

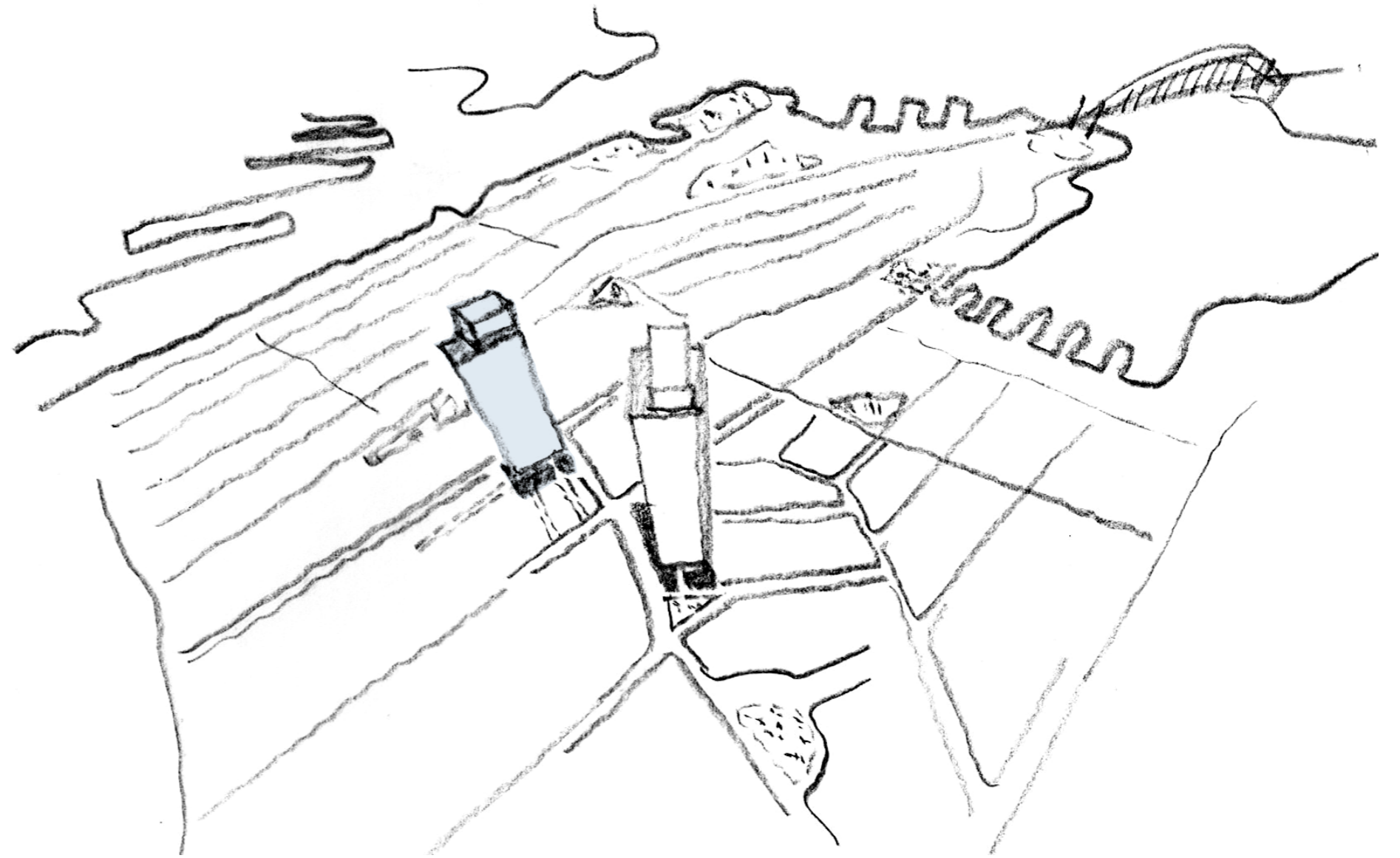
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# Appendix E

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## Built Form and Urban Design Report

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Hunter Street Station Western Site (Sydney CBD)  
Urban Design and Built Form Report

Sydney Metro — July 2022



We would like to acknowledge the Gadigal of the Eora Country, the traditional custodians of this land and recognise their continuing connection to land, waters and culture. We pay our respects to their Elders past, present and emerging.

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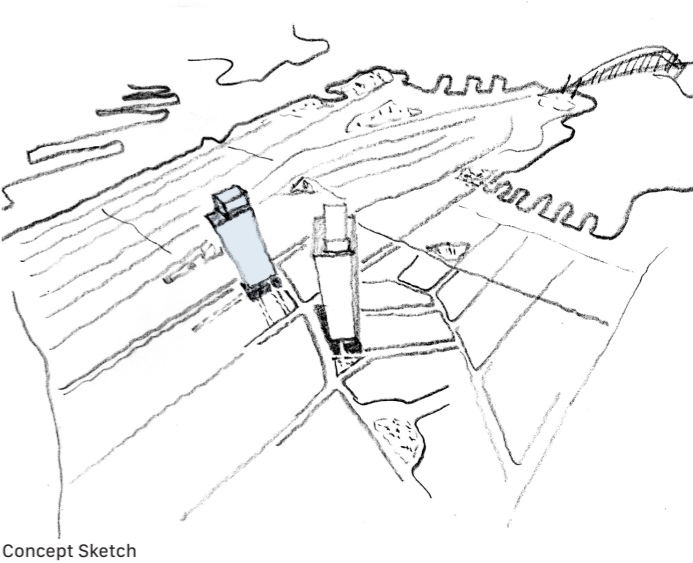
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Document ID				
Revision	Date	Comment	Approved	
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# Introduction

This Urban Design and Built From Report supports the Concept State Significant Development Application (Concept SSDA) which is seeking concept approval for a commercial tower above the Hunter Street Station western site (the site), otherwise known as the over station development (OSD). The site is located on the corner of George Street and Hunter Street.

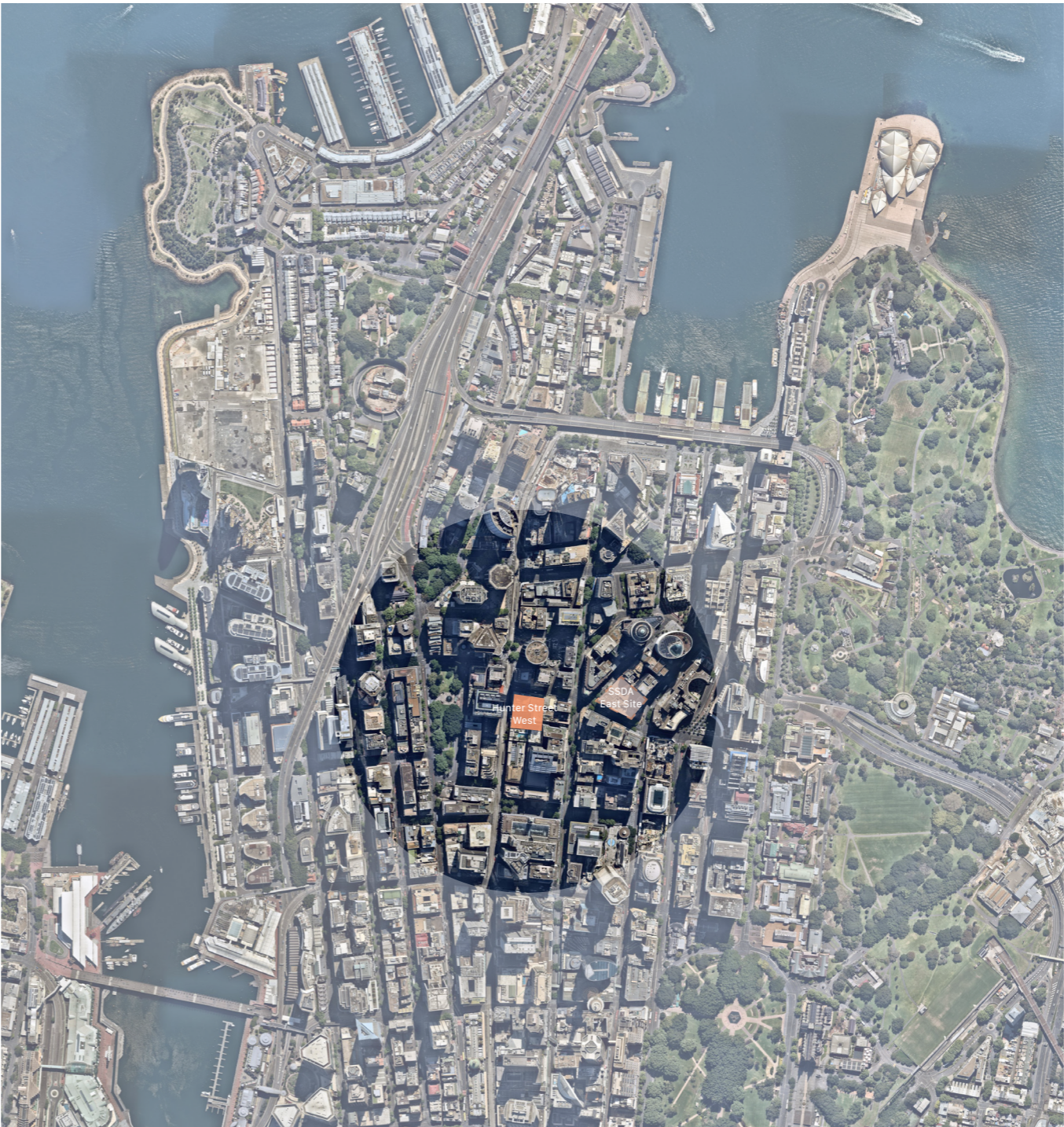
Sydney Metro's vision is to reinforce the commercial heart of the Eastern Harbour City, unlock public transport capacity and catalyse new economic opportunities with Greater Parramatta in the Central River City.

The proposal will be a catalyst for positive change by enhancing the urban character and overall experience of the city. The improvements to the public domain and the introduction of the integrated transport hub will reinforce and contribute to Sydney's role as a Global City.

The Concept SSDA seeks consent for a building envelope and its use for a commercial and retail premises, a maximum building height of 51 storeys (213m, reduced level 220.0), a maximum gross floor area (GFA) of 69,912m<sup>2</sup>, pedestrian and vehicular access, circulation arrangements and associated car parking and the strategies and design parameters for the future detailed design of development.

The proposal will contribute to the unique context of the site in the CBD north precinct by enhancing the through site connectivity, built form relationships, streetwall arrangement and scale relationship to the heritage items. Sydney Metro will engage with the relevant authorities and stakeholders to enhance the public domain and pedestrian environment of the precinct.

This report has been prepared to specially respond to the Secretary's Environmental Assessment Requirements (SEARs) issued for the Concept SSDA on 8 August 2022.



1.Aerial Context Map









# Sydney Metro West - Hunter Street

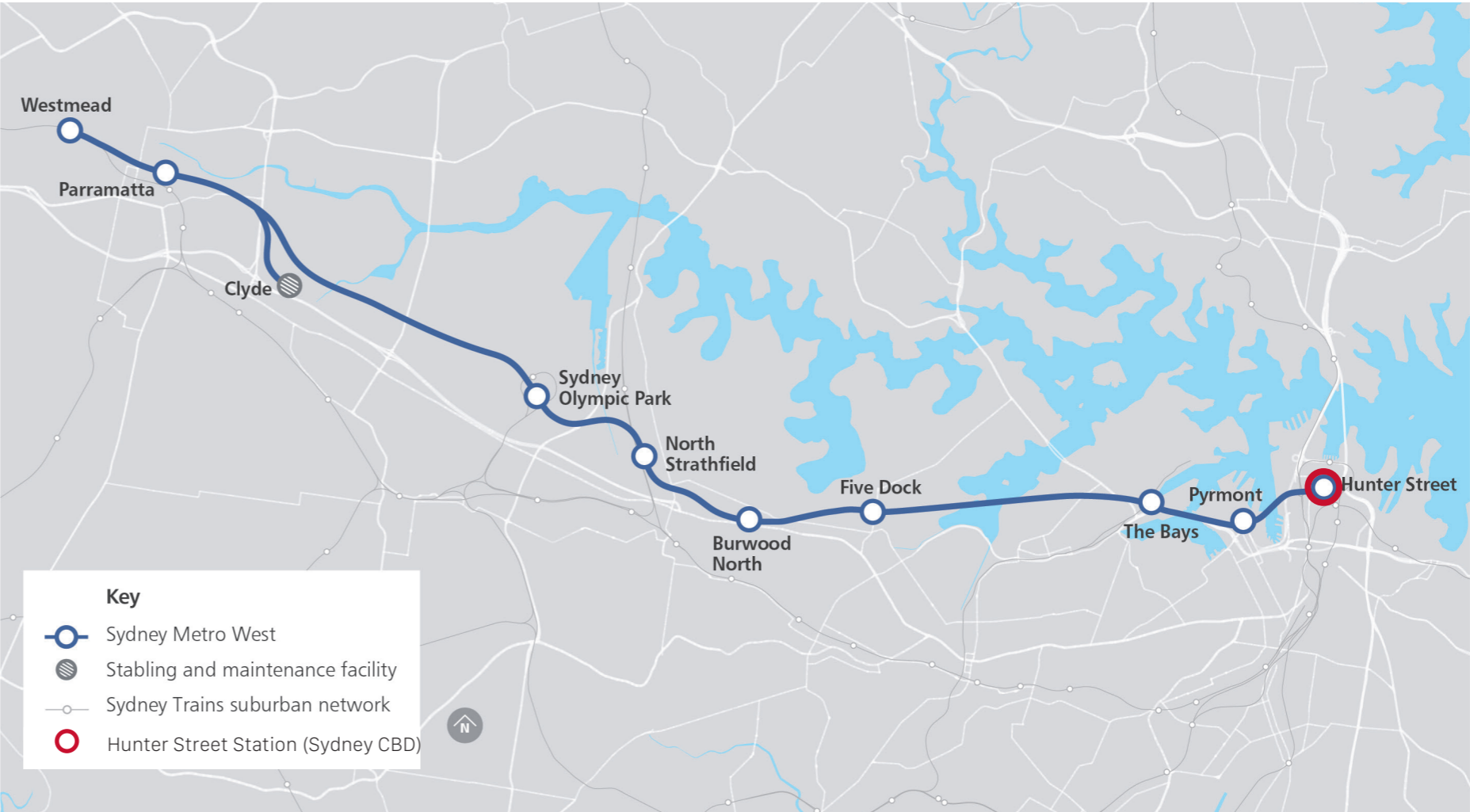
Sydney Metro West comprises a new metro rail line extending from Westmead to Sydney CBD with nine new underground metro stations, including a station at Hunter Street in the Sydney CBD.

In the commercial heart of the Sydney CBD, the Hunter Street Station will become a new hub with easy connections to George Street, Light Rail, Sydney Trains services at Wynyard and Martin Place and the new Sydney Metro City & Southwest station at Martin Place.

A large activated precinct between George, Hunter, O’Connell and Bligh streets will prioritise pedestrians and support a vibrant public domain in the heart of the Sydney CBD. Station entrances are proposed to be located on Bligh, O’Connell and George streets. Proposed underground walkways will allow for easy transit all the way from Martin Place to Barangaroo providing efficient links with Sydney Metro City & Southwest and Sydney Trains services.

The new station is expected to have the busiest city bound platform across the entire Sydney rail network in the morning peak, taking pressure off Wynyard and Town Hall stations.

Sydney Metro is seeking to deliver Hunter Street Station under a two part planning approval process. The station infrastructure is to be delivered under a Critical State Significant Infrastructure (CSSI) application subject to provisions under Division 5.2 of the EP&A Act, while the over station developments are to be delivered under a State Significant Development (SSD) subject to the provisions of Part 4 of the EP&A Act. It is noted a Planning Proposal request has been submitted to the City of Sydney Council to amend the planning controls on the site (refer to section 1.2.3).



2. Metro West Alignment Map (Source: Sydney Metro)

# Project Benefit

This SSDA for the site sits alongside a precinct wide upgrade and forms part of the Sydney Metro West metro rail line.

## Public Infrastructure - Hunter Street Station

Sydney Metro would effectively double rail capacity from Parramatta to the Sydney CBD with the delivery of a new high capacity rail connection and would foster significant growth in jobs across the project corridor. Sydney Metro West would provide city-shaping benefits including:

- Supporting planned growth and land use outcomes in the CBDs, planned precincts and urban renewal areas
- Supporting the implementation of 30-minute cities as outlined in the Greater Sydney Region Plan by providing turn-up-and-go services to key destinations
- Supporting the creation of jobs and housing opportunities in Western Sydney with improved liveability and better access to services and employment
- Promoting healthier and more sustainable travel behaviours through enhanced pedestrian environments, opportunities for incidental exercise and potential for reduced travel related stress.



## Alignment with the City of Sydney Policies and Objectives

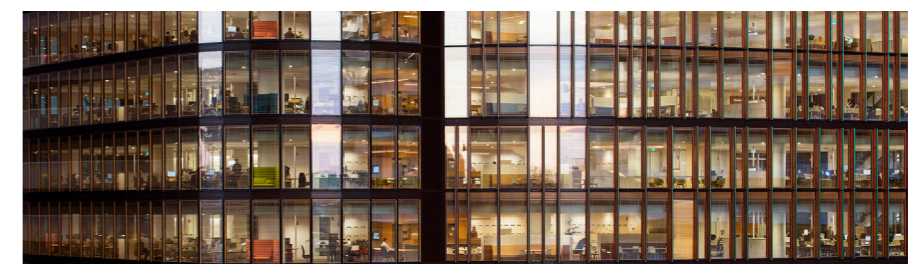
Hunter Street precinct embraces and facilitates growth that is aligned with the objectives, aims and vision outlined in the Central Sydney Planning Strategy:

- Promotes sustainable buildings with great design and architecture
- Creates opportunities for beautiful places
- Enables the protection and adaption of our heritage
- Ensures a resilient and diverse economy
- Promotes efficient and effective transport
- Makes efficient use of land
- Support great streets
- Delivers a city for people
- Ensures strong community and service infrastructure accompanies growth



## Employment Space - 60,000m2 (GFA) of employment space within the Commercial core of the Sydney CBD

The Concept OSD for Hunter Street East will provide commercial office space and retail opportunity at a height and density for a future commercial tower which will increase growth opportunities for employment floor space, promote the efficient use of land, and encourage innovative design. It will also unlock opportunities for the delivery of cultural, social and essential infrastructure and improved public spaces commensurate with growth. The proposal will respond to the key move of the Central Sydney Planning Strategy by prioritising and increasing employment capacity.



# Public Domain Vision

The public domain will be delivered through the CSSI application for the construction of the Hunter Street Station (Sydney CBD).

## Precinct Vision

To provide an exemplary Sydney Metro Station Precinct that draws upon and celebrates the culture and history of the Gadigal people and greater Eora Nation, enriching the cultural fabric and experience of the city.

### Precinct vision

"A landmark station that reinforces the commercial heart of the Eastern Harbour City, unlocking public transport capacity and catalysing new economic opportunities by linking with Greater Parramatta in the Central River City."

Hunter Street Station will revitalise Sydney's northern CBD and become a gateway to jobs, business and tourism and a catalyst for economic recovery. The new Hunter Street Station presents an opportunity to improve the local area and create a precinct and a sense of place, not just a station, but an integrated, world-class transport hub which will transform this part of the CBD. The station will provide an integrated transport hub connecting to Wynyard to Martin Place through underground links and providing an interchange between Sydney Trains, Sydney Metro, light rail and buses. The station will be delivered as State Significant Infrastructure and will be guided by the following place and design principles:

- Reinforce Sydney's global standing by significantly improving public transport accessibility between the Eastern Harbour City and the Central River City, enhancing 'job-to-job' connections and catalysing economic growth.
- Establish an integrated transport hub in this northern CBD precinct, strengthening Sydney's rail network and linking important destinations to deliver a more connected city.
- Deliver highly efficient interchanges between metro and other public transport modes, with capacity to support high volumes of pedestrians above ground and underground, while delivering a high-quality customer experience.
- Facilitate integrated over station developments that promote design excellence and contribute to the unique attributes and character of this northern CBD location, aligned with the Central Sydney Planning Strategy.
- Deliver a design that promotes active street frontages to support a vibrant public domain in the heart of the Sydney CBD, and which delivers a high-quality station address to George Street - the CBD's north-south pedestrian boulevard.

Sydney Metro aims to achieve a coordinated response between the station, precinct and future development, including entries, plazas and streetscape and is working with landowners, developers and Council to deliver the best outcome for the precinct, including the underground station and the buildings and spaces above it.



3. Precinct Vision

# Development Sustainability Strategy

## Sustainability Strategy

A sustainability rating strategy has been established for Sydney Metro West (SMW) station development. Sustainability rating requirements are correlated across a range of current and emerging regulatory, policy, statutory planning and Sydney Metro requirements, and market recognised standards, drivers and trends.

Minimum sustainability rating requirements are defined for the proposed development.

The future commercial tower developments facilitated by this concept proposal will:

- Target a 6 star Green Star Buildings rating
- Achieve a 6 star NABERS Energy for Offices rating for the base building under a Commitment Agreement
- Demonstrate the annual water consumption is less than a 4.5 star NABERS Water for Offices budget
- Deliver a 40% reduction in annual water consumption when compared to a reference building

Sustainable transport initiatives have been defined to:

- Reduce the emissions attributed to private vehicle use by 40% and Vehicle Kilometres Travelled (VKT) by 20%
- Encourage walkability by demonstrating there are a range of diverse amenities within 400 m

A Climate Positive Pathway has been outlined.

- Achieve a 40% reduction in upfront carbon emissions over a reference building
- Demonstrate a 30% reduction in energy use over a reference building
- Prepare a Zero Carbon Action Plan (ZCAP)
- Source 100% of the building's energy from renewables
- Eliminate or offset high GWP refrigerants
- Offset 100% of residual embodied emissions

Further detail on sustainability commitments can be found in the Sydney Metro West Ecologically Sustainable Development Report which accompanies this Concept SSDA.



