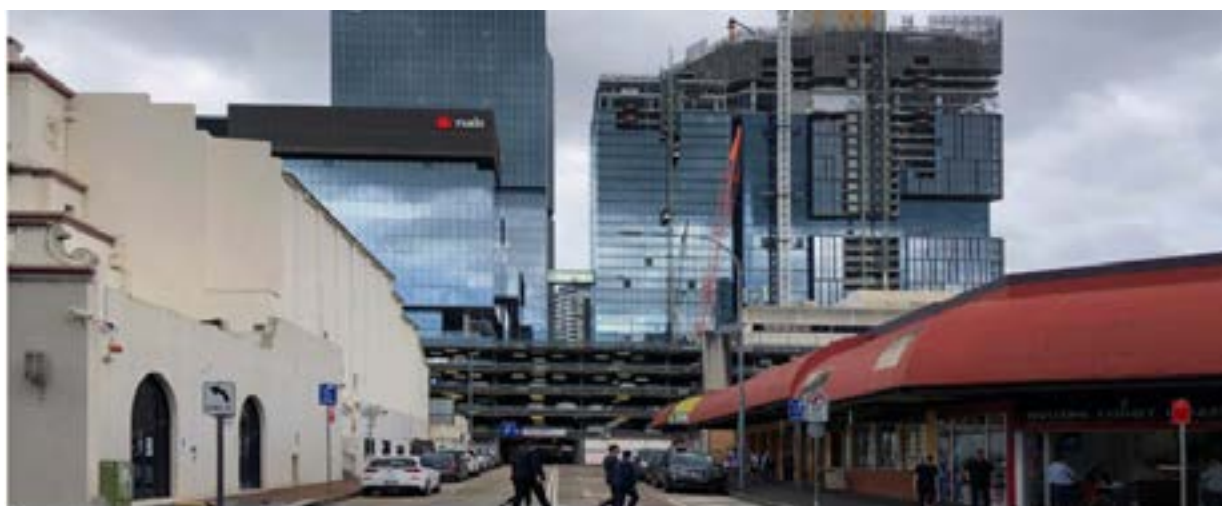


Figure 2-5 Looking south from Horwood Place, with Parramatta Square in the background and The Roxy Theatre to the left



Figure 2-6 Looking north from the City Centre Car Park



Figure 2-7 Looking north to the Parramall Shopping Centre

2.3.3 Surrounding context

Development within the Parramatta CBD core comprises a variety of typologies, densities and uses. There is significant variation in building height and scale surrounding the site, ranging from 1-2 storey shops, to 5-10 storey commercial buildings, up to the new 55-storey Parramatta Square development to the south.

The site is within 400m of a number of commercial, retail, educational, and government land uses, including a significant number of cultural and entertainment venues (Figure 2-8):

- To the south of the site is the new Parramatta Square development, with the existing Parramatta railway station and Westfield Parramatta further south.
- To the east is the Parramatta Education Precinct, containing the Arthur Philip High School and Western Sydney university campus.
- To the west and north west is the Parramatta 'Eat Street', a highly activated stretch of Church Street with numerous restaurants and bars, characterised by outdoor seating. Further west is the Old Government House and Parramatta Park.
- Further north of the site is the Parramatta River waterfront, and the future Power house Parramatta Museum, Riverside Theatre, as well as CommBank Stadium.

As discussed in Section 2.2.5, the height and density of the surrounding built form will increase in the future following the implementation of the Parramatta CBD Planning Proposal.

The suitability of the development with regards to its surrounding context will be assessed in the EIS.



Figure 2-8 Surrounding Site Context

2.4 Cumulative impacts

The EIS will address the expected cumulative environment impacts of the proposed development, the delivery of Parramatta metro station infrastructure under the CSSI application, and other proposed and ongoing developments in the Parramatta CBD. As the proposal is expected to be consistent with the proposed planning controls as they will apply to the site, adverse or unexpected cumulative impacts are not anticipated to be generated by the proposal. Notwithstanding this a review of cumulative construction impacts will be incorporated into the EIS.

The EIS will also address the integration of the proposal with the Civic Link and broader changing strategic context of the Parramatta CBD and consider the cumulative impact of development in the area.