### CLIMATE POSITIVE

- 40%** reduction in upfront carbon emissions
- 30%** reduction in energy use
- 100%** renewable energy
- 100%** elimination / offset of other emissions
- 40%** reduction in potable water use
- 30%** reduction in life cycle impacts



- Manage environmental impacts during construction
- Be verified to work
- Enable practices that reduce operational waste
- Drive supply chain transformation



- Have improved air
- Have improved light
- Have improved acoustics
- Have improved products
- Connect people to nature



- Be built with climate change in mind
- Have capacity to bounce back from shocks and stresses



- Promote physical activity
- Create safe, enjoyable, integrated and comfortable places



- Embrace the diversity of our population
- Address the social health of the community



- Protect environmentally significant areas
- Create biodiverse green spaces

Source: Ecologically Sustainable Development Report

# Station Design

Hunter Street Station is an underground station incorporating ground level station elements and an over station development (OSD). The key station features include:

- Two station entrances (east and west) connected by an underground cavern under Hunter Street
- 11 escalators to the platform to assist with vertical transportation.
- Integrated commercial towers.
- Underground connections to Wynyard Station from the Hunter Street West and Martin Place Metro from Hunter Street East site.

The Hunter Street West station entrance faces George Street, almost opposite the George Street entrance to Wynyard Station. There are additional east-west and north-south surface level connections proposed into the station entry hall to improve customer distribution through the surrounding street network. **The following are the concept design attributes to maximise the utilisation of the site:**

- Cavern is located below Hunter Street and the station box is located adjacent to the cavern (to the south).
- Concourse is located at below ground with the gateline at this level
- OSD core is located at the eastern boundary of the site to maximise usable space in the station.

With such significant station elements at ground level and below there are constraints on the OSD component which must be incorporated into the concept design. The primary constraints are summarised as follows:

- The location of the cores are defined by the spatial requirement of the site that include significant station infrastructure and public domain.
- The structure is constrained due to the location of the below ground public infrastructure.
- The size and quantity of the structural elements is sought to be reduced to include openness of publicly accessible spaces.
- The constraints are driven by capacity requirements and pedestrian flow.
- Areas required for loading dock and other services on the ground level.
- Areas required for commercial lobby and retail to provide activation at the ground level.

NOTE: Detail of the station is covered by separate planning approval



4. An artist's impression of Hunter Street station.

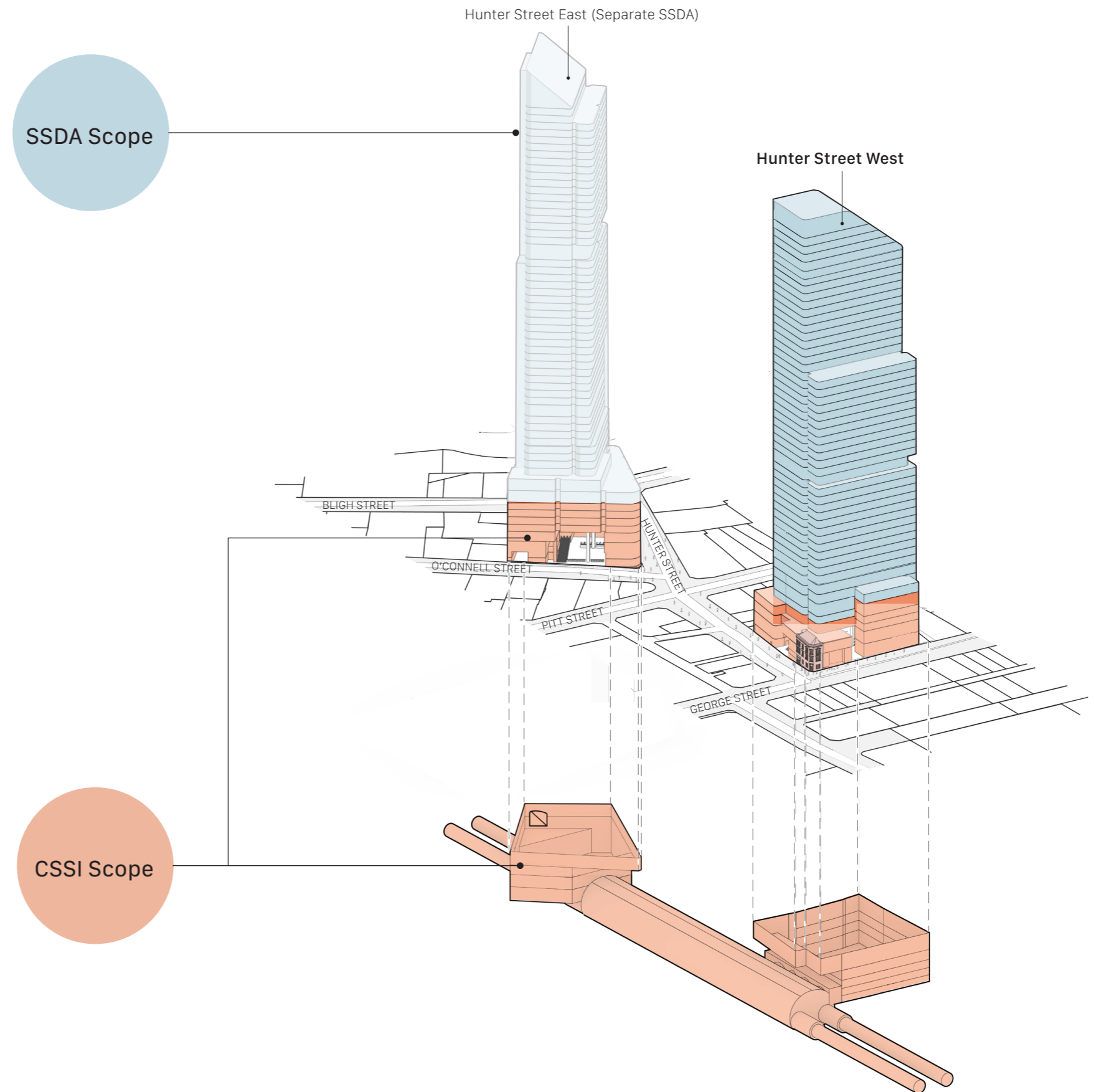




# Planning Approval Pathway

Hunter Street is subject to multiple planning approval pathways. The following environmental assessment processes apply:

- **CSSI Scope** - 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.
- **Concept SSDA** - The development consent for a detailed design will be subject of a future Concept SSDA and future Detailed SSDA.



# Government Architect New South Wales

*"Good design is fundamental in creating better places, considering the needs of people and the community."*

GANSW

## Better Placed



5. Better Placed

The proposal will form part of a highly connected transport network, improving business to business connections and supporting the 30-minute city. Commercial uses are located above the transport infrastructure of the Hunter Street West Station. The new commercial spaces will assist in increasing the employment floorspace within the CBD and together with the enhanced public domain, the proposal will be *Better for People and Better Working*. Additionally, the provision of the through site links will increase the pedestrian permeability of the site and provides the potential to enhance connections to neighbouring sites.

The provision of retail spaces, station and building entries on the ground level will positively contribute to the activation of the public domain. The proposal also considers and responds to the interface with George Street, enhancing opportunities for social interaction thereby making it *Better for Community*.

The built form envelope is well considered within its setting and responds to the surrounding heritage items, including the heritage listed Former Skinners Family Hotel, thereby contributing to *Better Fit and Better Look and Feel*. The proposal will be of *Better Performance* as it will target high sustainability outcomes, meet best practice energy performance and will align with the Green Star Climate Positive Pathway.

Optimum utilisation of the central CBD site along with the provision of transport infrastructure, retail and additional employment space will assist in the *Better Value* of the site.

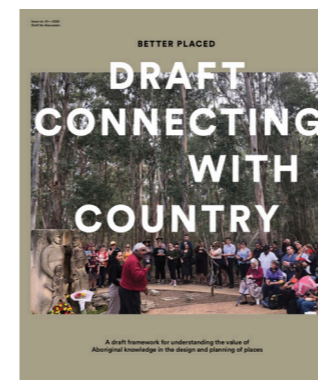
## Aligning Movement and Place



6. Aligning Movement and Place

The diverse roles of streets with an emphasis on creating people places is embraced in the Hunter Street Precinct.

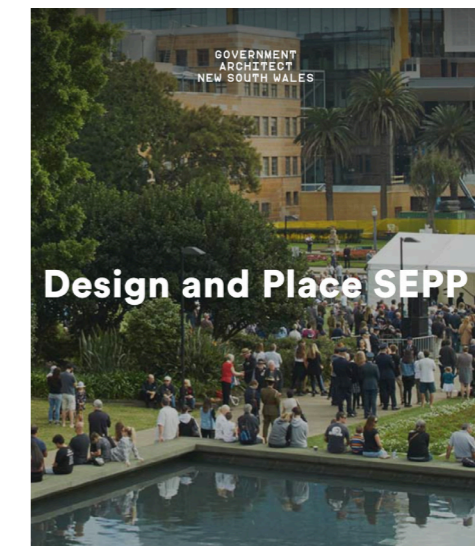
## Draft Connecting with Country



7. Draft Connecting with Country

The Hunter Street Precinct acknowledges the traditional custodians of the land and the value of Aboriginal knowledge in the design and planning of places.

## Design and Place SEPP



8. Design and Place SEPP

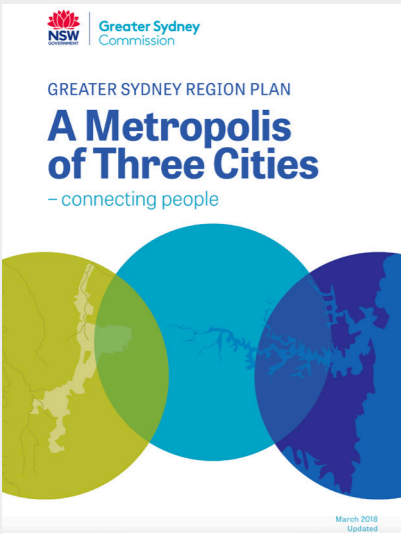
The main principles are to:

- Deliver beauty and amenity
- Deliver inviting public spaces and enhanced public life
- Promote productive and connected places
- Design sustainable and greener places
- Deliver resilient and diverse places

The Hunter Street Precinct seeks to create an integrated development that is high quality, diverse and well connected.

# Strategic Planning Framework

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



9. A Metropolis of Three Cities

The Greater Sydney Region Plan (Region Plan) provides the overarching strategic plan for growth and change in Sydney. It is a 20-year plan with a 40-year vision that seeks to transform Greater Sydney into a metropolis of three cities - the Western Parkland City, Central River City and Eastern Harbour City.

The proposed Concept OSD responds to the Harbour CBD's focus on innovation and global competitiveness to underpin its continued growth, backed up by the significant Sydney Metro West project.

In accordance with Objective 18, the proposal aligns explicitly with the Region Plan to:

"deliver a 30 minute city, connections to existing infrastructure across all three cities needs to be improved. Planning decisions need to support new infrastructure in each city."

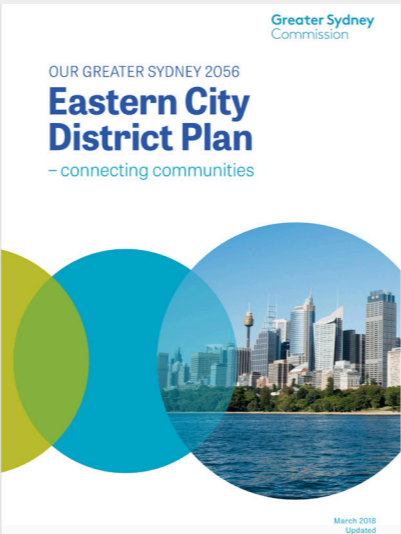
The proposal supports new infrastructure, being the new Sydney Metro network, through enabling residents, workers and visitors to the city to benefit from being well connected to services and jobs. The proposal integrates retail and commercial land uses which will deliver equitably enhanced opportunities through providing jobs and services within the CBD and as part of a highly connected network.

The proposal benefits from the investment in infrastructure through delivering connections linking people to their jobs and services from their homes. The proposal facilitates the delivery of a significant amount of office and retail floor space (xxsqm of commercial floor space with an additional xxsqm of retail and community uses floor space) which strengthens the Harbour CBD's economy globally and nationally.

The proposal maximises opportunities presented by the Sydney Metro Hunter Street Station to improve business to business connections and support the 30-minute city. The proposed development will also improve the extent of ground floor activation, by enabling station entrances on key building frontages that are directly accessible and visible by pedestrians, in addition to providing retail and other active uses at the public domain interfaces of the OSD. This will support a diversity of uses for competitive services and entertainment opportunities, ensuring activity throughout the day and night.

The proposal will deliver high sustainability outcomes generally consistent with the City of Sydney's expectations for high density development proposed within tower cluster areas in Central Sydney. The proposal will deliver improved sustainability outcomes than the existing or previous building stock on the Hunter Street Station sites.

## Our Greater Sydney 2056: Eastern City District Plan



10. Eastern City District Plan

The Eastern City District Plan covers the LGAs of Sydney, Woollahra, Waverly, Randwick, Bayside, Inner West, Burwood, Strathfield and Canada Bay. Planning Priorities that directly relate to the proposed Concept OSD include:

**E1 – Planning for a city supported by infrastructure**

The proposal directly benefits from the development of the Sydney Metro Hunter Street Station by locating additional commercial land uses and additional commercial floor space above a transport infrastructure. The development aligns with the place-based infrastructure service which encourages active transit methods such as walking and cycling and to maximise the efficient use of the existing transport and future new capacity of the new metro station.

**E6 – Creating and renewing great places and local centres and respecting the District's heritage**

The proposal includes a building envelope that has been designed to respond appropriately to the public domain, including the heritage listed Former Skinners Family Hotel to ensure that the building is not left isolated by development on the site and is integrated into the use and planning for development on the site.

**E7 – Growing a stronger and more competitive Harbour CBD**

The proposed development will help facilitate significant

new premium quality commercial office space within Central Sydney to maximise the competitive advantage of this part of Sydney and attract high quality employment opportunities.

**E10 – Delivering integrated land use and transport planning and a 30-minute city**

By locating additional commercial land uses above Hunter Street Station western site, the proposal contributes to the vision for a 30-minute city. Further, the proposal is considered sustainable as it is likely to result in a high proportion of trips by public transport, walking and cycling trips to reduce emissions and heath.

**E11 – Growing investment, business opportunities and jobs in strategic centres**

The proposal will deliver a new commercial OSD building in Sydney's CBD district that has the potential to provide additional employment opportunities during the construction and operation stages.. The site is in a highly accessible location with direct connection to Sydney Metro and other public transport modes. The scale of the commercial office floor space and floor plates proposed will enhance the viability of the Harbour CBD as the primary employment hub for the State.

**E19 – Reducing carbon emissions and managing energy, water, and waste efficiently**

The proposal will deliver a commercial office building with high sustainability outcomes, that meet and exceed the best practice energy performance nominated by the City of Sydney's new commercial development in the tower cluster areas of Central Sydney.

The proposed development will target the following minimum sustainability rating targets:

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

In combination with the Sustainability Rating Strategy, performance targets have been identified for the proposed development to align with the Green Star Climate Positive Pathway. Future detailed design of the OSD will achieve ambitious ecological sustainable development targets including meeting the City's net zero energy requirements.

City Plan 2036: Local strategic planning statement



11. City of Sydney – Local Strategic Planning Statement

City Plan 2036 is the Local Strategic Planning Statement (LSPS) for the City of Sydney and links the state and local strategic plans with the planning controls to guide future development and the Local Environmental Plan review.

The City Plan sets 13 priorities to achieve the City’s Green, Global, Connected vision and guide future changes to the City’s planning controls, of which the following are notably relevant:

11. Movement for walkable neighbourhoods and a connected city

The proposed development is co-located with the new metro and will directly facilitate the development of a place-base infrastructure service which encourages active transit methods such as walking and cycling and the Sydney Metro Hunter Street Station western site. By locating additional commercial land uses above the station, the proposal contributes to the vision for a 30-minute city. Further, the proposal is considered sustainable as it increases the proportion of trips by public transport, walking and cycling trips to reduce emissions and heath.

12. Align development and growth with supporting infrastructure

The proposal directly relates to the timely delivery of the new Hunter Street Station and in achieving the priority to

provide infrastructure projects on-time and on-budget.

The proposal will assist in promoting the use of the existing walking and cycling networks in the CBD, as well as encouraging the use of the heavy and light rail metro network.

E7. Growing a stronger, more competitive Central Sydney

The proposal is located within the Sydney CBD and will provide for additional and contemporary commercial floor space to support business and enterprise activities to contribute to the creation of a world class city centre.

S2. Creating better buildings and places to reduce emissions and waste, and use water efficiency

The sustainability framework for the project implements both the Green Star rating scheme and the NABERS rating. The proposed development will target the following minimum sustainability rating targets:

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

In combination with the Sustainability Rating Strategy, performance targets have been identified for the proposed development to align with the Green Star Climate Positive Pathway.

The project minimum sustainability rating targets meet and exceed the best practice energy performance nominated in clause 7.25A Sustainable development in Central Sydney tower cluster areas of the SLEP 2012, which will help to achieve ambitious ecological sustainable development targets including meeting the City’s net zero energy requirements.

Central Sydney Planning Strategy



12. Central Sydney Planning Strategy

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

The Strategy outlines 10 key moves, of which the following are relevant:

1. Prioritise employment growth and increase capacity

The proposed development prioritises employment floorspace and will deliver a significant amount of new commercial floor space which will contribute to the targeted increase in employment floorspace within the city centre. In addition, the proposed development will also facilitate genuine activation at street level and in the lower podium levels via the provision of retail spaces.

2. Ensure development responds to context

The proposed building envelope has been designed to respond to the surrounding context and complies with all setbacks and design guidelines as required by the Hunter Street Station OSD Design Guide.

5. Ensure infrastructure keeps pace with growth

The proposed development will facilitate the delivery of a critical piece of regional infrastructure.

6. Move towards a more sustainable city

Ecologically Sustainable Design (ESD) principles will be applied in the design, delivery and operation of the project. The proposal will achieve the ambitious sustainability targets as set out in the Design Guidelines, consistent with the City of Sydney’s expectations for commercial buildings within the tower cluster areas.

7. Protect, enhance and expand Central Sydney’s heritage, public places and spaces

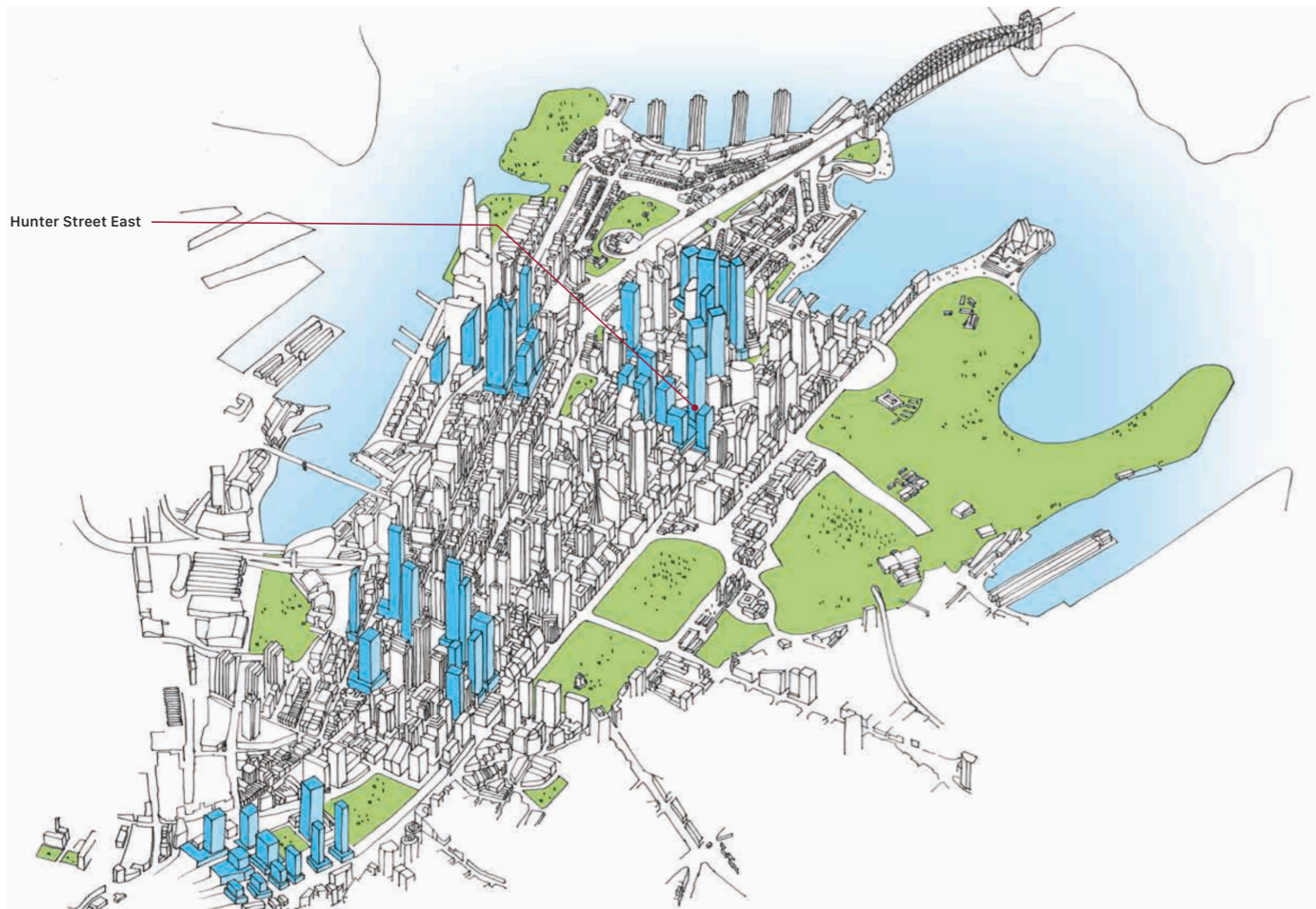
The proposed development complies with the Martin Place and Pitt Street sun access plane requirements, retains and sensitive adaptively reuse of the heritage item onsite, positively responds to the character and features of heritage items in the vicinity of the site. The site is not located within a designated Special Character Area.

8. Move people more easily

The proposed development is located in close proximity to numerous multi-modal transport options and includes bicycle parking spaces/lockers for workers and visitors.

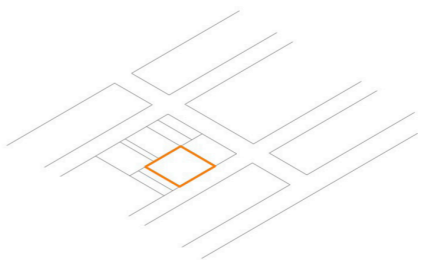
# Central Sydney Planning Strategy

The Strategy informed recent amendments to planning controls to incentivise growth of employment centres and retain the primacy of Central Sydney as a globally innovative and competitive city. The introduction of revised densities and height of building controls is to encourage growth of employment generating floor space in Central Sydney, whilst protecting public amenity. Land is Central Sydney's most important asset, maximising the efficiency of floor space within the height available is a key move for the efficient and productive use of land.

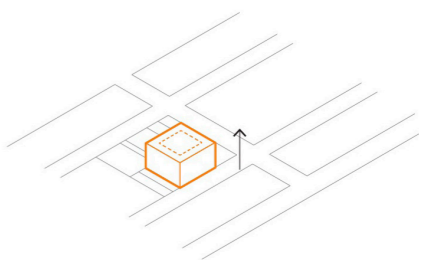


13. Tower Cluster 3D (Source: Central Sydney Planning Strategy)

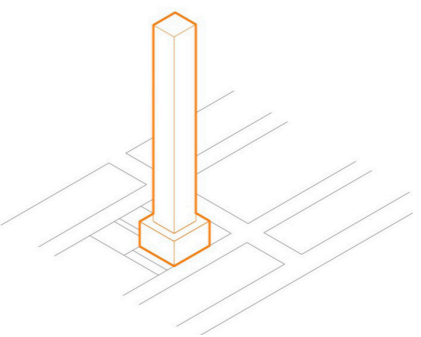
Steps in determining an envelope that are outlined within the strategy



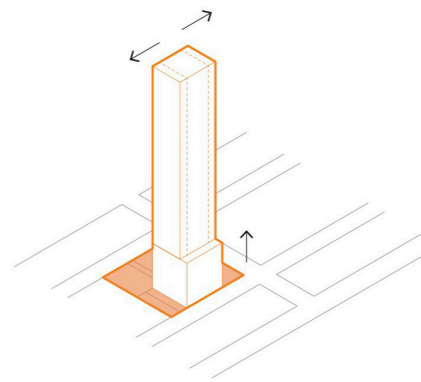
**Step 1:** identify a site(s) complying with the Guidelines minimum Site Area



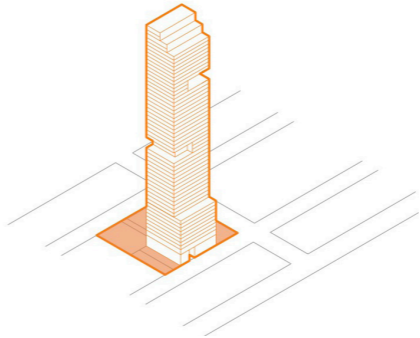
**Step 2:** define a podium form in compliance with Sydney DCP



**Step 3:** define a tower form in compliance with the Guideline in relation to maximum height and Sydney DCP in relation to Built Form Controls



**Step 4:** test and define a non-compliant podium and tower form in line with Schedule 11 of Sydney DCP and a negotiated Block Agreement with neighbouring sites



**Step 5:** determine a density based on the envelope achieved using floor space efficiencies consistent with the Guideline

# Sydney Local Environmental Plan 2012 (SLEP)

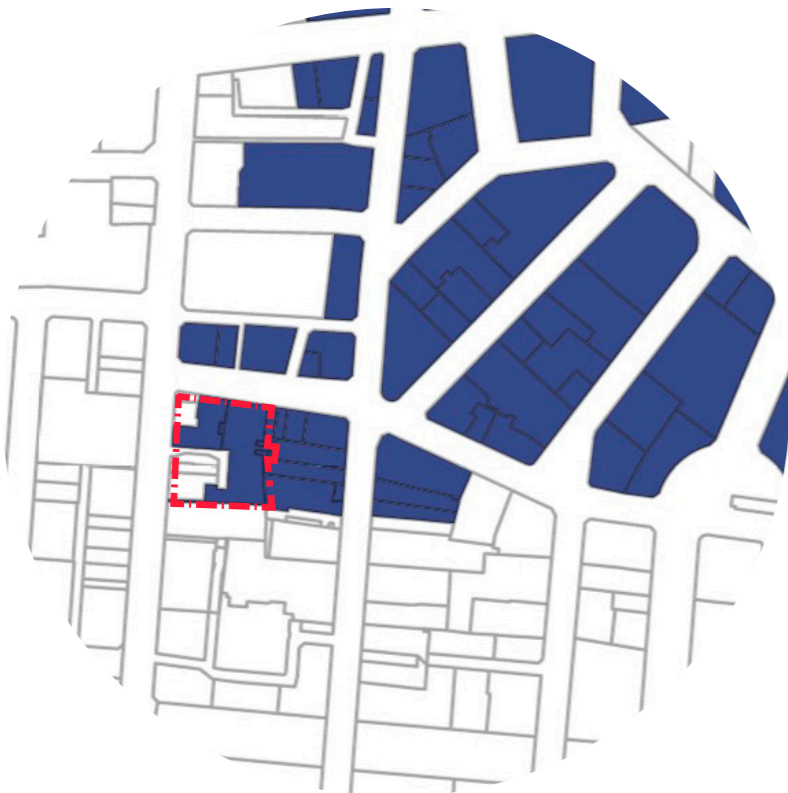
## Tower Cluster Areas

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

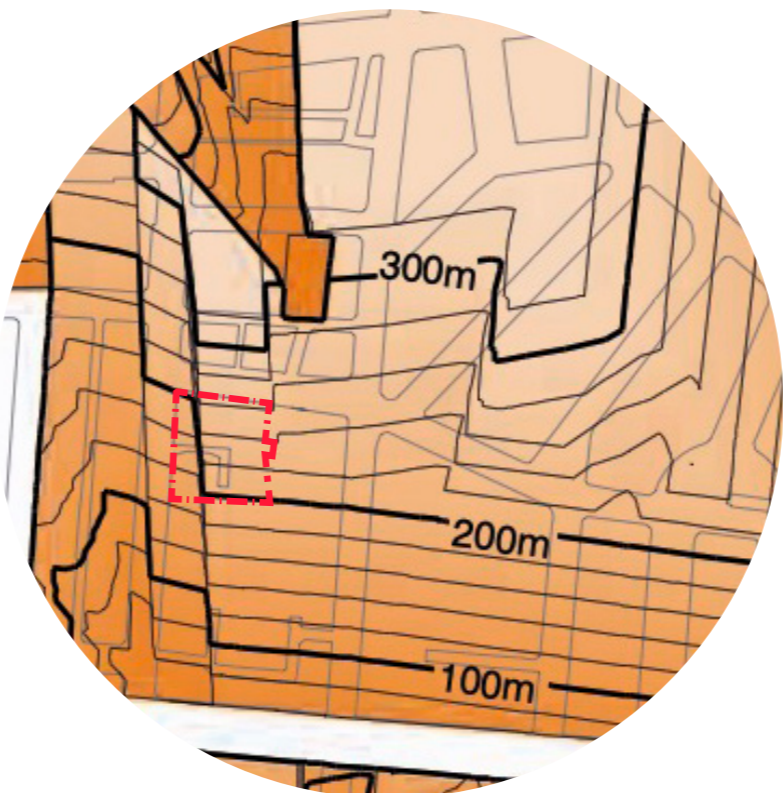
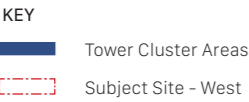
Development within the tower cluster areas benefit from a new planning pathway for additional building heights and densities above existing maximum limits to increase growth opportunities for employment floor space, promote the efficient use of land and encourage innovative design. **The current planning proposal seeks to establish revised heights and FSR controls for the site.**

## Key LEP Controls

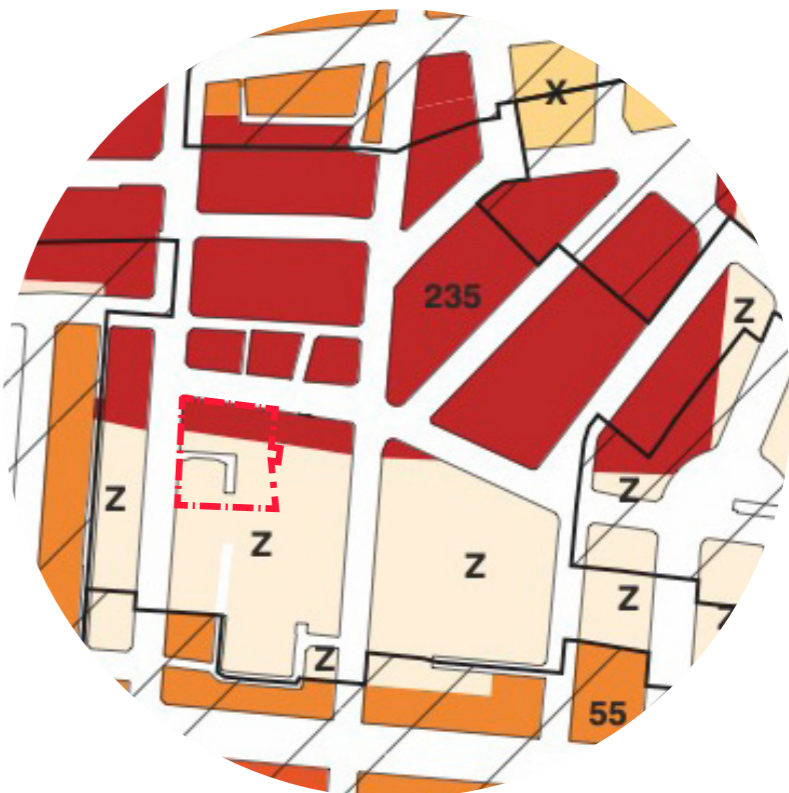
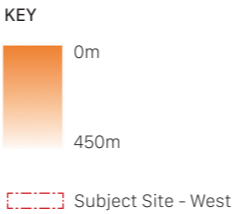
The amendments to the Sydney LEP include the following key maps which apply to the land which is the subject of this report.



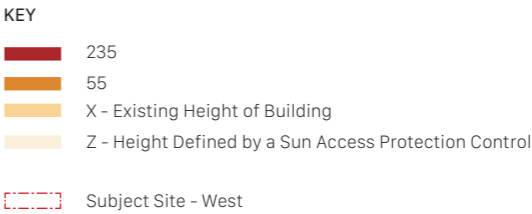
14. Tower Cluster Map



15. Sun Protection Controls Heights Map - including Airport PANS OPS heights (RLs AHD)



16. Height of Building Map



The site is mapped with the Tower Cluster Area. Whilst not all the lots are located within the tower cluster area, the planning proposal seeks for a consolidated set of planning provisions for the western site, and remains aligned with the intent for built form in tower cluster areas, including consideration for setback.





# Site Context and Survey

## Hunter Street West

The Hunter Street western site (the site) is occupied by commercial office buildings, restaurants, shops, as well as a range of business premises and employment and medical/ health services premises. The site includes the State heritage-listed 'former Skinners Family Hotel including interiors' at 296 George Street.

The site features a more moderate gradient running from west down to east along Hunter Street, noting that there is approximately a 3.4m level difference between George Street and the north - eastern corner of the site at Hunter Street. It also includes a partial underground pedestrian through-site link that connects Wynyard Station west of George Street via the Hunter Connection.

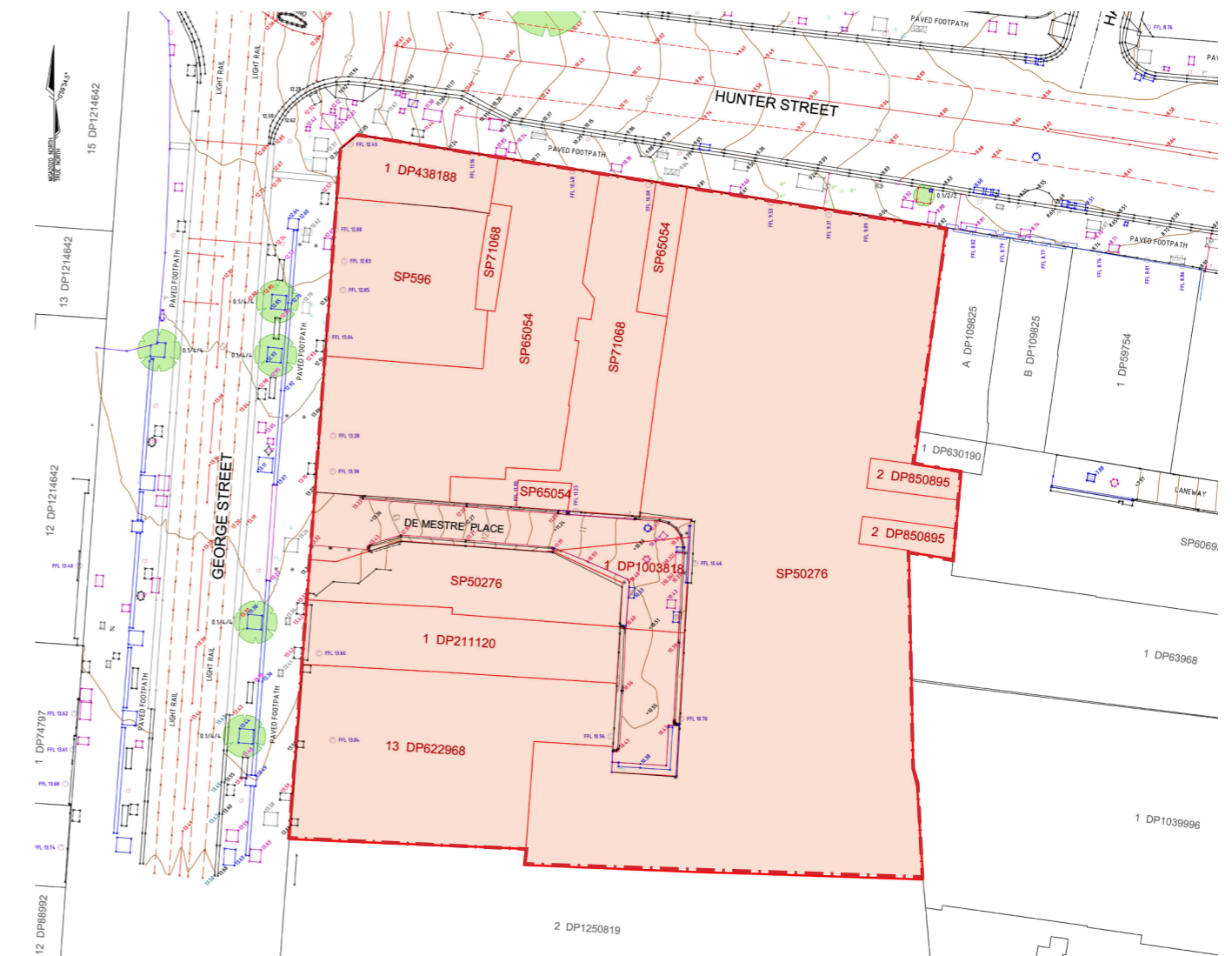
The existing buildings occupying the site include:

- **296 George Street**  
An existing 3-storey building with a single level basement known as the former Skinners Family Hotel which is listed on the State Heritage Register.
- **300 George Street**  
A 14-storey strata-titled commercial office building which is adjacent to the former Skinners Family Hotel and opposite Wynyard Place.
- **312 George Street**  
A 3-storey building with restaurant at ground floor.
- **314-318 George Street**  
A 6-storey commercial office building.
- **5010 De Mestre Place (Over Pass)**  
Stratum above ground level for a pedestrian bridge connecting George Street to Pitt and Hunter Streets via Hunter Connection.
- **9 Hunter Street**  
A 20-storey commercial office building, and the main Hunter Street entry point to Hunter Connection.
- **5 Hunter Street**  
Includes Hunter Arcade and a 11-storey commercial.

- **7-13 Hunter Street**  
Includes Hunter Connection, a through-site link connecting George, Pitt and Hunter Streets to Wynyard Station.
- **De Mestre Place**  
A laneway off George Street which includes access for loading and servicing.



17. Existing Development - Hunter Street West



18. Hunter Street West - Site Survey (Source: RPS Australia East Pty Ltd)

**Hunter Street West**  
Site Area - 3736.1m<sup>2</sup>

# Surrounding Development

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

A number of key commercial buildings are located in or around the Sydney CBD, including educational facilities, historic buildings and structures, law courts, public gathering spaces and places of worship. Significant areas of open space, such as the Botanical Gardens, the Domain and Hyde Park are also located within or near the Sydney CBD area, as well as the World Heritage Sydney Opera House and iconic Sydney Harbour Bridge.

- North of the sites is a major commercial area comprising high density commercial towers along George Street, Pitt Street, and Bridge Street, including the Met Centre and Australia Square buildings. The area also comprises tourism and entertainment related uses including hotels, shops, restaurants, cafés, nightclubs and bars, with the area around Circular Quay and the Rocks a major tourism precinct and providing significant support for the night time economy.
- East of the sites are major commercial towers along Hunter Street, including Martin place North, Chifley Tower, 8 Chifley Square, Aurora Place and Deutsche Bank Place. Beyond Hunter Street, the State Library of NSW and the NSW Parliament House front onto Macquarie Street, and beyond that lies the public open space of The Domain.
- South of the sites the land use remains predominantly multi-storey commercial offices but also includes cafés, bars and nightclubs, including the Ivy complex. Martin Place is a significant east–west pedestrian thoroughfare which contains many culturally significant buildings and structures including the Cenotaph memorial and the General Post Office building, as well as Martin Place Station. Beyond Martin Place the Sydney CBD continues towards Town Hall, Haymarket and the Central Station precinct.
- West of the sites the land use remains predominantly high-density commercial offices, anchored by Wynyard Station. George Street contains the Sydney Light Rail (L2 Randwick Line and L3 Kingsford Line) and is a major north–south axis through the CBD connects Circular Quay, Wynyard, Town Hall and Central. East of Wynyard, the CBD continues towards the major commercial and entertainment areas around King Street Wharf and Barangaroo, which also contain significant high density residential apartment buildings.



# Urban Context

The Hunter Street (Sydney CBD) integrated station development is located in the northern part of the Sydney CBD, within the commercial core precinct of Central Sydney, within the Sydney Local Government Area (LGA). The Hunter Street Station includes two sites - the eastern site and the western site. This report relates to the western site only.

The site is located on the corner of George and Hunter Street, including De Mestre Place and land predominantly occupied by the existing Hunter Connection retail plaza.

KEY

- 1. Macquarie Park Place
- 2. Department of Lands Building
- 3. Education Department Building
- 4. First Government House
- 5. Chief Secretary's Building
- 6. Intercontinental Hotel
- 7. Australia Square Plaza
- 8. Chifley Square
- 9. Martin Place
- 10. Wynyard Park
- 11. Lang Park
- 12. Domain
- 13. State Library of NSW
- 14. Hype Park
- 15. Royal Botanic Gardens

- Public Domain and Parks
- Heritage Buildings
- Walking Distance
- Subject Site - West
- Line marking the original shoreline
- Line marking the Eora Journey Harbour walk
- Hunter Street Western Site
- SSDA East Site