2.5 Agreement with other parties

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

3 The proposed development

3.1 The proposal

The Concept SSDA will seek consent for building envelopes above and adjacent to Parramatta metro station. The Concept SSDA specifically seeks consent for the following:

- Maximum building envelopes and built form parameters, including street wall heights, podium envelopes and heights, and building setbacks, in accordance with the Concept Plans (Appendix B)
- Maximum building heights:
 - Building A: Approximately 38 storeys
 - Building B: Approximately 33 storeys
 - Building C: Approximately 28 storeys
 - Building D: Approximately 25 storeys
- Land uses within the OSD building envelopes, as well as land uses within the Building B and C podiums and basement:
 - Building A: Commercial and retail
 - Building B: Residential and retail
 - Building C: Commercial
 - Building D: Commercial and retail
- Maximum gross floor area (GFA) of approximately 200,000m², comprising:
 - Approximately 80,000m² in Building A, including approximately 77,000m² for commercial use and 3,000m² for retail use
 - Approximately 18,000m² in Building B, including approximately 17,000m² for residential use and 1,000m² for retail use
 - Approximately 40,000m² in Building C for commercial use
 - Approximately 62,000m² in Building D, including approximately 60,000m² for commercial land use and 2,000m² for retail use
-
- Fit out and use of up to 505 car parking spaces across 3 basement levels
- Loading, vehicular and pedestrian access arrangements
- A Design Excellence Strategy
- Design Guidelines
- Concept strategies including the following:
 - Utilities and services strategies
 - Stormwater, flooding, and drainage strategy
 - Ecologically Sustainable Development strategy

As the proposed development is for a concept approval only, pursuant to section 4.22 of the EP&A Act, further approval(s) will be sought for the detailed design and construction of the proposed development elements. The future approval(s) will be required to be consistent with the Concept SSDA development parameters.

Preliminary illustrations of the development are provided in Figure 3-1. A numeric overview is

provided within Table 2.

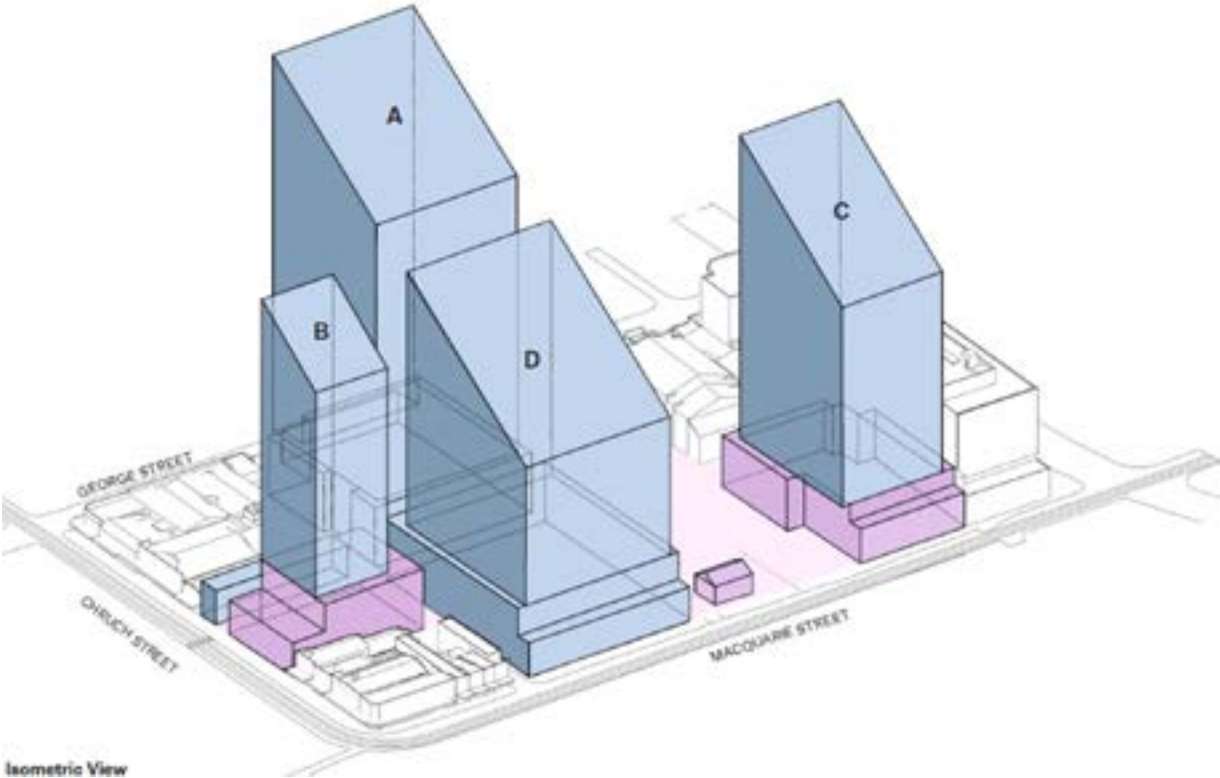


Figure 3-1 Proposed building envelopes looking north west

Table 2– Numerical Overview

Concept Plan	Approximate Numerical Overview
Building A	
Commercial GFA	77,000m2
Residential GFA	0 m2
Retail GFA	3,000 m2
Height	38 storeys
Building B	
Commercial GFA	0 m2
Residential GFA	17,000 m2
Retail GFA	1,000 m2
Height	33 storeys
Building C	
Commercial GFA	40,000 m2
Residential GFA	0 m2
Retail GFA	0 m2
Height	28 storeys
Building D	
Commercial GFA	60,000 m2
Residential GFA	0 m2