20. Existing Urban Context

# Site Development

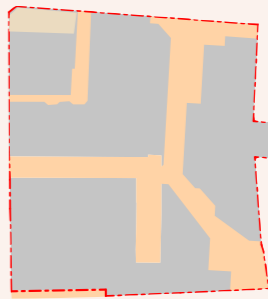
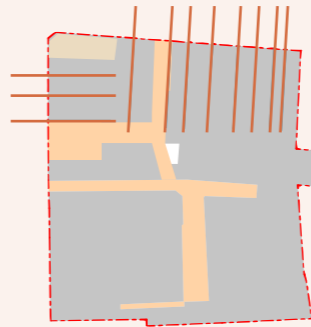
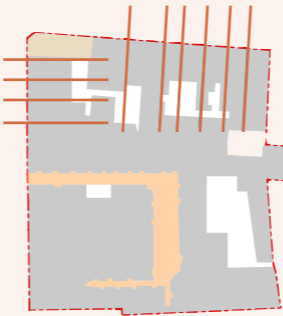
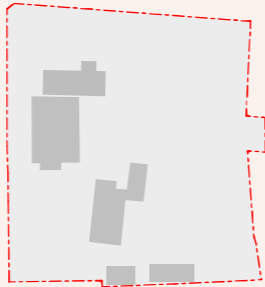
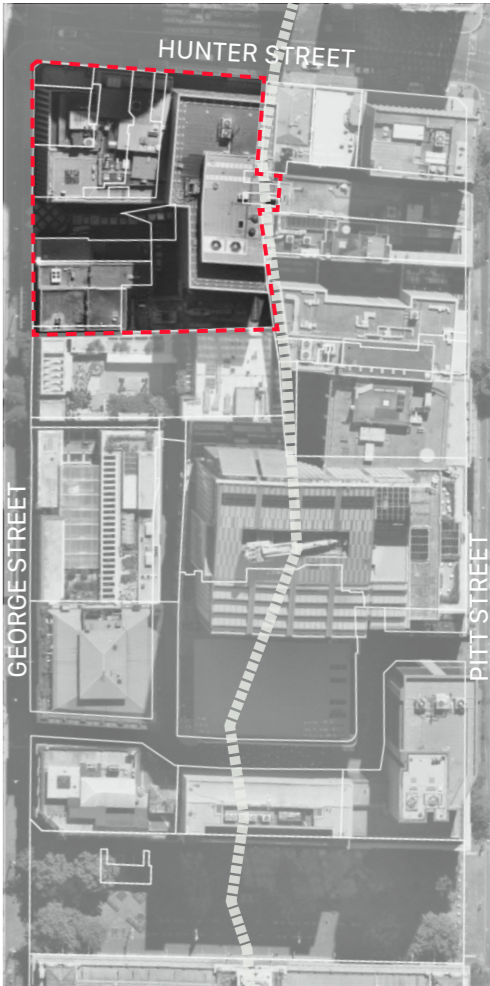
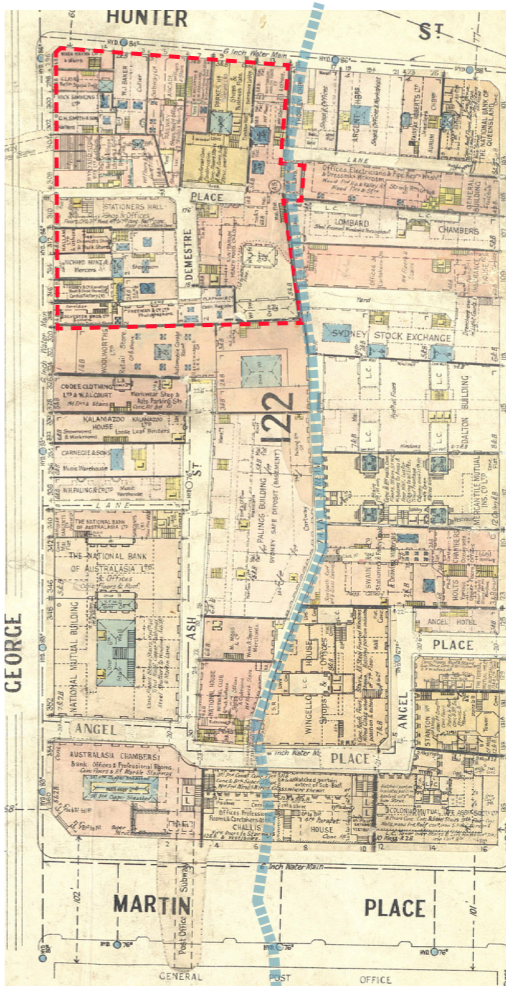
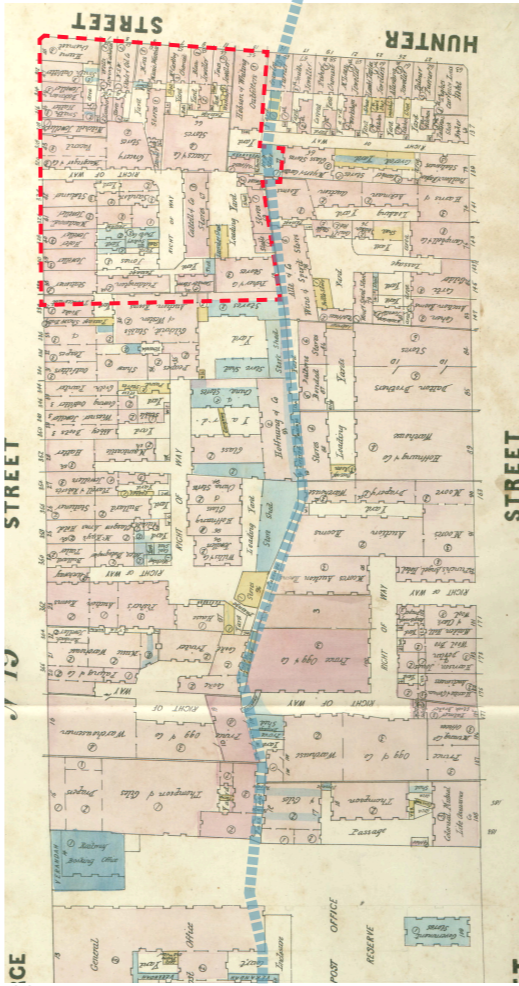
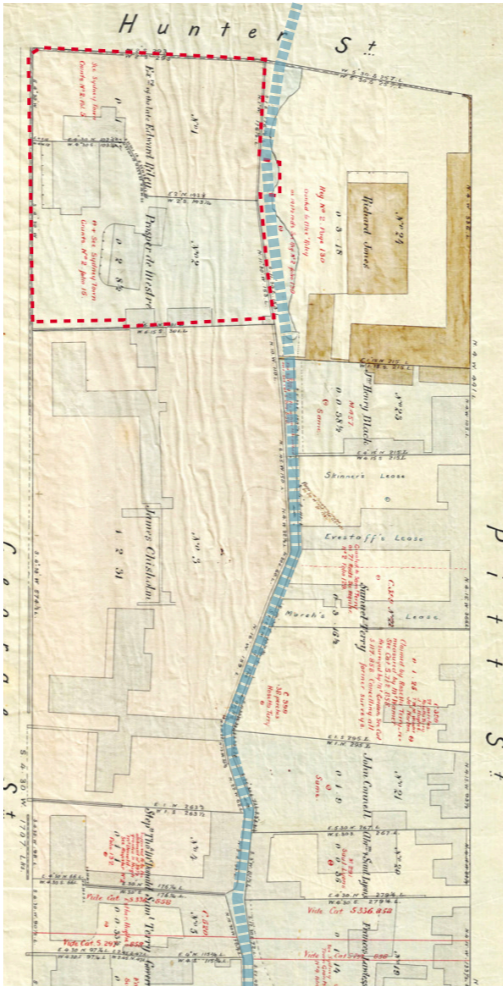
## Historical Evolution - Hunter Street West

The alignment of the Tank Stream has defined the eastern boundary of the site. Additionally, to accommodate lavatories over the Tank Stream, Empire Lane takes shape with the step in the east boundary.

With the development of Wynyard Station and the hunter connection the site became associated with transport

The Former Skinners Family Hotel is a significant remnant of the 19th Century streetscape.

De Mestre Place Is one of the oldest laneways in Sydney and named after Prosper de Mestre. Prosper de Mestre built a series of elegant stores from 1821 to 1844 along George Street. A laneway was created to provide access for goods being transported to the stores now called De Mestre Place.



1833

1880

1917-1939

CURRENT

Heritage Building Prominence

Based on the analysis undertaken, the site is in the vicinity of a number of State and Local listed heritage buildings which inform the character and streetscape of the precinct. Key views to heritage items have been identified. Each site offers potential to open up and enhance these key views.

The site includes the State heritage listed Former Skinners Family Hotel at 296 George Street and Tank Stream located immediately adjacent to the eastern boundary. It is located close to other Local heritage items including, NSW Sports Club, Grand Hotel and Australia Square.

Refer to the Sydney Metro West Non-Aboriginal Heritage Impact Assessment.



21. Key Heritage Views

KEY

State Listed Heritage Items

Local Heritage Items

SSDA East Site

Tank Stream

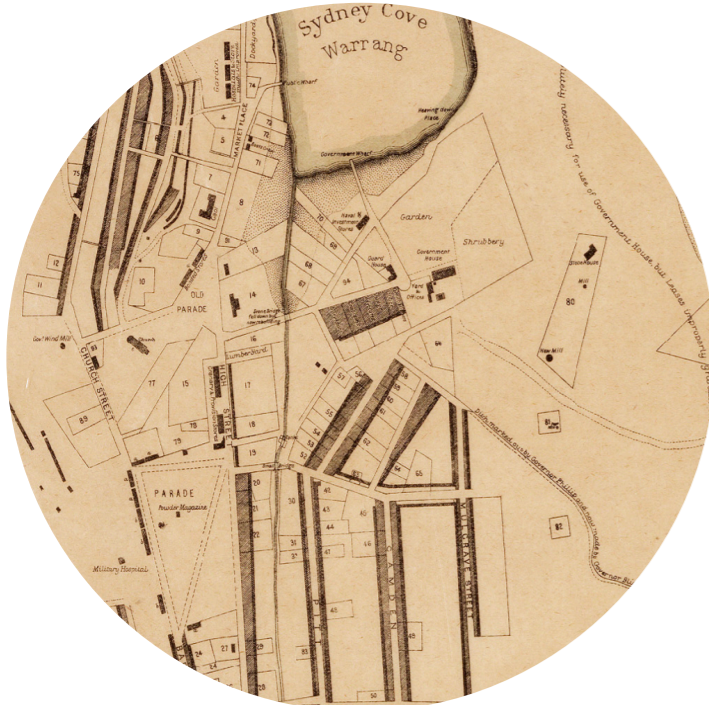
View Lines



22. Surrounding Heritage Items



Item Number	1808	1766	1656	1809	1915	1810	1673	1675	1676
Heritage Items	"NSW Sports Club"	Former Skinners Family Hotel	Tank Stream	"Grand Hotel"	Former Wales House	Former "Perpetual Trustee"	Richard Johnson Square	Former "City Mutual Life Assurance"	Former "NSW Club Building"
	10–14 Hunter Street	296 George Street		30–32 Hunter Street	64–66 Pitt Street	33–39 Hunter Street	Bligh Street	10 Bligh Street	31 Bligh Street



23. Plan of the town of Sydney in new South Wales in 1807 by James Meehan, Surveyor. Sydney Town, as it was then known, developed on either side of the central creekline that was later called the Tank Stream. Bridge St was the alignment of the first bridge across the stream and George St and Pitt St ran on either side. In 1812, Governor Macquarie arrived and within a few years, had regularized the streets and given them the names that they still carry.



24. The Tank Stream in circa 1842 by John Skinner Prout, showing the view northwards from Hunter St towards Sydney Cove with the Bridge St Bridge visible in the centre. By the 1830s, the Tank Stream had been covered over at Hunter Street and both sides of the street were occupied with buildings. The trend continued in the late 19th century, with the western end of Hunter St supporting small retail premises and the eastern end occupied by larger buildings of a more corporate or mercantile nature.



25. Watercolour drawing of Skinner's Family Hotel, 1849. The Former Skinner's Hotel is located at the George and Hunter st within the site boundary. The drawing shows the hotel in face brick with rendered window dressings. It more clearly illustrates a basement level to Hunter st.



26. View looking East from George st along Hunter st, 1900-1910. Former Skinner's Family Hotel to the right of image. Subject Western Metro site is situated.



27. View looking East along Hunter st, 1954.



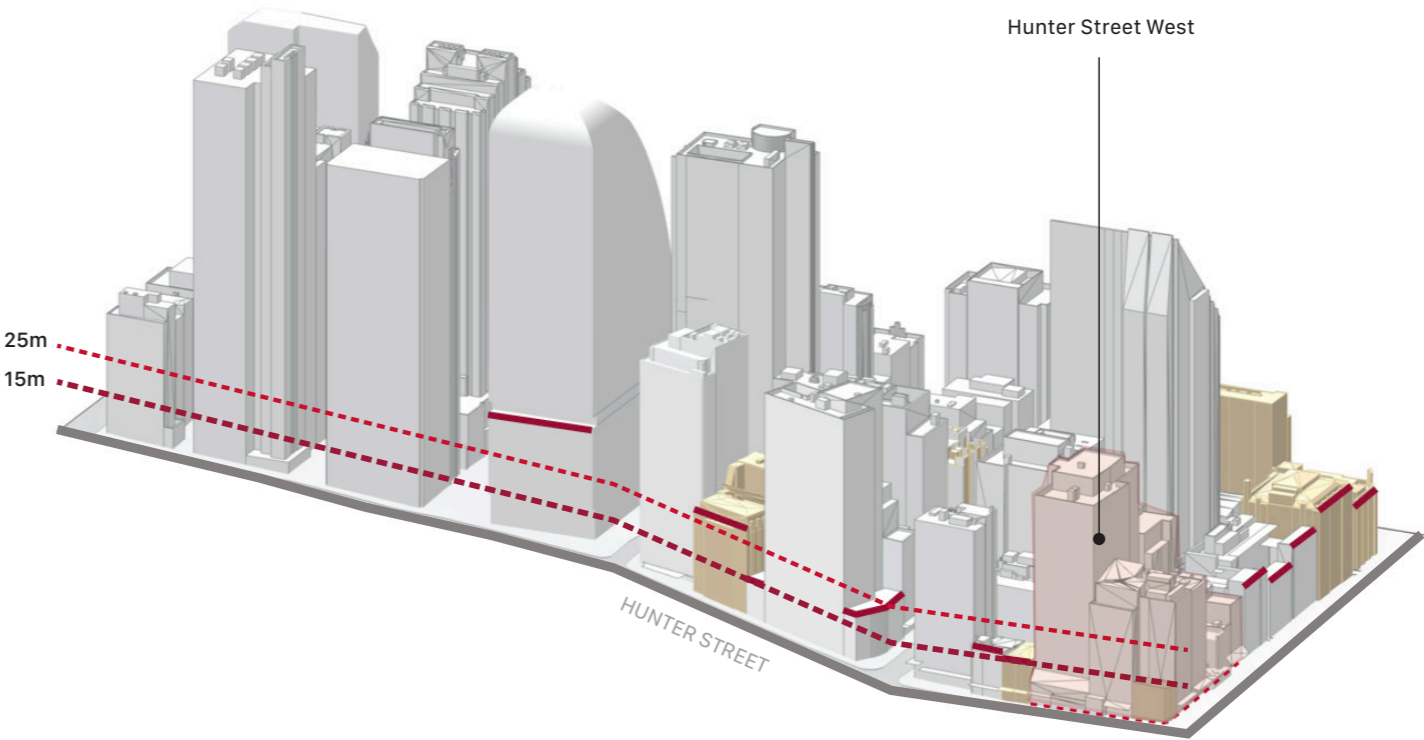
28. View looking East along Hunter st, 1980s, towards SSDA East Metro site.

# Contextual Analysis: Existing Streetscape

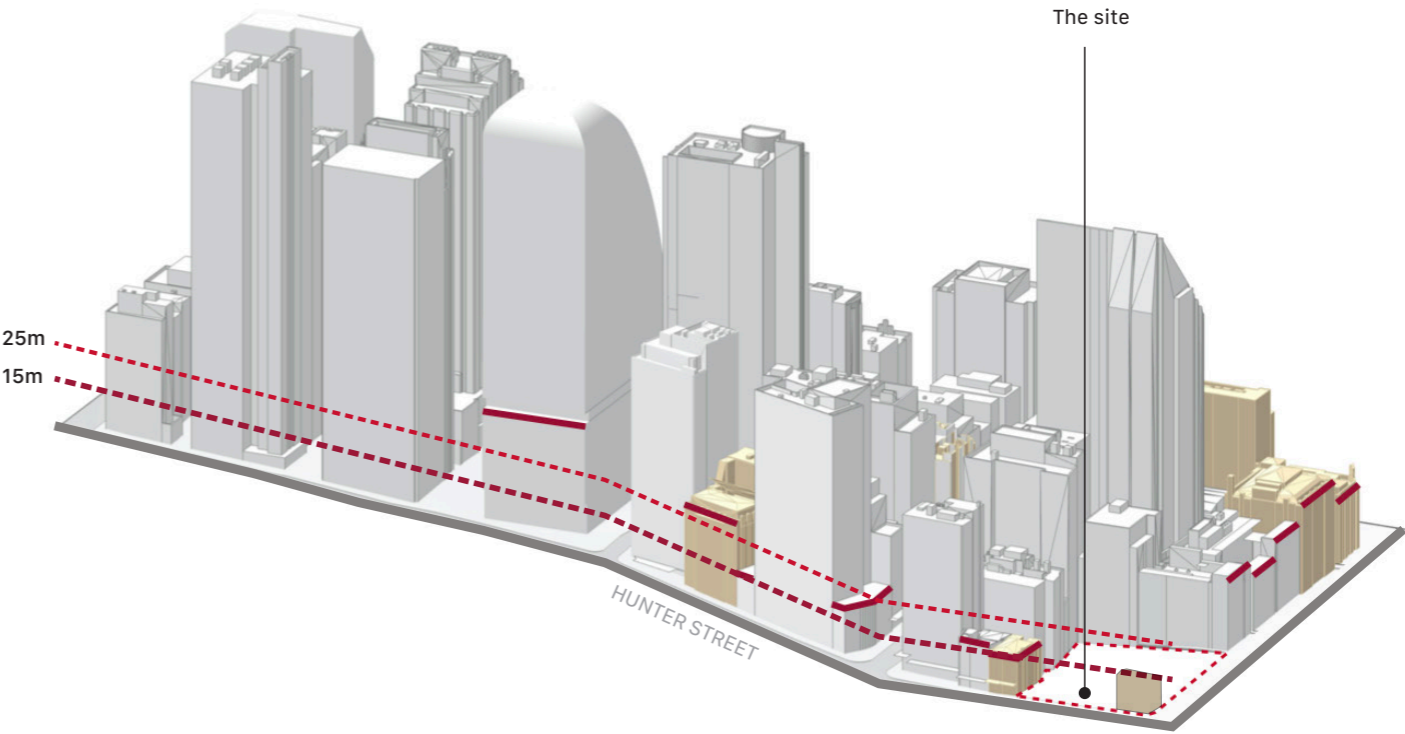
## Hunter Street Streetscape (South)

Hunter Street West has a key interface and address to Hunter Street. The Former Skinners Family Hotel located within the site and the building located at 15-17 Hunter Street provide key datum lines. Other buildings and heritage items along Hunter Street determine the streetscape character. The predominant streetwall height is 15m and the secondary streetwall height is 25m.

The predominant streetwall height is 15m and the secondary streetwall height is 25m.

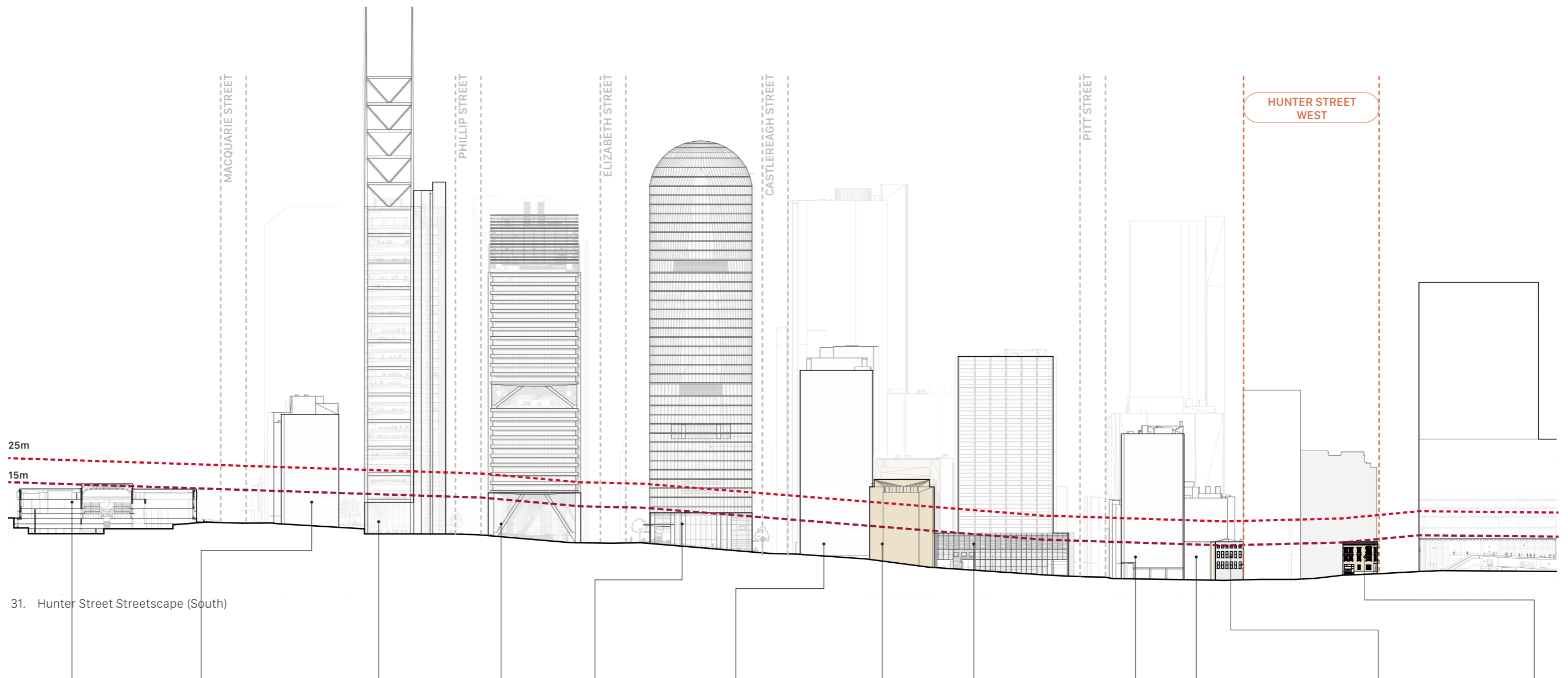


29. Axonometric View with the Existing Building



30. Axonometric View without the Existing Building

- KEY
- Key Streetwall Datums
  - Predominant Streetwall Height
  - Secondary Streetwall Height
  - Heritage Items