Concept Plan	Approximate Numerical Overview
Retail GFA	2,000 m2
Height	25 storeys
Combined	
Commercial GFA	177,000 m2
Residential GFA	17,000 m2
Retail GFA	6,000 m2
Total GFA	200,000 m2
Parking	505
FSR	8:1

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

4 Statutory context

4.1 Key statutory requirements

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

The following are the key relevant legislation and planning instruments that apply to the proposed development:

- Environmental Planning and Assessment Act, 1979 (EP&A Act)
- Biodiversity Conservation Act 2006
- Environmental Planning and Assessment Regulation 2000 (EP&A Regulation)
- State Environmental Planning Policy (State and Regional Development) 2011 (SRD SEPP)
- State Environmental Planning Policy (Housing Diversity) 2021 (Housing Diversity SEPP)
- State Environmental Planning Policy No 55 – Remediation of Land
- State Environmental Planning Policy No. 65 – Design Quality of Residential Flat Buildings (SEPP 65) and accompanying Apartment Design Guide
- State Environmental Planning Policy (Infrastructure) 2007 (Infrastructure SEPP)
- State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004 (BASIX SEPP)
- State Environmental Planning Policy No. 64 – Advertising and Signage (SEPP 64)
- Parramatta Local Environmental Plan 2011 (PLEP 2011)
- Draft Parramatta Local Environmental Plan 2020 (Draft PLEP)
- Draft amendment to PLEP - Parramatta CBD Planning Proposal
- Draft Design and Place State Environmental Planning Policy
- Parramatta Development Control Plan 2011 (PDCP 2011)
- Draft amendment to Section 4.3.3 'Parramatta City Centre' of PDCP 2011

Table 4 – Key Statutory Requirements

Matter	Guidance
Power to grant consent	<p>The EP&A Act establishes the framework for the assessment and approval of development and activities in NSW. The EP&A Act also facilitates the making of environmental planning instruments which guide the way in which development should occur across the State, including State environmental planning policies (SEPPs) and local environmental plans (LEPs)</p> <p>Pursuant to Section 4.22 of the EP&A Act a Concept DA may be made setting out concept proposals for the development of a site, and for which detailed proposals for the site or for separate parts of the site are to be subject of a subsequent development application(s). The development proposed is a Concept SSDA.</p> <p>The Minister of Planning and Public Spaces is the consent authority for SSD applications proposed by public authorities. The Minister may delegate this function to staff within the DPIE.</p>
Permissibility	<p>The proposed commercial, retail, and residential uses are permissible with consent and consistent with the zoning objectives in providing a wide range of land uses that encourage employment opportunities.</p> <p>The proposed residential building is located entirely within the portion of site zoned B4 Mixed Use.</p>
Pre-conditions to exercising the power to grant approval	<p>State Environmental Planning Policy No 55 – Remediation of Land</p> <p>State Environmental Planning Policy No 55 – Remediation of Land (SEPP 55) requires the consent authority to consider whether the subject land of any rezoning or DA is contaminated. If the land requires remediation to ensure that it is made suitable for a proposed use or zoning, the consent authority must be satisfied that the land can be suitably remediated for that purpose.</p> <p>The EIS will outline how the site is able to be made suitable for the proposed land uses</p>
Mandatory matters for consideration	<p>Biodiversity Conservation Act 2006</p> <p>Clause 7.9 of the Biodiversity Act 2016 applies to SSDA and requires SSDA to be accompanied by a Biodiversity Development Assessment Report (BDAR) report unless it is determined the proposal is not likely to have any significant impact on biodiversity values.</p> <p>A BDAR Waiver is provided in Appendix C of this Scoping Report which requests the requirement for a BDAR Report to be waived.</p> <hr/> <p>State Environmental Planning Policy (Infrastructure) 2007</p> <p>State Environmental Planning Policy (Infrastructure) 2007 (ISEPP) requires certain traffic generating developments to be referred to TfNSW, which may include the proposed development based on the quantum of GFA proposed.</p> <p>The Concept SSDA may also be referred to the relevant utility service providers to confirm that the siting and layout of the proposed development will not impact on relevant easements and/or infrastructure corridors.</p>

Matter	Guidance
	<p>State Environmental Planning Policy 65: Design Quality of Residential Flat Development</p> <p>State Environmental Planning Policy 65: Design Quality of Residential Flat Development (SEPP 65) was introduced in 2002 and reviewed in 2015. The SEPP aims to improve the design quality of residential flat development. It contains various design principles and provides guidance for evaluating the merit of design solutions.</p> <p>The EIS will detail how the proposed Concept SSDA will facilitate a development outcome which complies with the principles within SEPP 65 and associated Apartment Design Guide (ADG).</p> <hr/> <p>State Environmental Planning Policy (State and Regional Development) 2011</p> <p>The SRD SEPP declares development to be State Significant. Clause 19(2) of Schedule 1 of the SRD SEPP provides that the following development is a category of SSD:</p> <p>Development within a rail corridor or associated with railway infrastructure that has a capital investment value of more than \$30 million for any of the following purposes:</p> <ul style="list-style-type: none"> (a) commercial premises or residential accommodation, (b) container packing, storage or examination facilities, (c) public transport interchanges. <p>The proposal meets the SSD criteria in Schedule 1 of the SRD SEPP as it is development associated with railway infrastructure with a capital investment value CIV of more than \$30 million and is for the purposes of both commercial premises and residential accommodation.</p> <p>In addition, as the development is not permissible without development consent under Part 4 of the EP&A Act, it is therefore declared to be SSD under the SRD SEPP.</p> <hr/> <p>Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005</p> <p>Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005 (deemed SEPP) provides planning principles for development within the Sydney Harbour catchment. Parramatta falls within the Sydney Harbour Catchment area.</p> <p>Planning principles for land within the Sydney Harbour Catchment relate water quality, flooding, maintaining visibility to the water and cumulative environmental impacts.</p> <p>The Concept SSDA will be broadly consistent with the relevant Planning Principles of the Sydney Harbour Catchment SREP. No significant adverse impact on the Sydney Harbour Catchment are anticipated given the proposal relates to a concept proposal.</p> <p>The subsequent detailed SSDAs will address stormwater run-off, sediment and erosion control, and water quality in greater detail.</p>

Matter	Guidance
	<p>Draft State Environmental Planning Policy (Design and Place)</p> <p>Draft State Environmental Planning Policy (Design and Place) was introduced in 2020 and currently remains in draft. The draft SEPP puts place and design quality at the forefront of development.</p> <p>The EIS will detail how the proposed Concept SSDA will facilitate a development outcome which complies with the principles and objectives of the draft SEPP should it be implemented.</p> <hr/> <p>Parramatta Local Environmental Plan 2011</p> <p>Parramatta Local Environmental Plan 2011 (PLEP 2011) is the principal planning instrument that applies to the site, establishing the key built form parameters and development standards.</p> <p>The Draft Parramatta Local Environmental Plan 2020 (Draft PLEP) is in the process of finalisation and will replace the PLEP 2011 upon its gazettal. The relevant provisions of the PLEP 2011 are maintained in the Draft PLEP apart from a minor amendment to the floor space ratio (FSR) controls which are discussed below.</p> <p>Table 4-1 provides a comparison of the key development standards under the PLEP 2011 and Draft PLEP and a summary assessment of the proposal. A detailed assessment against the PLEP 2011 and Draft PLEP will be provided within the EIS.</p> <p>Land use zones:</p> <p>The site is zoned part B3 Commercial Core and part B4 Mixed Use under PLEP 2011. The proposed commercial, retail, and residential uses are permissible with consent and consistent with the zoning objectives in providing a wide range of land uses that encourage employment opportunities. The proposed residential building is located entirely within the portion of site zoned B4 Mixed Use.</p> <p>Building height:</p> <p>The site is subject to varied height controls under PLEP 2011:</p> <ul style="list-style-type: none"> • 12m along Church Street • 72 – 72.6m along Macquarie Street (due to sun access planes) • 174 – 196.7m along George Street (due to sun access planes) <p>The proposed building envelopes are consistent with the height controls at the site.</p> <p>FSR:</p> <p>The site is subject to three FSR controls:</p> <ul style="list-style-type: none"> • 10:1 for the majority of the site • 6:1 along part of Macquarie Street • 3:1 for a small strip fronting Church Street