1 Shakespeare Place

183 Macquarie Street

126 Phillip Street

8 Chifley Square

Martin Place North OSD

1-7 Castlereagh Street

39 Hunter Street

68 Pitt Street

23 Hunter Street

19-21 Hunter Street

15-17 Hunter Street

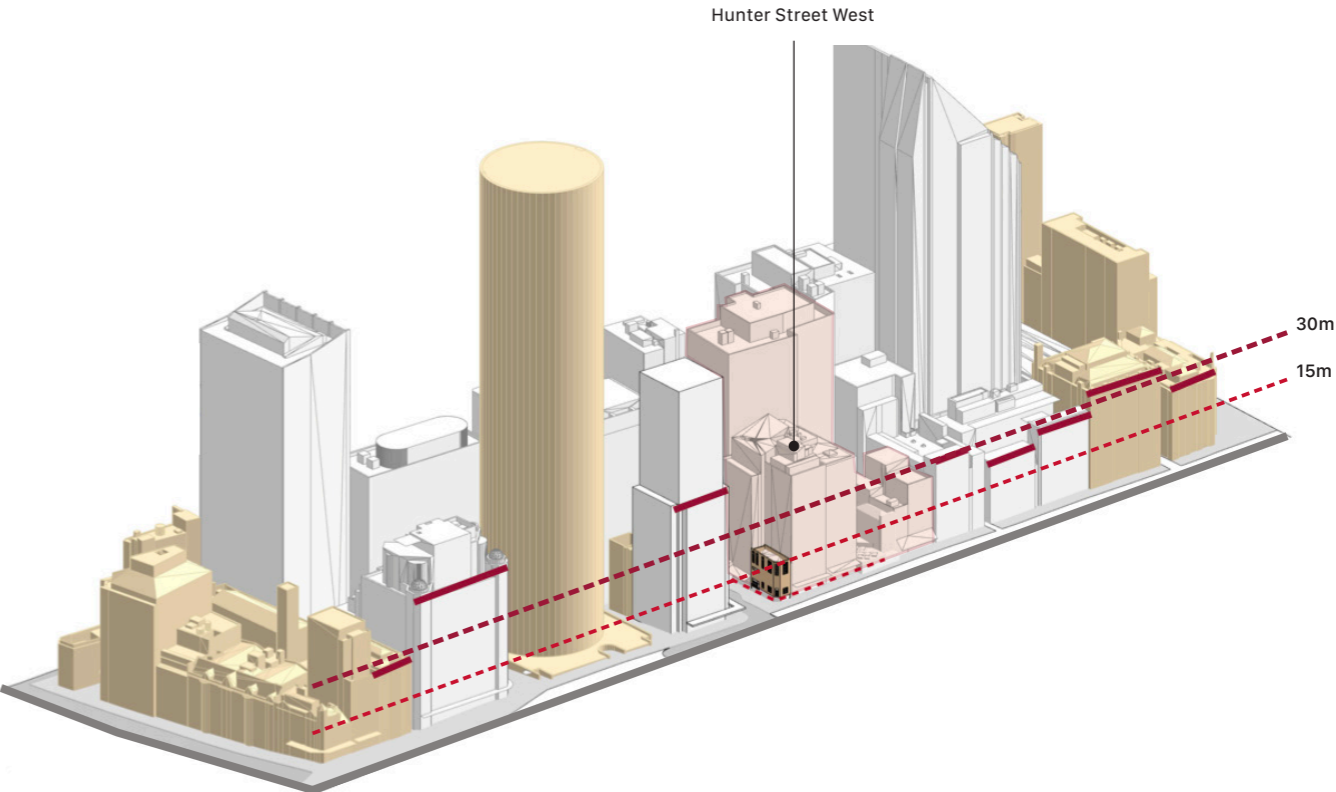
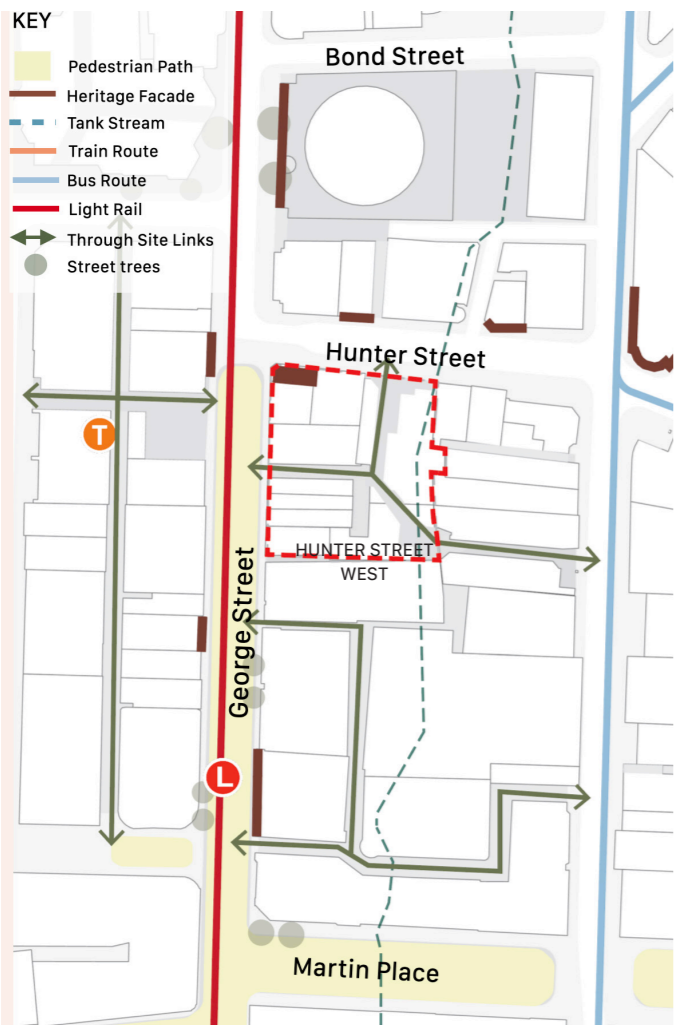
296 George Street

George Street Streetscape

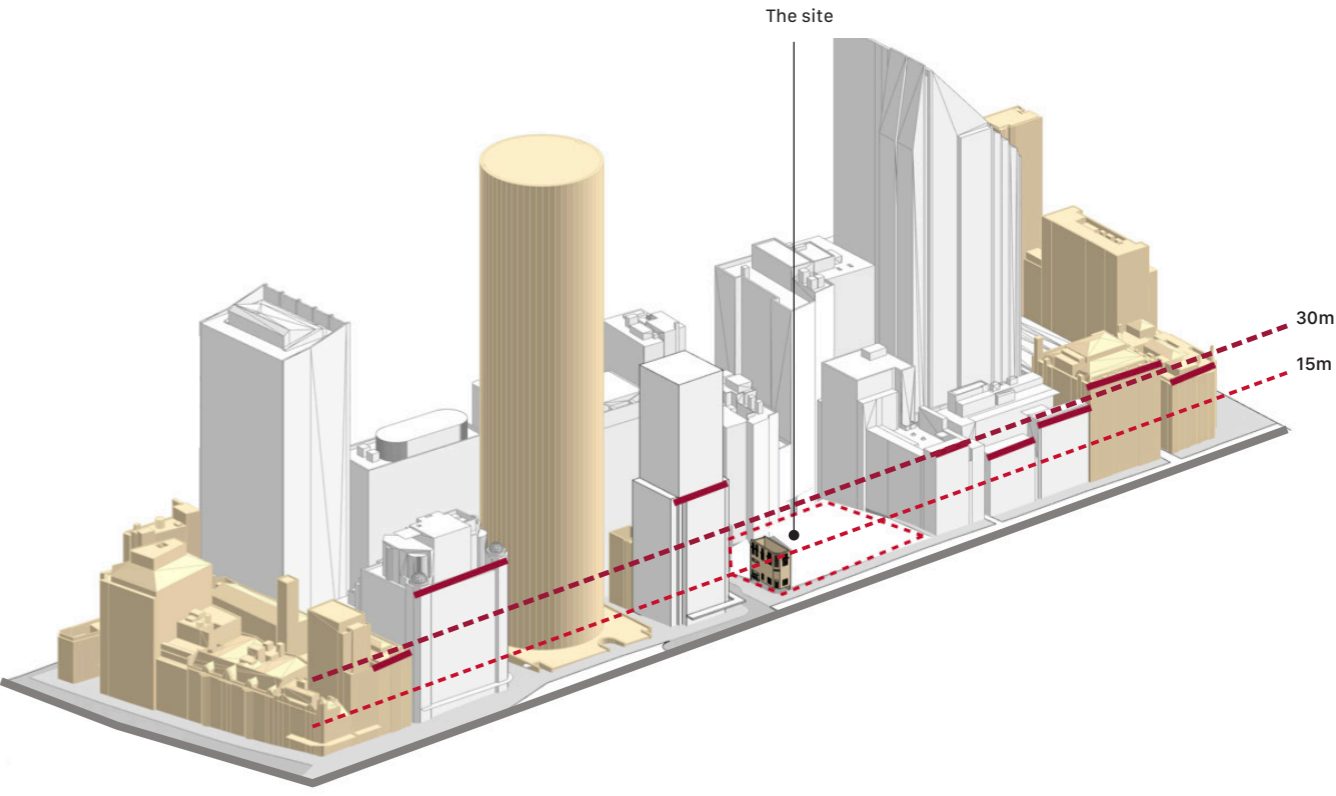
Hunter Street West has an important interface with George Street. The Former Skinners Family Hotel and other heritage items along George Street provide key datum lines. The predominant streetwall height is 30m and the secondary streetwall height is 15m.

George Street pedestrian street within the Sydney CBD connecting various buildings and precincts. Along with the introduction of the light rail, City of Sydney pedestrianised sections of George Street from Hunter Street to Bathurst Street, this tree-lined pedestrian character of George Street should be enhanced.

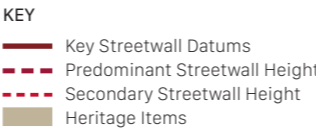
The predominant streetwall height is 30m and the secondary streetwall height is 15m.

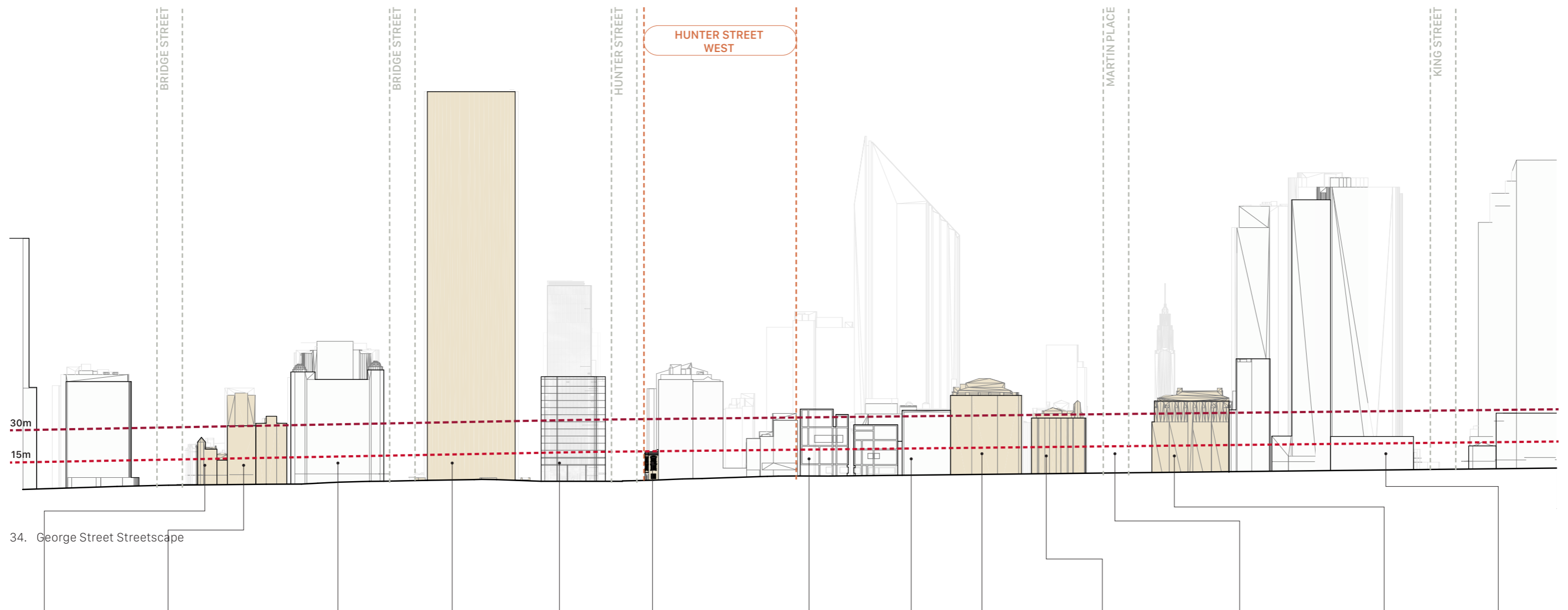


32. Axonometric View with the Existing Building



33. Axonometric View without the Existing Building





244-246 George Street   252 George Street   2 Bond Street   264-278 George Street   280-288 George Street   296 George Street   314-320 George Street   Palings Lane   330 George Street   350 George Street   2 Martin Place   Martin Place   1 Martin Place

# Urban Form and Public Space

## Streetwall Articulation

Strong arterial roads transverse Hunter Street and a strong street wall character can be observed in a north-south orientation. The streetwall character in the east-west direction along Hunter Street is predominantly continuous with breaks for laneways and station entries. Streetwalls are guided by historic buildings which hold corners, build to the street edge and emphasise the public domain. They also emphasise the existing ground plane public domain conditions along the street.



35. Streetwall Articulation




Corner Interface


The corner buildings located at the intersections along Hunter Street have varying interface characters. Some buildings hold the corner through architectural facade treatment whilst the others have a recessed built form on the ground level. Different examples of recessed forms at ground level have been identified and there is diversity in the way heritage buildings along Hunter Street interact with street corners. Some reinforce key corners, while others offer recessed forms to create public space.





36. Corner Interface

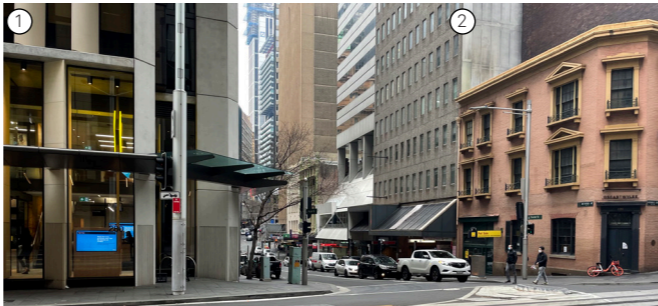
KEY

 Subject Site Boundary

 Built Form framing the Corners

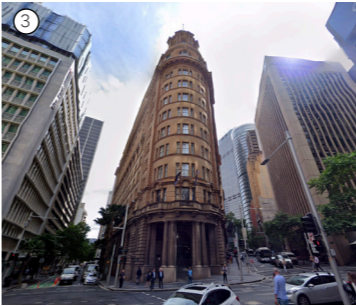
 Recessed Built Form at Ground level

 SSDA East Site



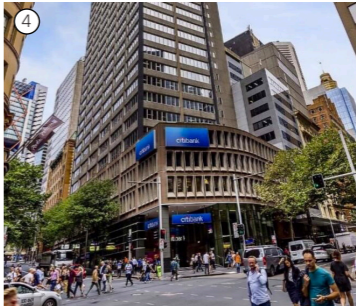
1

8 Hunter Street and Former Skinners Family Hotel




3

Radisson



4

27-29 Hunter Street



5

Former City Mutual Life Assurance

Open Space and Street Trees

There are a number of public plazas located in the surrounding catchment area including Martin Place and Chifley Square. Wynyard Park is located within a 3 - 5 minute walking distance from the subject sites. Richard Johnson Square and the Royal Botanic Garden is located within a 5 - 12 minute walking distance to the east from the subject site.

A dense tree canopy can be seen along Hunter Street as well as in Chifley Square. The public domain offers a series of public spaces along Hunter Street, connecting The Domain to George Street/ Wynyard Park.



37. Public Plazas, Open Spaces and Street Trees

KEY

 Subject Site Boundary

 Public Space

 Street Trees

 Parks

 SSDA East Site



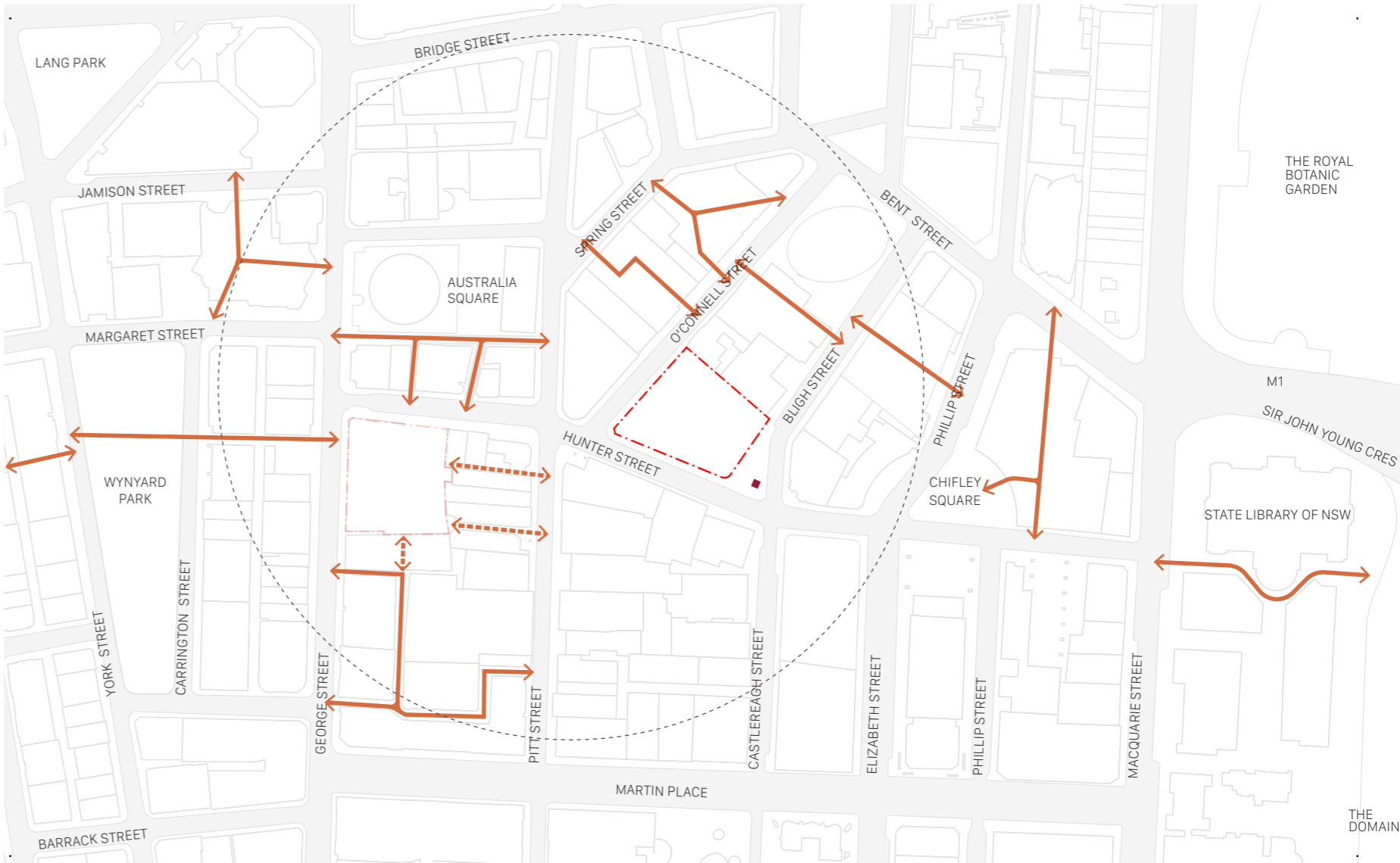
Australia Square      Hunter Street East      Richard Johnson Square      Chifley Square      8 Chifley Square

Through Site Links

The study area has a number of through site connections that assist in improving the pedestrian movement. Opportunities for through site connections on the site relies on neighbouring property alignment.



38. SLEP 2012 Through Site Links Map



39. Potential Through Site Links







# Urban Design Principles

Six urban design principles have been established to guide the urban design framework for the Hunter Street Station (Sydney CBD) sites.



Principle 1 — Movement and Connectivity

Embrace the movement opportunities of Sydney Metro West and support customer amenity and experience through clear arrangement of circulation, built form and enhancement of the public domain.



Principle 2 — Connecting with Country

Follow the principles of the [draft] Connecting with Country framework to value and respect First Nations people and knowledge, and care for Country.



Principle 3 — Heritage and Place Character

Understand and reveal the heritage and place character of the unique Hunter Street Station Western site. Reinforce key alignments with heritage items. Open up view lines to heritage façades.



#### Principle 4 — Public Space

Expand and enhance the public domain and subterranean pedestrian movement networks and create new places for gathering and enjoyment.



#### Principle 5 — Streetwall Scale, Articulation and Tower Setbacks

Develop an appropriate streetwall scale, related to existing heritage items and built form. Articulate the streetwall to add rhythm to the street and identify through site pedestrian networks. Specific setbacks are driven by the core location defined by the station.