Matter	Guidance
	<p>Subject to confirmation within the EIS, the integrated station precinct (i.e. OSD and station) will have a total FSR of approximately 8.15:1 and complies with the site's planning controls.</p> <p>Heritage:</p> <p>Two local heritage listed buildings are located on the site: Kia Ora (62-64 Macquarie St; I716) and the Victorian Regency shop building (41-59 George St; I703). Additionally, a heritage convict drain (I647) runs through the south-eastern corner of the site.</p> <p>Dr Pringles Cottage (52 George St; I00278) and Redcoats Mess House (2 Horwood Place).</p> <p>The proposed development will seek to ensure that a measured and sensitive design response is provided to all heritage items within the site and their heritage character and values would be maintained. A Heritage Impact Statement will be submitted with the EIS.</p> <p>Parramatta CBD Planning Proposal</p> <p>The Parramatta CBD Planning Proposal seeks changes to the Parramatta CBD boundary, land use mix and primary built form controls to manage the area's ongoing significant growth, informed by the Parramatta CBD Planning Strategy. The Planning Proposal is specifically mentioned under Objective 19 of the Greater Sydney Region Plan, and Planning Priority C7 of the Central City District Plan.</p> <p>The Planning Proposal received Gateway Determination on 21 April 2021, was resolved for approval by Council on 15 June 2021, and was submitted to DPIE on 1 July 2021. Implementation of the Planning Proposal through an LEP Amendment is expected to be imminent. Hence, it is a relevant matter for consideration with regard to the site's integration with the desired future character of the Parramatta CBD.</p> <p>The Planning Proposal will notably exempt commercial office floorspace in the CBD on sites over 1,800m² from the calculation of FSR. It will also facilitate significant additional development potential around the OSD site with potential implications for solar access and views. Assessment of the Concept SSDA's consistency with the Parramatta CBD Planning Proposal will be provided as part of the EIS.</p>
	<p>Parramatta Development Control Plan 2011</p> <p>Clause 11 of the SRD SEPP states that development control plans do not apply to State Significant Development.</p> <p>Notwithstanding, the Parramatta Development Control Plan 2011 (PDCP 2011) provides an appropriate reference point for the design of the building envelope and future open space, specifically in relation to tower setbacks, building separation, and street wall heights.</p> <p>Parramatta City Council is currently amending Section 4.3.3 'Parramatta City Centre' of the PDCP 2011 to reflect the Parramatta CBD Planning Proposal. The provisions of the DCP will be considered where relevant in the EIS.</p>

4.2 Other relevant legislation and policies

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

- NSW State Plan 2021 and Premier's Priorities
- Greater Sydney Region Plan
- Central City District Plan
- Future Transport 2056
- Parramatta Local Strategic Planning Statement
- Parramatta City River Strategy
- Better Placed - an integrated design policy for the built environment of NSW (Better Placed)
- NSW Planning Guidelines for Walking and Cycling; and
- Draft Connecting with Country Framework

5 Engagement

5.1 Engagement carried out

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

Early engagement with the community and stakeholders began in June 2017 and continued into 2018. A summary of feedback from this consultation, and how it has been considered in the development of Sydney Metro West, is included in the Scoping Report for the Concept and Stage 1 CSSI Approval. Specifically, for the proposed development at Parramatta the following aspects were identified:

- The City of Parramatta Council's Civic Link proposal needs to be integrated with the design
- Some support for urban renewal at certain locations including employment and higher density housing around public transport

Further engagement for the project followed the announcement of confirmed station locations between Westmead and The Bays in October 2019. From 30 April to 28 June 2020, Sydney Metro exhibited Concept and Stage 1 CSSI Approval and asked for the community to provide feedback

5.2 Community views

Consultation has proactively sought feedback and comments on Sydney Metro West through different forums and channels to inform the development phase and the scope of issues to be assessed as part of the environmental assessment process.

The Concept and Stage 1 CSSI Approval was placed on public exhibition by the Department of Planning, Industry and Environment, from 30 April 2020 to 26 June 2020.

The Submissions Report for the Concept and Stage 1 CSSI Approval includes an overview of consultation in relation to the project.

In relation to the scope of this proposal, the key issues and comments raised in these submissions were related to:

- Property and land use, specifically related to future development around stations
- Station design and place making

Additionally, City Parramatta Council noted that the integration of any future development over Parramatta metro station should be consistent with the draft planning controls in the Parramatta CBD Planning Proposal.

Sydney Metro has been working closely with City of Parramatta Council through the development of the project. Council has undertaken extensive community consultation in revising planning controls for the Parramatta CBD. These controls have been incorporated into the final proposal where relevant.

5.3 Engagement to be carried out by applicant

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

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

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

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

Nearby communities

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

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

6 Assessment of impacts

Based on the preliminary environmental assessment undertaken the following environmental matters have been identified for consideration as part of the concept SSDA:

- Compliance with strategic and statutory plans
- Urban design and built form
- View and visual impacts
- Impacts on the public domain
- Wind impacts
- Heritage impacts
- Traffic, access, and parking
- Interface with the Parramatta metro station (CSSI Approval)
- Utilities, infrastructure, and services
- Ecologically sustainable development
- Aeronautical impacts
- Noise and vibration impacts
- Contamination
- Construction management
- Social and economic impacts
- Safety and security
- Development contributions
- Design excellence

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

6.1 Compliance with strategic and statutory plans

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

6.2 Urban design and built form

The proposed development will facilitate significant changes to the existing built form, in line with the future vision for the Parramatta CBD as outlined in Section 4. The EIS will assess the massing, scale, and density of the proposed envelopes and analyse their relationship to the public domain, nearby heritage items and consistency with the existing and desired future

character of the area. An indicative design concept will be submitted illustrating how the site could potentially be developed within each of the proposed building envelopes.

It is proposed to provide Design Guidelines to inform the future detailed design of the buildings and public domain.

A Built Form and Urban Design Report will be submitted with the EIS and will outline the design principles for future development, with specific consideration given to the overall site layout, interface with the Parramatta Metro Station (under the CSSI Approval), integration with public domain, façade, massing, setbacks, building articulation and materials.

6.3 Interface with the CSSI Approval

The proposed built form will be highly integrated with the Parramatta metro station which is subject to an SSI approval and does not form part of the scope of this Concept SSDA. The interface between Parramatta metro station and the proposed development will be broadly addressed in the Concept SSDA.

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

6.4 View and visual impacts

The EIS will include an assessment of the potential visual impact of the proposal from key locations within the public domain. The assessment will identify the existing impact and assess the visual changes and impacts on the site and its surrounds including Parramatta Park, Parramatta Square and the Parramatta River. With the surrounding context zoned B3 Commercial Core and B4 Mixed Use for high density development, the proposal is unlikely to generate adverse visual impacts onto surrounding receivers inconsistent with the desired future character of the Parramatta CBD.

Photomontage images will be prepared to demonstrate the visual impact of the proposal.

6.5 Impacts on the public domain

The EIS will provide a detailed overshadowing analysis which assesses the potential impact of the proposal on the surrounding public domain. This includes potential for impacts on the pedestrian environment of the surrounding streets, and the potential overshadowing impact to public open spaces, as well as compliance with the solar access planes to the Lancer Barracks and the Parramatta Square Solar Protection Zone.

6.6 Wind impacts

The EIS will assess the potential wind impacts created by the development. A wind study will be completed to ensure that the proposed development does not generate unreasonable wind impacts to the pedestrian environment within the site and on the surrounding streets. The EIS will include wind mitigation measures to inform the future detailed design.

6.7 Heritage impacts

As noted in Section 4.3, there are two buildings of local heritage significance on the site and an underground heritage item running below the site through its south-eastern corner. Further, there are several local and state heritage items in immediate proximity of the site.

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

The SSD Application does not propose any excavation works and any potential impacts have been addressed already in the Archaeological Assessment and Aboriginal Cultural Heritage Assessment Reports submitted with the CSSI applications. For the sake of completeness, the SSD Application will provide a summary of the previous assessments undertaken for the CSSI applications of relevance to this site to demonstrate the site is suitable for the proposed development and that no further assessment is required of these issues in subsequent Stage 2 Detailed DAs.

6.8 Traffic, access, and parking

A Traffic and Parking Assessment will be prepared for the EIS. It will consider:

- traffic impacts on the surrounding road network and intersection performance, during construction and operation of the OSD
- site access arrangements and the design and operation of the proposed car parking
- the demand for car parking
- details of existing and proposed vehicular and bicycle access and car/bicycle parking arrangements for workers and visitors (as relevant)
- loading and servicing arrangements for the OSD
- pedestrian and cycle connections/circulation and required upgrades to meet the likely future demand, and connections to the broader network
- existing and proposed public transport services (including the new Metro West railway line)
- opportunities to improve public and active transport and promote sustainable transport initiatives, including through the preparation of a Green Travel Plan.

6.9 Utilities, infrastructure and services

The EIS will demonstrate that future development is capable of being appropriately serviced by water, electricity, gas, sewerage, telecommunications, and any other related infrastructure. The EIS will broadly address the existing capacity and future requirements of the development for the provision of utilities, infrastructure and services. Subsequent detailed SSDAs will need to consider utilities, infrastructure and services in greater detail.

6.10 Ecological sustainable development

The EIS will address the principles of Ecologically Sustainable Development (ESD) and will set

out an ESD Strategy to inform the future detailed design of the OSD.

Detailed BASIX and Section J requirements will be addressed under future detailed design SSDA(s), as consistent with industry best practice.