#### Principle 6 — Amenity and Landscape

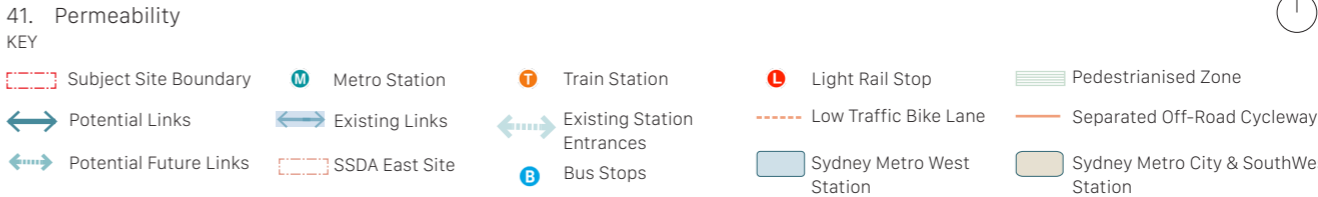
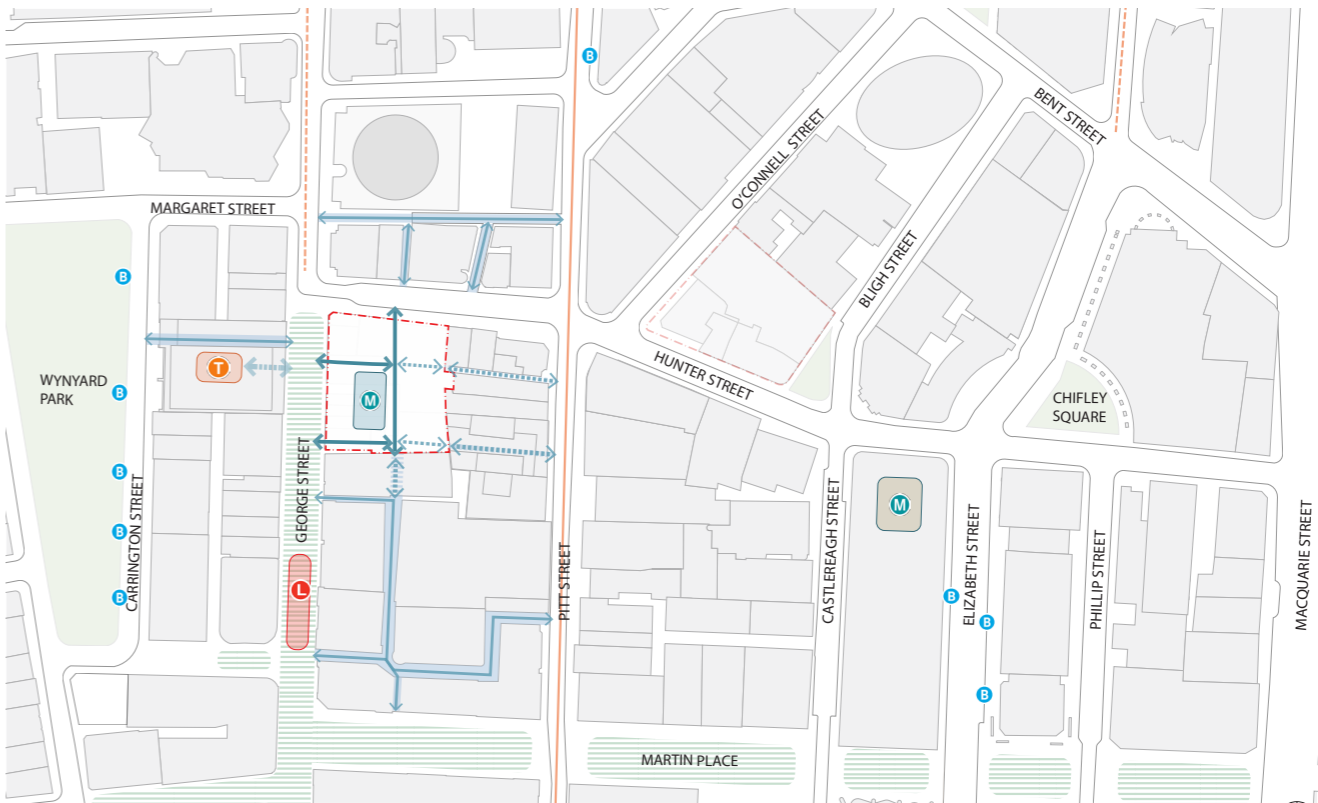
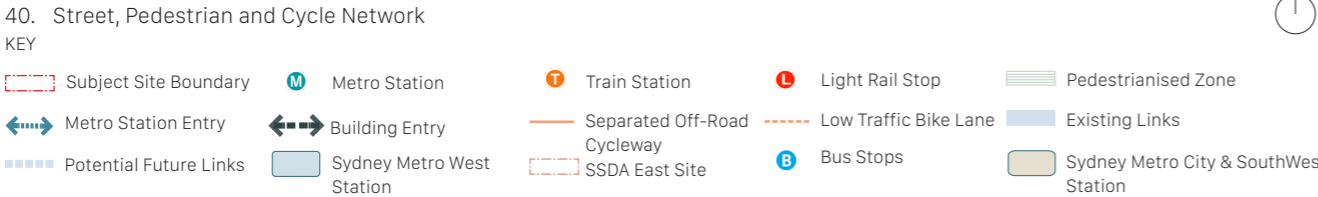
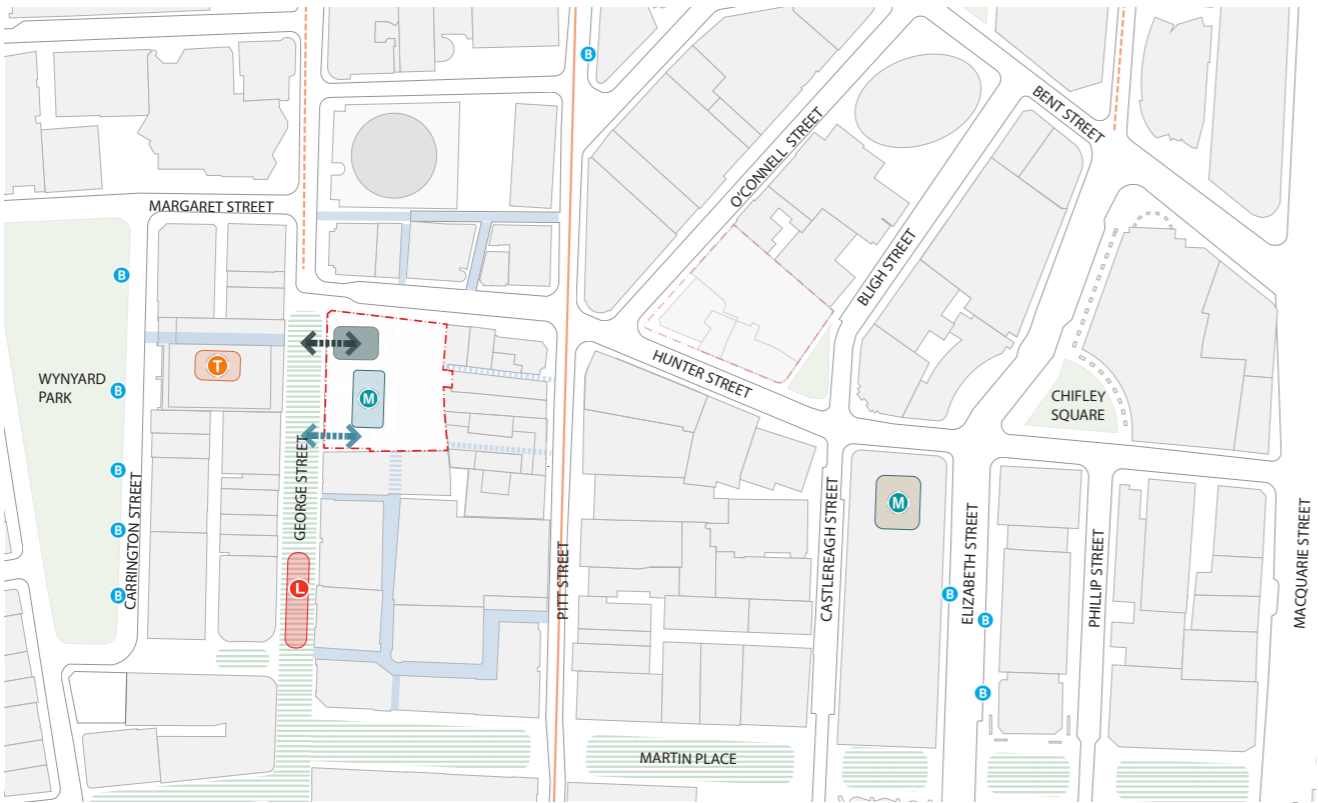
Work with topography, orientation and built form to create comfortable spaces with integrated soft landscape and street furniture.

# Movement and Connectivity

Based on the analysis undertaken and the urban design principles established, opportunities to enhance the public domain, pedestrian environment and streetwall scale around the new station entries have been identified.

The movement and connectivity was captured within the previously submitted Planning Proposal and is not subject to this application. Future applications must consider the guidelines established in the Hunter Street Station Over Station Development Design Guidelines. The proposal should contribute to the City's current and future pedestrian and cycle network and improve permeability of the site with the surrounding context. The design should allow for dispersement of pedestrian traffic around the stations to support the patronage of Sydney Metro and manage the pedestrian flow with a separation in entries for the Metro Station, commercial lobby and through site links.

To improve the pedestrian connectivity to the surrounding area, through site links should be provided within the subject site. These links will assist with way finding for the Metro patrons and also contribute to the City's current pedestrian network. Additionally, the location of the links and access points should enhance connectivity to the other modes of transport. The access points for pedestrians and cyclists are designed to be clear and legible.



# Connecting with Country

*“The Gadigal people were a harbour dwelling clan, inhabiting the area from South Head through to Eastern Suburbs to Sydney Cove (Warrane) and ending at Darling Harbour (Gomora). Their clan name is derived from ‘gadi’, the name of the grass tree found in the area and ‘gal’ which means man or people. ”*

Source: Murawin Sydney Metro West Cultural Stories August 2021

## On Gadigal Country

Across Sydney Metro, the design and integration of stations and precincts should respect and respond to the culture and stories embedded within the land through which they pass.

Sydney Metro is committed to develop a ‘Designing with Country’ strategy which can be implemented for the Hunter Street Station site. Murawin Consultants have been engaged to develop this Strategy in partnership with Sydney Metro. Through this process, the ancient spiritual significance of this site can be celebrated.

The Strategy will:

- Outline the policy, site and social context of the project. The strategy will respond to the Transport for NSW Reconciliation Action Plan 2019-2021 deliverables

- Inform the development and stewardship of appropriate Aboriginal Cultural Design Principles that will be incorporated into the design, public art and heritage interpretation of the project

Murawin and the design team have worked closely to develop a strategy whereby First Nations knowledge holders are connected with via a reconciliatory process of collaborative design. Through this process, the ancient spiritual significance of this site can be celebrated.



42. A view of Sydney Cove New South Wales



43. The town of Sydney developed into a city, the Gadigal were joined by other Aboriginal people from around NSW to live, forging relationships with the urban Aboriginal community

Tank Stream

The formerly fresh watercourse was the primary reason for settlement by the First Fleet at Sydney Cove and the name became attributed due to the tanks cut into bedrock by early settlers in attempts to modify the natural system to provide additional water storage. The Tank Stream remains a significant heritage listed Sydney Water stormwater masonry asset built in the early nineteenth century, running approximately 1.5 metres below the existing ground level. The Tank Stream is currently functioning as a channel which carries stormwater from the lower CBD to the harbour. Refer to the Sydney Metro West – Hunter Street SSDA Non-Aboriginal Heritage Impact Assessment

The best documented Aboriginal site along the Tank Stream was found during archaeological excavations in the late 1990s, ahead of the redevelopment of Angel Place, north of Martin Place between Pitt and George Streets.  
*Source: Murawin Sydney Metro West Cultural Stories August 2021*

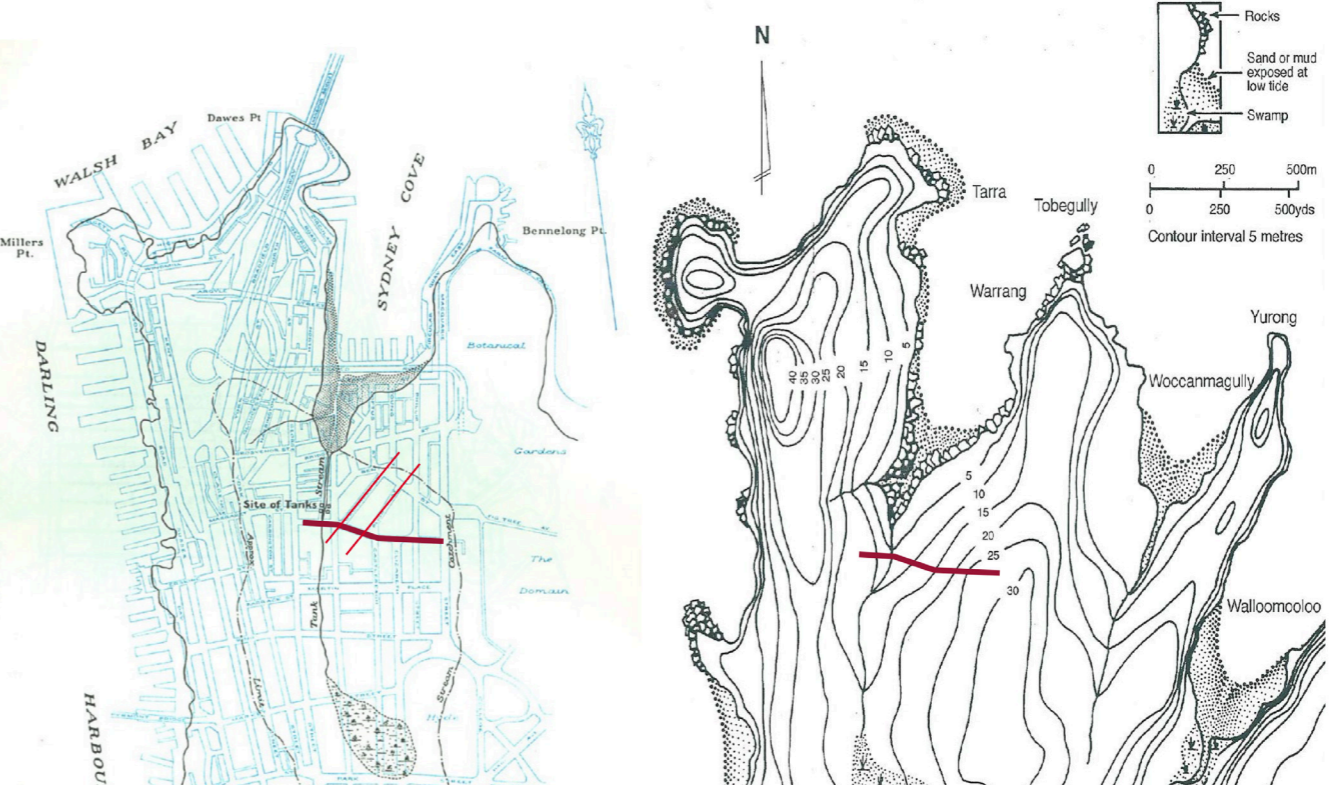
Given site preparation and excavation was approved under the stage 1 CSSI works, the proposed concept OSD will not impact on Tank Stream or its heritage significance.



44. Tank Stream, Old Sydney – when a severe drought reduced the stream to a little trickle, three tanks were excavated from the sandstone, giving the stream its present name.

Early Mapping

The historical street patterns were influenced by the topography, Tank Stream and the Governor’s House. An overlay of the contemporary street pattern on an early map of the colony shows the Tank Stream catchment, the Tank Stream and the location of early water supply tanks serving the colony in relation to the site.



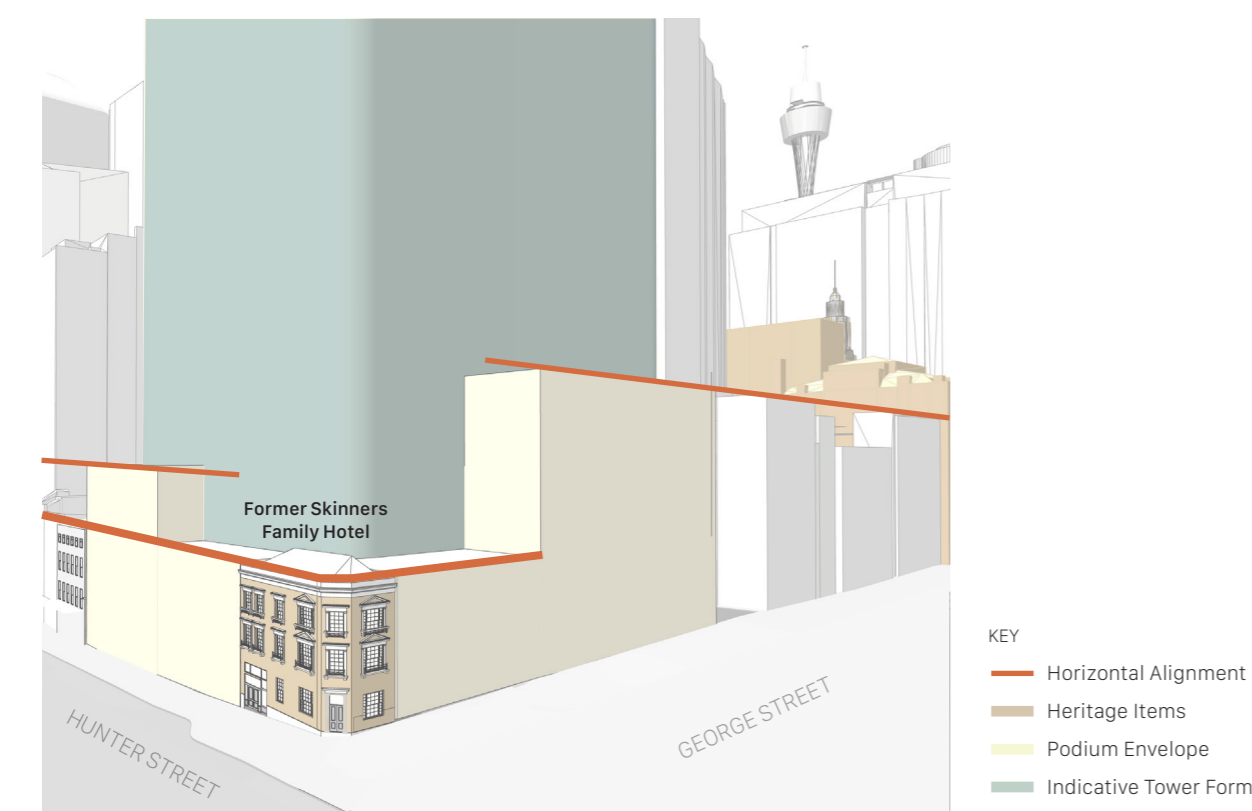
45. Overlay Map (left) Early Topographical Map (right)

# Heritage and Place Character

The response to heritage and place character was captured within the previously submitted Planning Proposal and is not subject to this application. Future applications must consider the guidelines established in the Hunter Street Station Over Station Development Design Guidelines.

The subject site is surrounded by heritage items, with interfaces to these items across all boundaries. The scale of the proposed development should respond to the key datum lines of the heritage items and further enhances the character and heritage significance. The podium and facade elements should respond appropriately in terms of facade depth, modulation, proportion and articulation, to reinforce the character of the heritage building and the continuity of the streetscape.

The Hunter Street West proposal is to retain and adaptively reuses the heritage item located within the site. The built form should align to the parapet and cornice of the Former Skinners Family Hotel, NSW Sports Club (10-14 Hunter Street) and other heritage/contributory items along George Street. It should respond to the vertical rhythms of the heritage items and other developments along George Street.



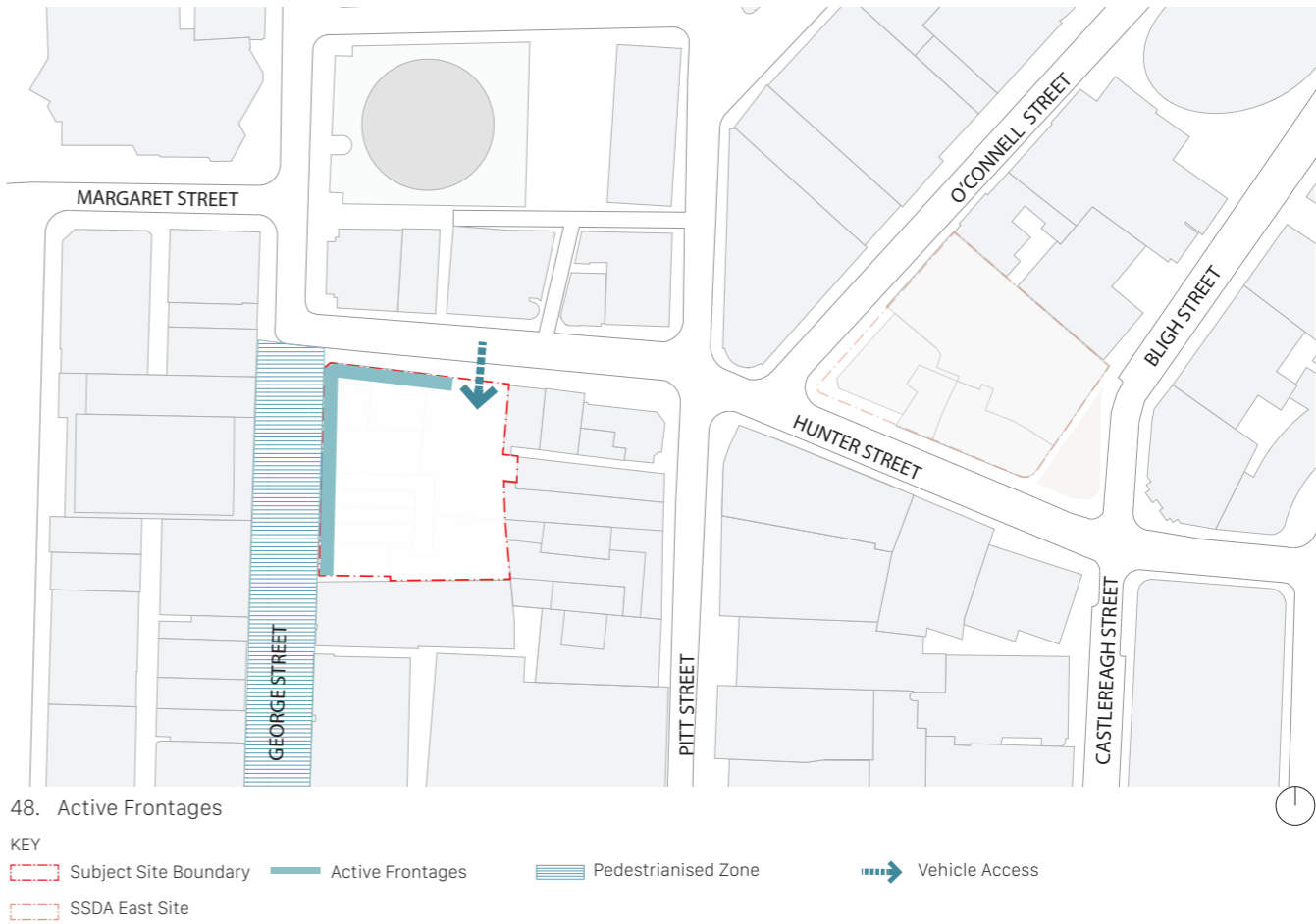
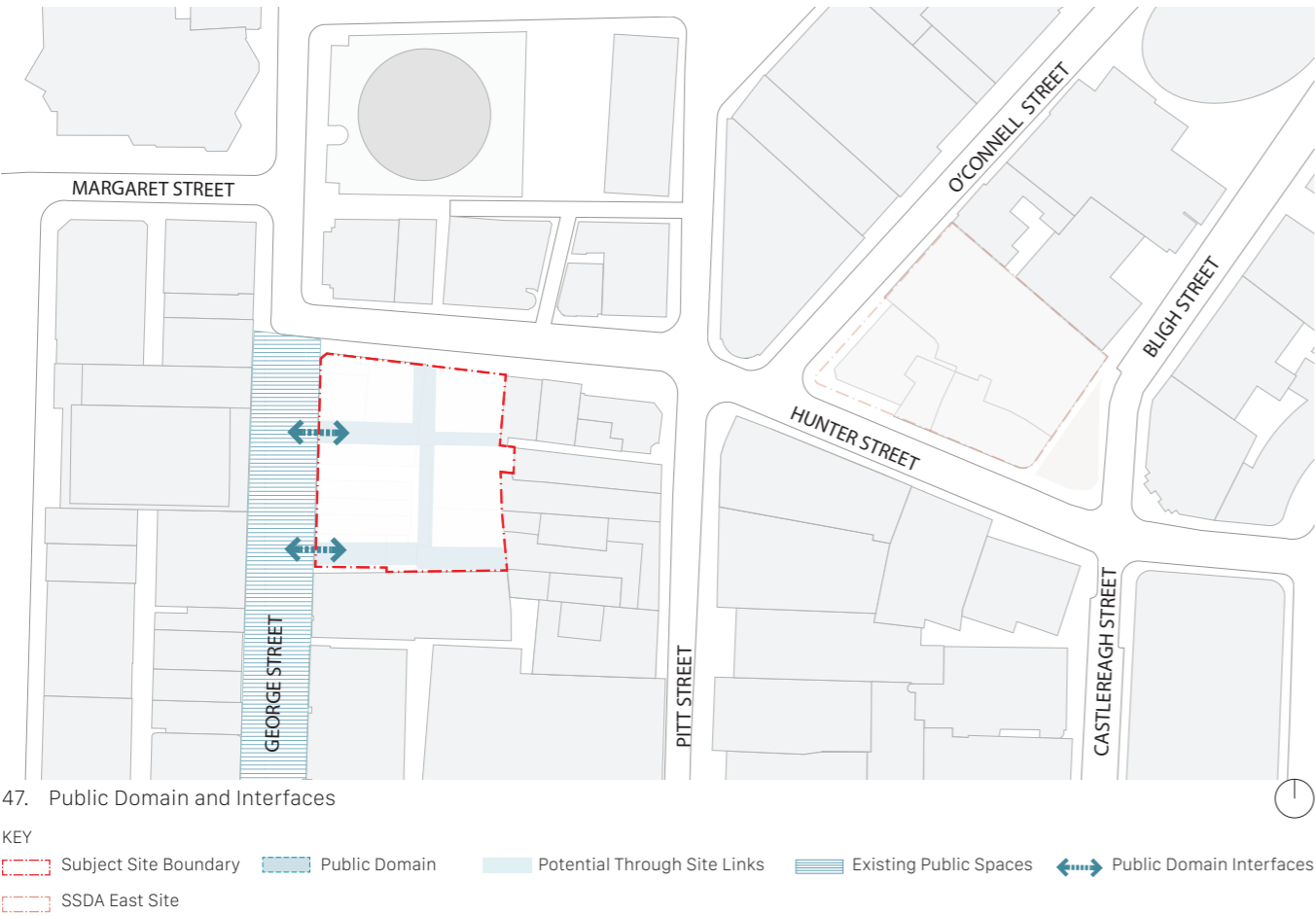
46. Hunter Street Heritage Interpretation (Hunter Street West)  
— Respond to vertical and horizontal alignment of Former Skinners Family Hotel and other heritage items and buildings along George Street

# Public Space

The public space was captured within the previously submitted Planning Proposal and is not subject to this application. Future applications must consider the guidelines established in the Hunter Street Station Over Station Development Design Guidelines.