6.11 Aeronautical impacts

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

6.12 Biodiversity

A Biodiversity Assessment Wavier Request is submitted to DPIE concurrent with this Scoping Report (**Appendix C**). The request demonstrates that the proposal will not result in any significant impact on biodiversity value.

6.13 Noise and vibration impacts

A Noise and Vibration Assessment will be submitted with the EIS, and will address:

- impacts of the metro station and associated plant on the OSD
- general traffic noise from surrounding roads and impact on neighbouring public areas
- ground-borne rail noise and vibration into noise-sensitive areas of the proposed development
- noise emission from the operation of the proposed development including mechanical plantrooms on various floor levels of the buildings
- cumulative impacts during construction
- noise and vibration generated from construction activities and equipment impacting upon existing premises and Metro infrastructure.

6.14 Contamination

As outlined in **Section 4**, SEPP 55 requires the consent authority to consider whether the subject land of any rezoning or development application is contaminated. If the land requires remediation to ensure that it is made suitable for a proposed use or zoning, the consent authority must be satisfied that the land can and will be remediated before the land is used for that purpose.

Contamination will be considered, and investigations will be undertaken and included in the EIS to ensure the site is suitable for the proposed use. Specifically, a Contamination Report which builds upon the contamination assessment submitted as part of the CSSI approval will be provided with the application.

The Stage 1 CSSI Application already considers potential contamination and excavation impacts associated with the metro tunnel alignment. As part of the Stage 3 CSSI Application, the excavation impacts associated with the two basement car parks will be assessed. No further excavation works are proposed in the SSD application. The Contamination Report for the SSD application will address the suitability of the site to accommodate the proposed development (ie residential and commercial uses) following the completion of any remediation works being undertaken under the CSSI approvals

6.15 Construction management

A Construction Environmental Management Framework has been prepared for the site under the Stage 3 CSSI Application which details the construction impacts associated with the site. The framework will address traffic management during construction including cumulative impacts from Sydney Metro construction and surrounding development sites. The EIS will detail the application of the framework to the works proposed under the SSDA.

6.16 Social and economic impacts

A Social Impact Assessment (SIA) and Economic Impact Assessment (EIA) will be submitted with the EIS. The reports will address the expected social and economic impacts of the Parramatta OSD, during both the construction and operational phases of the development, including any mitigation measures as necessary.

6.17 Safety and security

The EIS will broadly outline how specific Crime Prevention Through Environmental Design (CPTED) principles (surveillance, access control, territorial re-enforcement and space/activity management) have been considered in the building massing and outlined consideration for the Concept SSDA to deter crime, manage space and create a safe environment for users.

6.18 Development contributions

The EIS will consider the application of the Parramatta CBD Development Contributions Plan 2007 (Amendment 5).

6.19 Design excellence

The EIS will be accompanied by a Design Excellence Strategy outlining how design excellence will be achieved in accordance with clause 7.10 of the PLEP. The Design Excellence Strategy will set out an alternative 'competitive design process' based on Sydney Metro's design excellence strategies for the City and South West project for endorsement by the Secretary to satisfy clause 7.10 of PLEP.

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

6.20 Impact on adjoining properties

Given the location of the site within the Parramatta CBD core, the EIS will need to consider the potential for impacts of the OSD on adjoining properties specifically in relation to solar access, built heritage, visual privacy and ongoing access for the properties during construction and in end-state. It will also need to detail how these impacts can be further mitigated as part of future detailed SSDA(s).

6.21 Residential amenity

The EIS will demonstrate that Building B is capable of delivering residential development in accordance with SEPP 65 and the ADG. A statement addressing the detailed design's capability to achieve the SEPP 65 design quality principles and the ADG design objectives and criteria will be provided with the EIS. Detailed consideration of SEPP 65 and the ADG will be undertaken as part of any future detailed design SSDA for Building B.

7 Expected deliverables

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

- 3D Digital Model
- Site Survey
- Quantity Surveyor's Assessment
- Building Envelope Plans
- Indicative Architectural Plans, including Overshadowing Plans
- Built Form and Urban Design Report
- Design Verification Statement (ADG Assessment)
- Visual and View Impact Assessment
- Heritage Impact Statement
- Archaeological Assessment and Aboriginal Cultural Heritage Assessment Report
- Stage 1 Contamination Assessment
- Wind Impact Statement
- Social Impact Assessment
- Economic Impact Assessment
- Traffic and Parking Assessment
- Utilities Assessment
- Structural Adequacy Statement
- Design Excellence Strategy
- ESD Strategy
- CPTED Assessment
- Noise and Vibration Assessment
- Construction Environmental Management Framework
- Construction & Operational Waste Management Plans
- Stormwater Management Assessment
- Flooding Assessment
- Accessibility Assessment
- Stakeholder and Community Engagement summary

8 Conclusions

The purpose of this report is to request the SEARs for the preparation of an EIS for a Concept SSDA for the delivery of new commercial and residential buildings within the Parramatta CBD, as part of the Sydney Metro West project.