The proposal should respond and enhance the existing public domain interfaces along George Street. The design of the public domain should prioritise pedestrian activity and create a clear delineation between public and private spaces.

Additionally, the areas facing the street provide active use that contribute to the character of the public spaces within the surrounding context. The visual and physical prominence of ramps, vehicular/loading entry points and blank walls should be minimised.



# Streetwall Scale, Articulation and Tower Setbacks

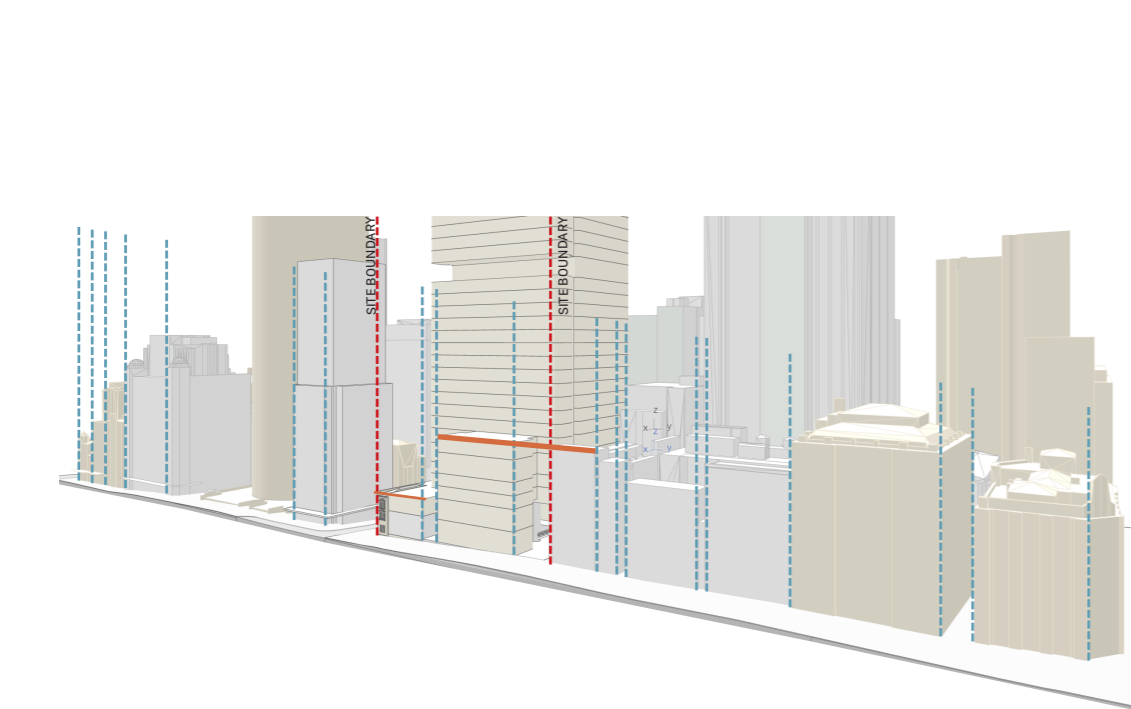
The built form should respond to the key datum lines of the significant heritage items and rhythm of the surrounding buildings. The openings provided, should have a clear hierarchy emphasising the station entry followed by the commercial entry, public through site links, retail frontages and service access.

The Hunter Street West proposal should respond to the vertical rhythms of the Former Skinners Family Hotel and provide reinforcement in terms of the scale and facade relationship to this item. The fine grain pattern along George Street should also be taken into consideration.

The tower setbacks should respond to prevailing street alignment and emerging urban context by taking into consideration the alignment of the surrounding buildings.

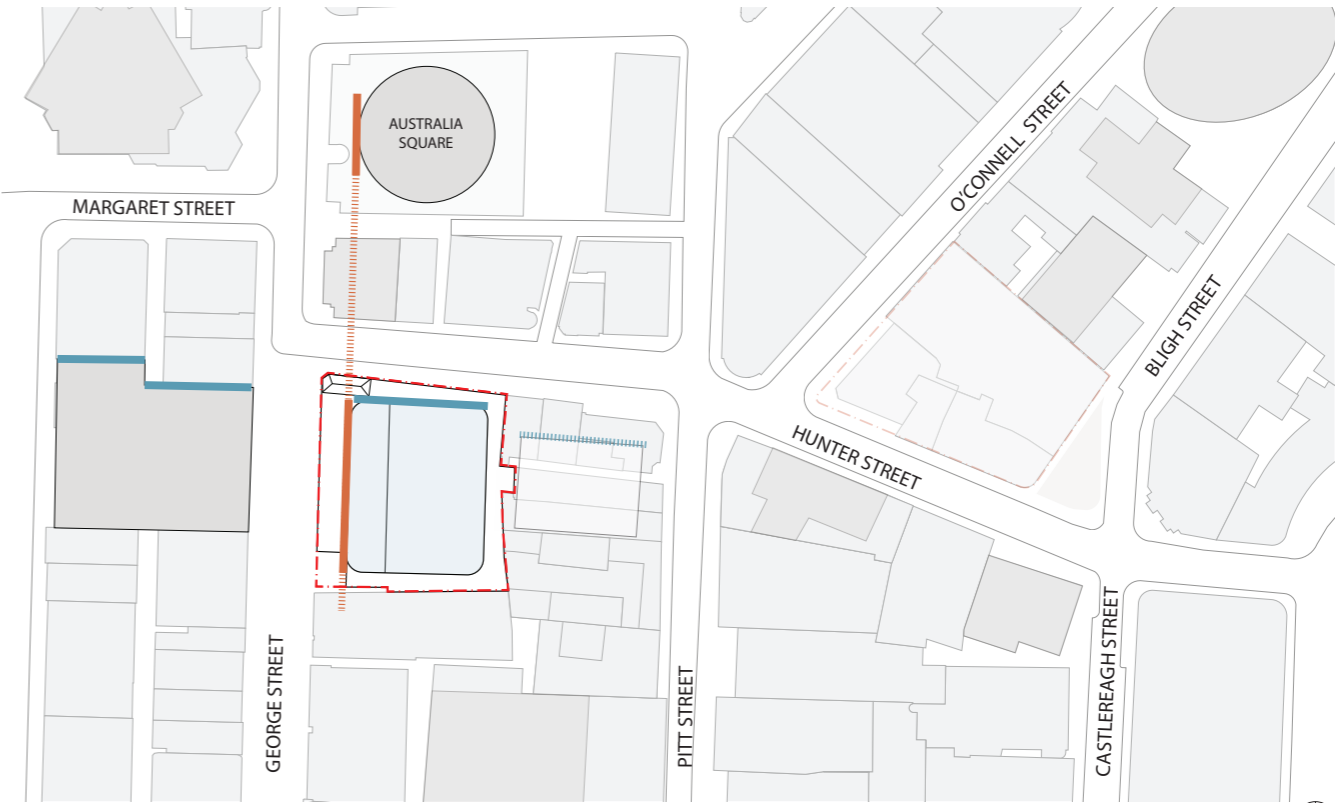
Hunter Street West should consider and respond to the alignment of Australia Square. It should consider the setback of adjacent and future developments and also maintain views to the sky.

The setbacks of the eastern boundary of the West site is defined by the proposed core locations. The cores are heavily constrained by the spatial requirements of the station below.



49. Streetscape Rhythm - George Street (Hunter Street West)

KEY  
- - - Vertical Alignment      — Horizontal Alignment



50. Relationship with Surrounding Towers

KEY  
- - - Site Boundary      — Streetwall Alignment      — Increased Street Setbacks      Indicative Tower Form

# Amenity and Landscape

The landscape design should be of high quality , create visual interest and be well integrated with the development. Public art, integrated interpretation of country and heritage and integrated wayfinding must be incorporated in the landscape design.

Whilst landscaping is predominant programmed for the ground plan and will be delivered with the station, the proposed envelope accommodates all future balconies/ terraces/ awning etc that might include landscaping.

The landscape character should be enhanced with provision of native species in line with the City of Sydney's Landscape code.

## PRECEDENT IMAGES





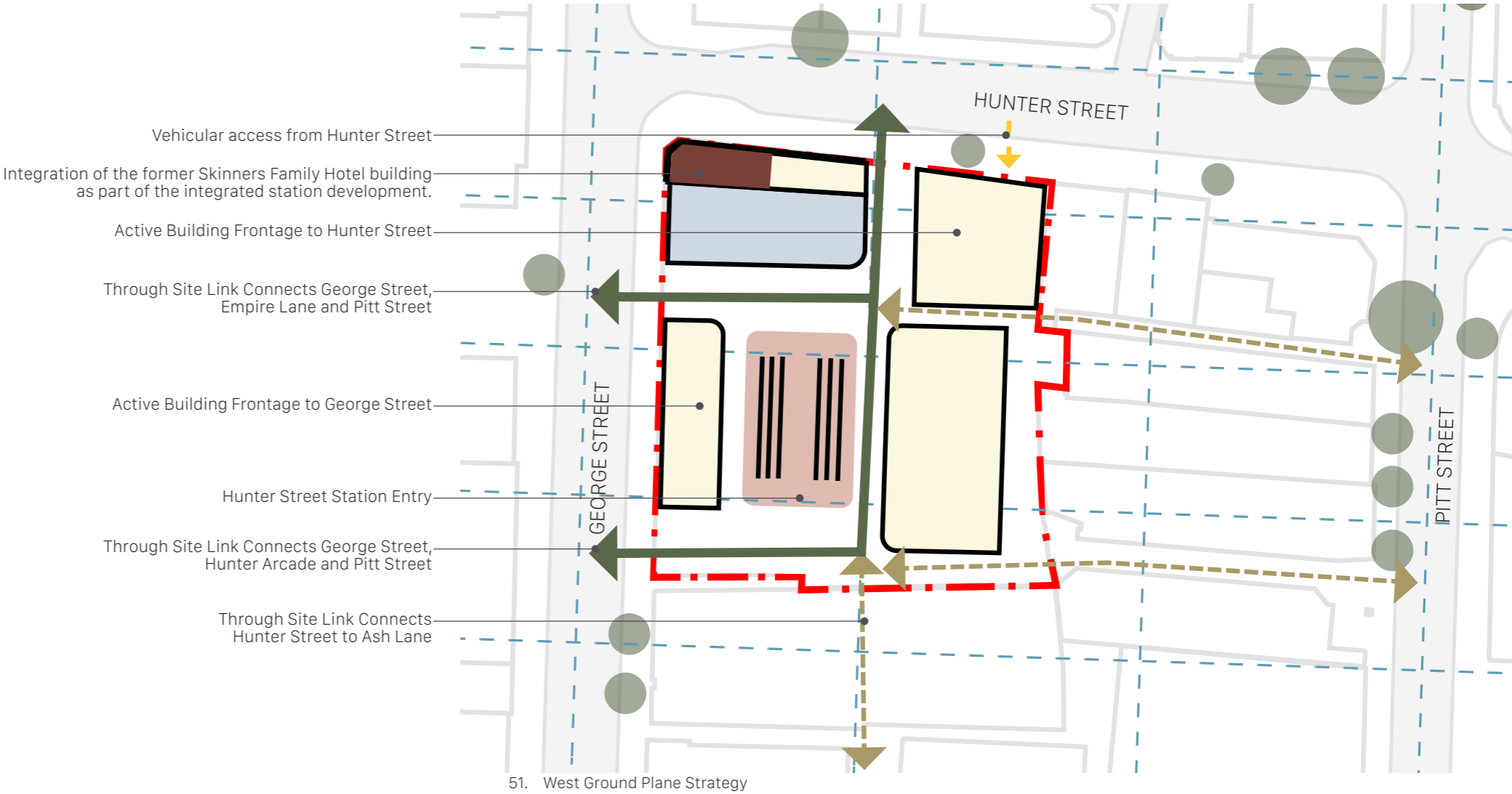




# Ground Design Strategy

The following figure illustrate how the proposed ground level for the site accommodates public access to the underground station concourse and station platforms, access to commercial office lobbies, provides activated retail frontages to both George Street and the through-site links, and vehicular access to the site for car parking and service vehicles. Indicative design has been prepared to demonstrate the site's capacity to accommodate a development guided by the Hunter Street Station Over Station Development Design Guidelines and potential new floor space. Notwithstanding, the reference concept design is subject to Sydney Metro's design excellence approach, including a competitive procurement process which includes assessment for alternative design proposals for both the station and over station development.

- KEY
- Street Trees
- Heritage Facade/ Item
- Proposed Built Form
- Station Entry
- Proposed Service Vehicle Access
- Commercial Lobby
- Proposed Through Site Link
- Proposed Public Open Space
- George Street Grid
- Future Through Site Link



52. George Street



53. Hunter Street



54. Former Skinners Family Hotel

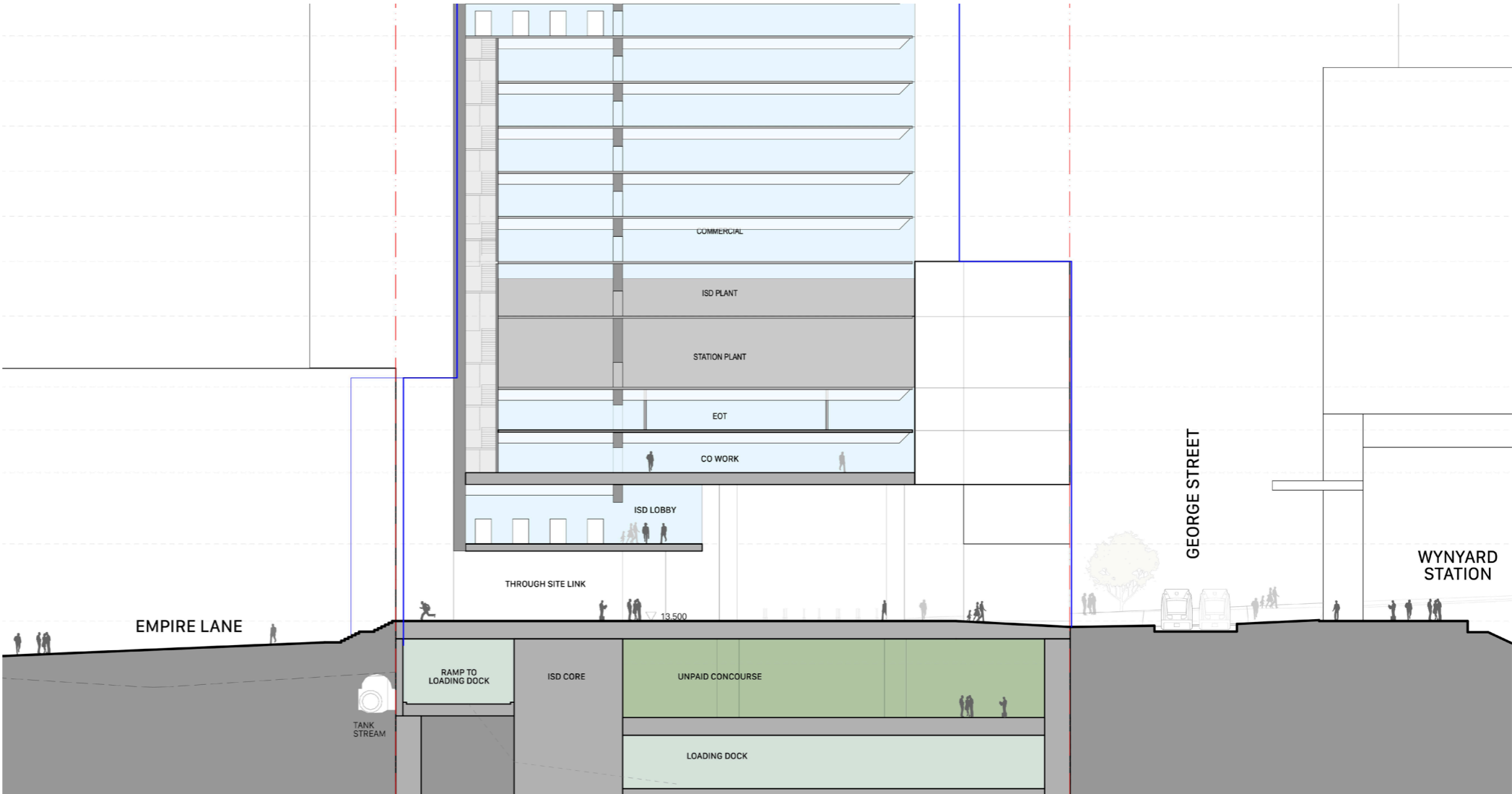


55. Wynyard Station

# Through Site Link

The site faces George Street and Hunter Street. One north-south and two east-west through site links are proposed in conjunction with the metro station entry, which improves station customer distribution with the surrounding street network. These links will provide public access through the site and also be activated with the proposed commercial entry and retail.

Sydney Metro has provisioned for future through site links to deliver desirable pedestrian connections. The success of these links will rely on coordination with adjacent land owners. Sydney Metro will work collaboratively with adjacent land owners.



56. Through Site Link Section (Concept Reference Design)



57. 200 George Street



58. 200 George Street



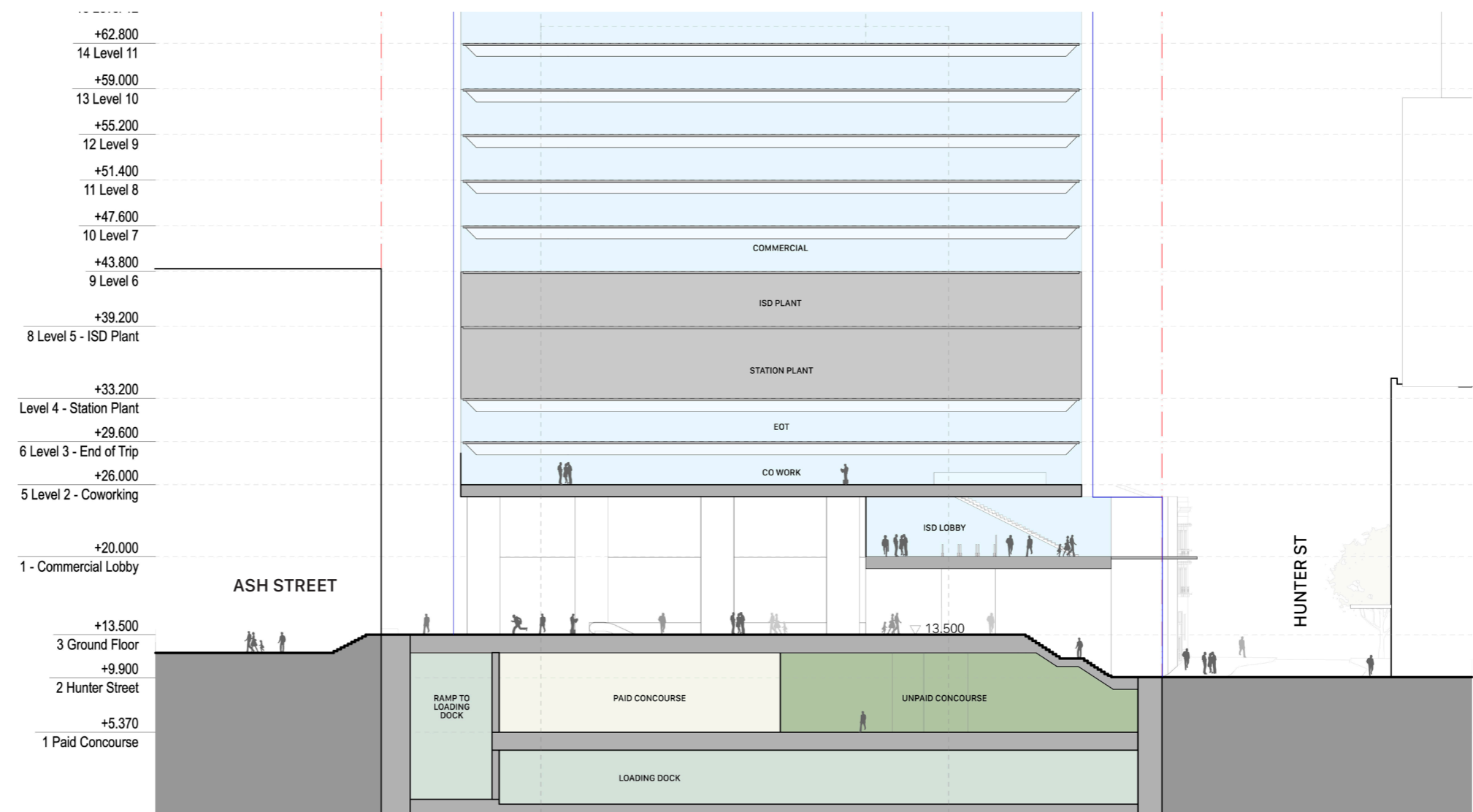
59. 151 Clarence Street - Barrack Place



60. 151 Clarence Street - Barrack Place

# OSD Lobby

The Hunter Street West OSD lobby is elevated above the station accessed via escalators and lifts from the ground level entry located on George Street. This entry is highly visible from George Street and the Wynyard Street Station entry located directly opposite the site on George Street. The commercial entry is accessed directly from George Street, which is attached to the on-site heritage item, the Former Skinners Family hotel where minor refurbishment and fit-out works will be undertaken for continued retail use. The Reference Scheme illustrates how the OSD Lobby can be visually and physically connected.