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

The development will comprise three new commercial office buildings (Buildings A, C, D) and one residential building (Building B). The project represents a unique opportunity to contribute to the legacy of the Sydney Metro program, providing a high-quality integrated station development and precinct that contributes to the ongoing development and achievement of the desired future character of the Parramatta CBD.

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

Level of assessment	Matter	CIA	Engagement	Relevant government plan, policies and guidelines	Scoping report reference
Standard	Amenity – Noise	N	General	<ul style="list-style-type: none"> Interim Construction Noise Guideline (Department of Environment, Climate Change and Water, 2009) NSW Industrial Noise Policy (Environment Protection Authority, 2000) NSW Road Noise Policy (Environment Protection Authority, 2011) Assessing Vibration: A Technical Guideline (Department of Environment and Conservation, 2006) German Standard DIN 4150-3: Structural Vibration – Effects of Vibration on Structures Environmental Noise Management Assessing Vibration: A Technical Guideline (Department of Environment and Conservation, 2006) Technical Basis for Guidelines to Minimise Annoyance due to Blasting Overpressure and Ground Vibration (Australian and New Zealand Environment Council, 1990) 	Section 6.13
Detailed	Built environment	N	General	<ul style="list-style-type: none"> Refer to Scoping Report 	Section 6.1, 6.2 and 6.5
Standard	Social	N	General	<ul style="list-style-type: none"> Social Impact Assessment Guidelines for State Significant Projects (Department of Planning Industry and Environment, 2021) 	Section 6.16
Standard	Economic	N	General	<ul style="list-style-type: none"> Refer to Scoping Report 	Section 6.16
Standard	Heritage – Aboriginal	N	Consultation with RAPs	<ul style="list-style-type: none"> Refer to Scoping Report Assessments undertaken as part of the CSSI applications 	Section 6.7

Level of assessment	Matter	CIA	Engagement	Relevant government plan, policies and guidelines	Scoping report reference
Detailed	Amenity – visual	Y	General	<ul style="list-style-type: none"> Draft Guidelines for Landscape and Visual Impact Assessment (3rd edition) Refer to Scoping Report 	Section 6.4
Standard	Hazards and risk – land contamination	N	General	<ul style="list-style-type: none"> Protection of the Environment Operations Act 1997 Contaminated Land Management Act 1997 Managing Land Contamination: Planning Guideline (SEPP 55) Guidelines on the Duty to Report Land Contamination SEPP 55 – Remediation of Land National environment protection (assessment of site contamination) measure 	Section 6.14
Standard	Access – Traffic and Parking	Y	Specific	<ul style="list-style-type: none"> State Environmental Planning Policy (Infrastructure) 2007 Guide to Traffic Management – Part 3 Traffic Studies and Analysis (Austroads, 2013) NSW Bicycle Guidelines (RTA, 2003) Guide to Traffic Generating Developments Version 2.2 (RTA, 2002). 	Section 6.8
Standard	Biodiversity – native vegetation and native fauna	N	Specific	<ul style="list-style-type: none"> BDAR Waiver sought 	Section 6.12 and Appendix C

Level of assessment	Matter	CIA	Engagement	Relevant government plan, policies and guidelines	Scoping report reference
Standard	Heritage – historic	N	General	<ul style="list-style-type: none"> Heritage Act 1977 Australia ICOMOS Charter for the Conservation of Places of Significance, Burra Charter 2013 Assessing Significance for Historical Archaeological Sites and ‘Relics’ 2009 Skeletal Remains; Guidelines for Management of Human Skeletal Remains 1998 Assessments understand as part of the CSSI applications 	Section 6.7
Standard	Hazards and Risk – Wind	N	N/A	<ul style="list-style-type: none"> Refer to Scoping Report 	Section 6.6
Standard	Access – port and airport facilities	N	Specific	<ul style="list-style-type: none"> Obstacle Limitation Surface Refer to Scoping Report 	Section 6.11
Standard	Social – Safety and Security	N	General	<ul style="list-style-type: none"> Crime Prevention Through Environmental Design principles Refer to Scoping Report 	Section 6.17
Standard	Infrastructure – utilities and services	N	Specific	<ul style="list-style-type: none"> Refer to Scoping Report 	Section 6.9
Standard	Ecological sustainable development	N	N/A	<ul style="list-style-type: none"> Refer to Scoping Report Sydney Metro Sustainability Framework (Sydney Metro, 2020) 	Section 6.10