61. Commercial Lobby Section (Concept Reference Design)



62. 200 George Street



63. 580 George Street



64. 161 Castlereagh St



65. 388 George Street

# Public Art Strategy

A future over station development includes opportunities for the provision of public art in a variety of locations across the site. The public artwork is intended to be commissioned based on standards of excellence and innovation, integrity of the work, relevance and appropriateness of the work, public safety and public domain codes, and maintenance and durability in accordance with the requirements of Sydney Metro.

Future SSD for the detailed design of the OSD are to be accompanied by a Public Art Strategy generally consistent with the City of Sydney's Public Art Strategy, Public Art Policy, Guidelines for Public Art in Private developments and Guidelines for Acquisitions and Deaccessions.

Public Art initiatives

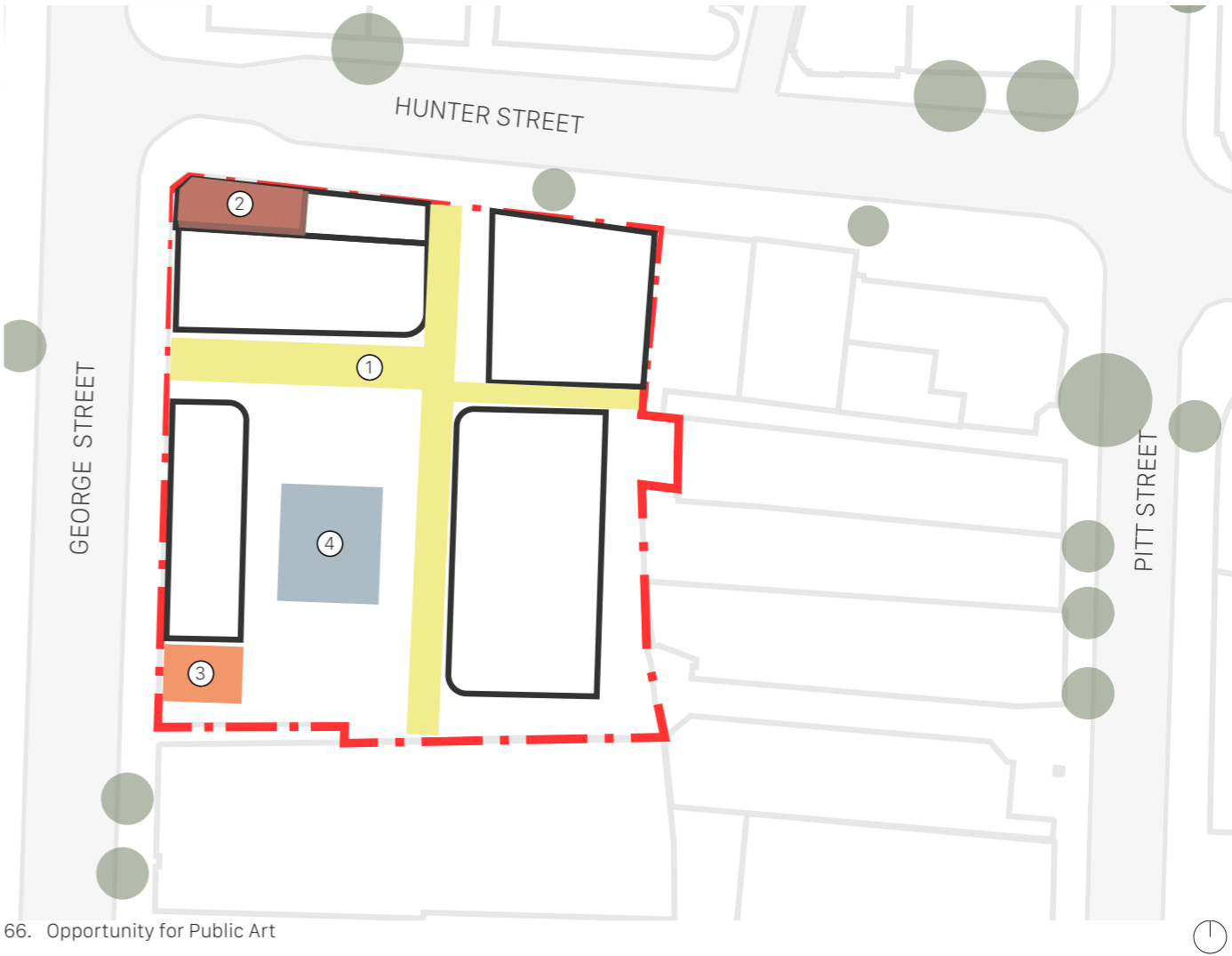
- Fit art to the place
- Integrate art within built and landscape forms
- Make art a spectacle and worth repeat visits
- Appreciation of the origins and history of the precinct

Potential locations for public art opportunities have been

identified as follows:

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

Public art integrated with the over station development will be delivered over and above Sydney Metro's commitment to public art for the Station. Art within the Station will comply with the Sydney Metro Public Art Masterplan, which describes Sydney Metro's public art vision, objectives and principles as well as the commissioning process and important technical and functional parameters for public art in stations, and the specific Art Approach development for Sydney Metro West.



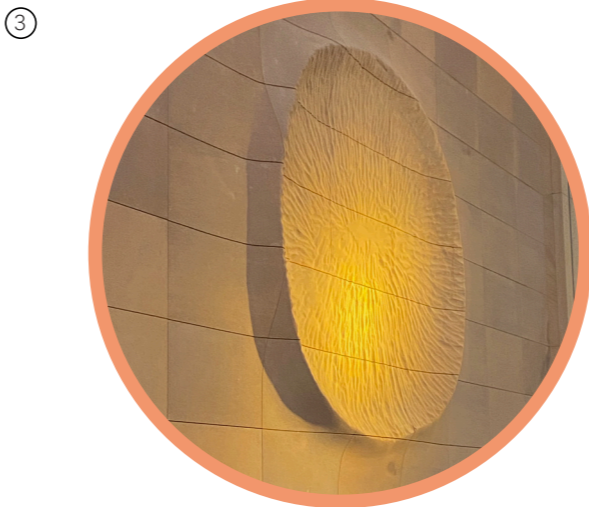
66. Opportunity for Public Art



67. Through Site Link



68. Heritage Display

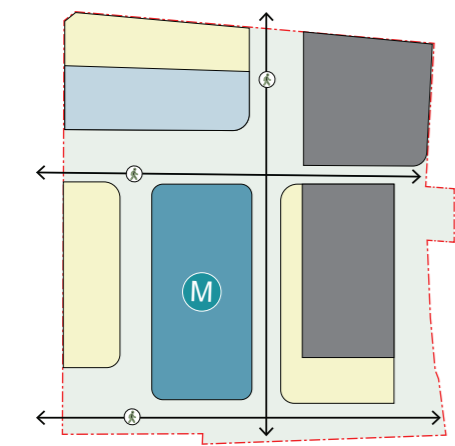


69. Sculptural Art



70. Ceiling/ Soffit Art

# Ground Plane Reference Design

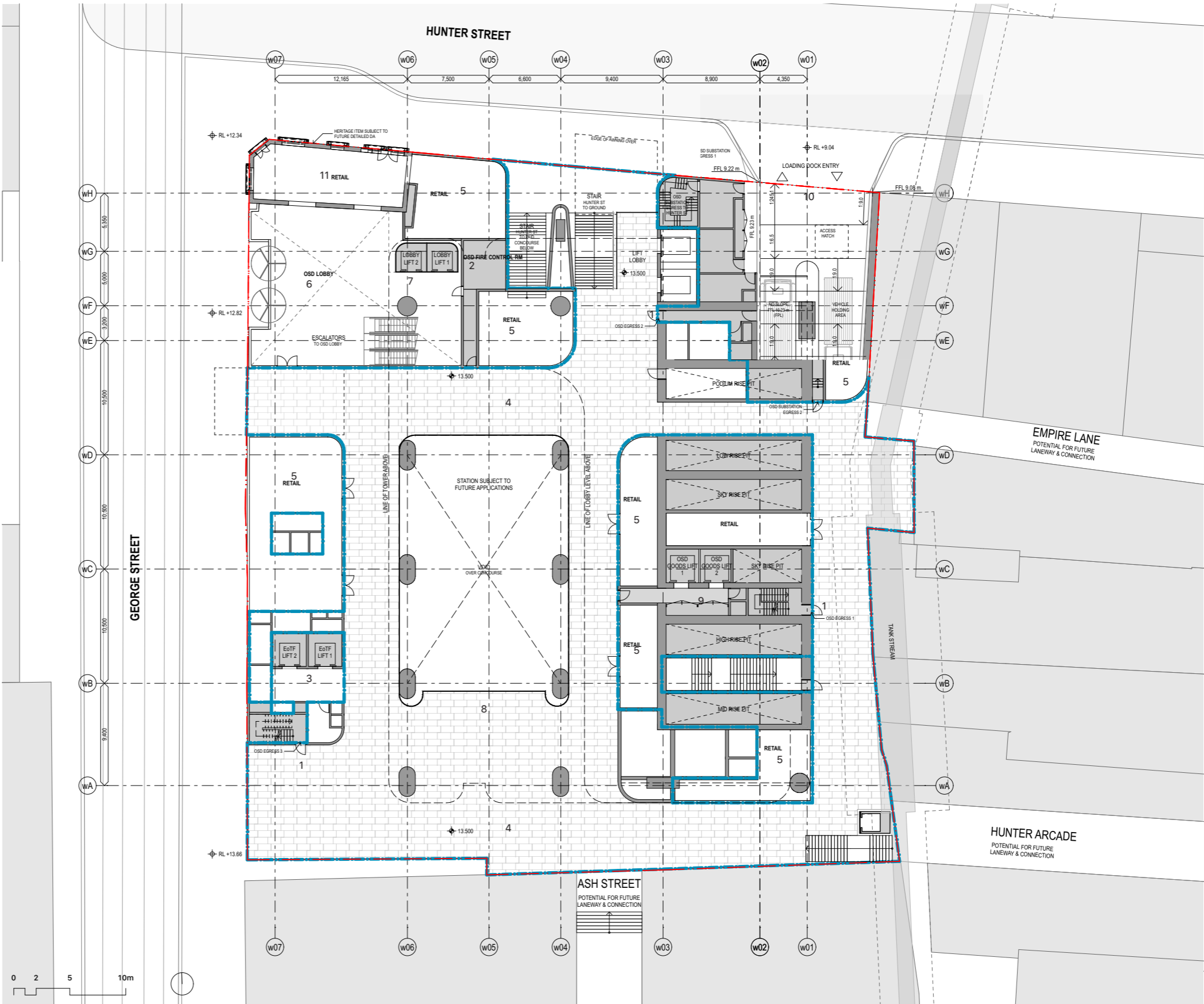


- KEY
- Public Domain
  - Retail
  - Commercial
  - Core/ Servicing
  - Metro Station Entry/Exit

- Legend
- PLANT
  - EXTENT OF STATION

Note:  
All security and pedestrian management devices associated with the Metro Station will be delivered through CSSI application for the construction of the Hunter Street Station (Sydney CBD)

1. OSD Egress
2. OSD fire Control Room
3. End of Trip Lifts
4. Through Site Link
5. Retail
6. OSD Entry
7. OSD Lobby Access Lifts
8. Metro Station Entry
9. OSD Goods Lift
10. Loading Dock Entry
11. Heritage Item



71. Ground Floor Plan

# Podium Design Strategy

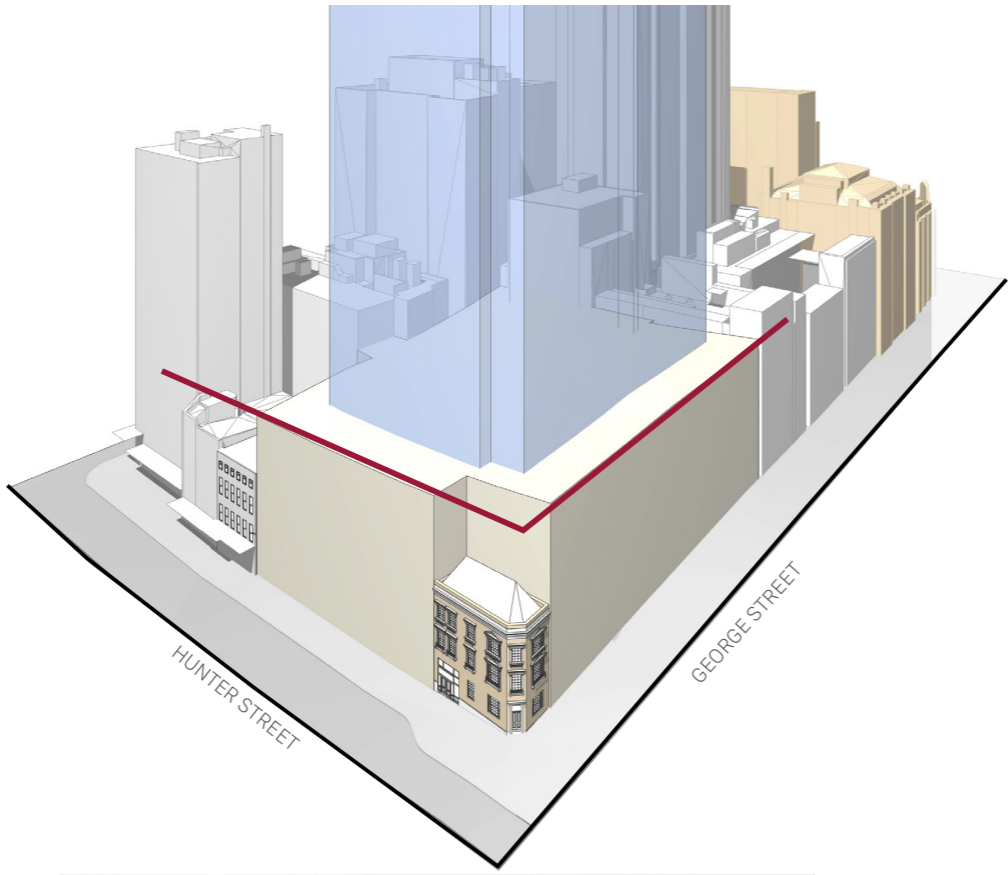
The proposed podium massing responds to the existing height and alignment of the surrounding context .The original scale and streetwall height of the Former Skinners Family Hotel is reflected through the massing strategy. The proposed massing reflects the George Street grid.

KEY

12.5m Streetwall

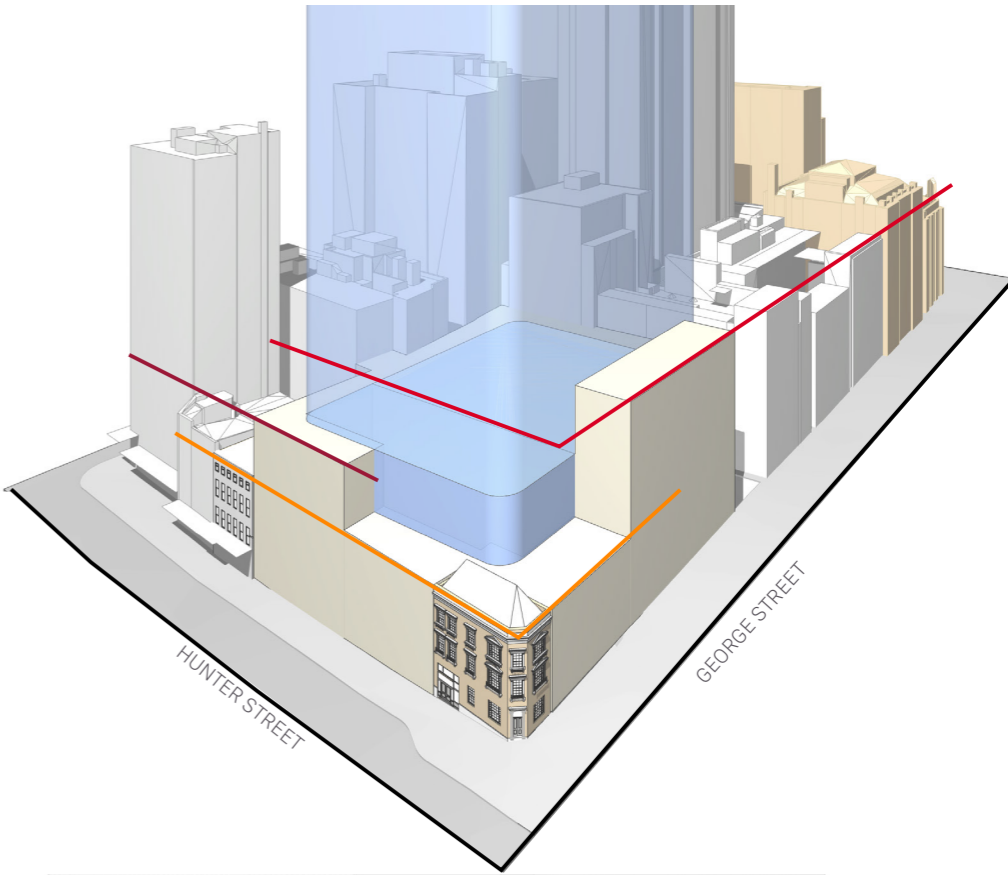
25m Streetwall

32m Streetwall



72. Hunter Street and George Street - DCP Compliant Streetwall Height

Draft DCP controls outline a compliant podium street wall that is no greater than 25m above street level. However, the controls also offer the opportunity to vary street walls in response to context.



73. Hunter Street and George Street - Proposed Responsive Streetwall Height

The proposed massing was developed as a response to the surrounding context.

**Former Skinners Family Hotel:** The proposed massing steps down to align with the existing parapet of the Former Skinners Family Hotel. The relationship to the heritage item is enhanced by maintaining a lower streetwall on either side.

**George Street:** The streetwall aligns with the predominant streetwall height of heritage items and other buildings along George Street.

**Hunter Street:** The streetwall along Hunter Street is proposed to step up and increase in scale to the east of the Former Skinners Family Hotel to a typical compliant scale of 25m.

# Streetwall Strategy

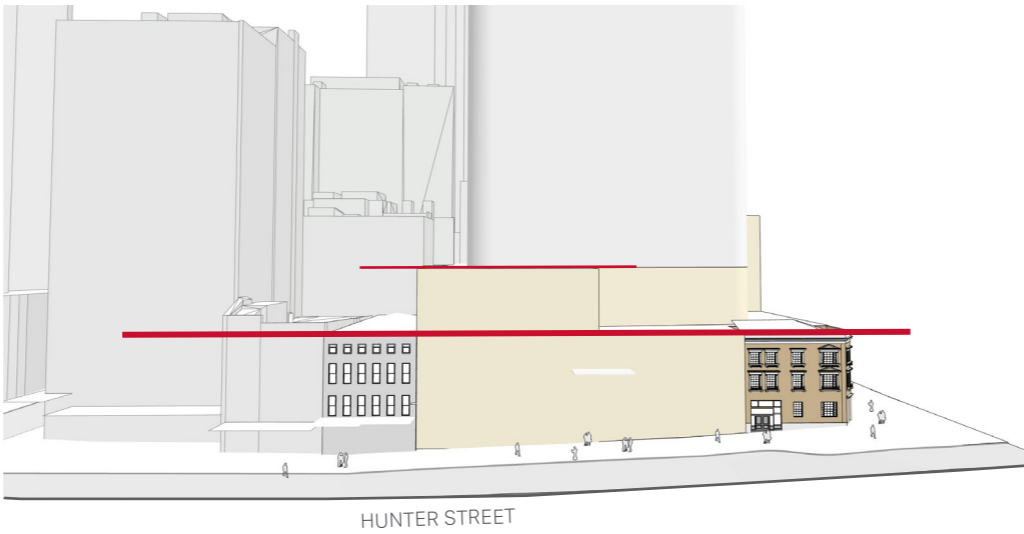
The streetwall strategy was outlined as part of the previously submitted Planning Proposal and is not subject to this application. Future applications must consider the guidelines established in the Hunter Street Station Over Station Development Design Guidelines.

The proposed built form assists in capturing the fine-grain rhythm of the buildings along Hunter and George Street.

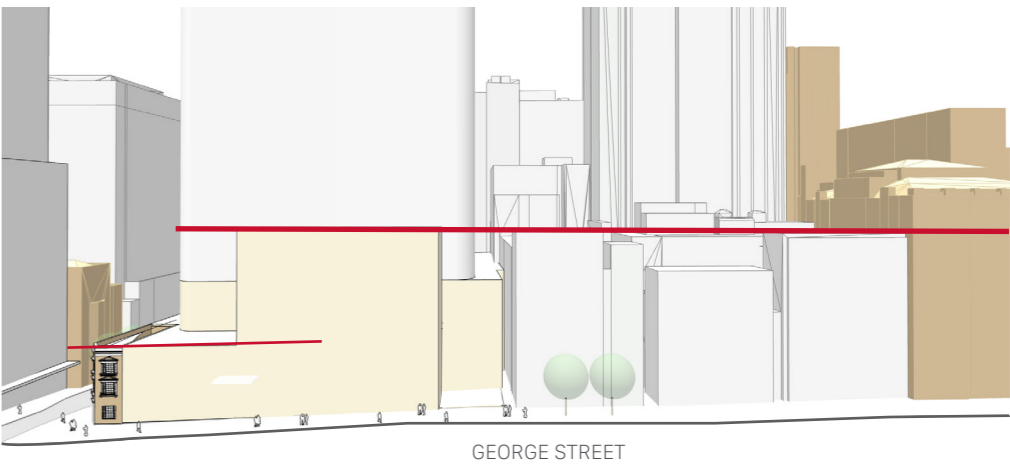
The built form provides a positive reinforcement in terms of scale and relationship to the heritage item on site and surrounding context. The heritage item is well integrated with the design and is proposed to be adaptively re-used.



74. Hunter and George Street - Proposed Responsive Streetwall Height



75. Hunter Street - Proposed Responsive Streetwall Height



76. George Street - Proposed Responsive Street Wall Height

— Respond to horizontal alignment of Former Skinner's Family Hotel and other heritage items and buildings along George Street

- KEY
- 12.5m Streetwall
  - 25m Streetwall
  - 32m Streetwall

Indicative Street View

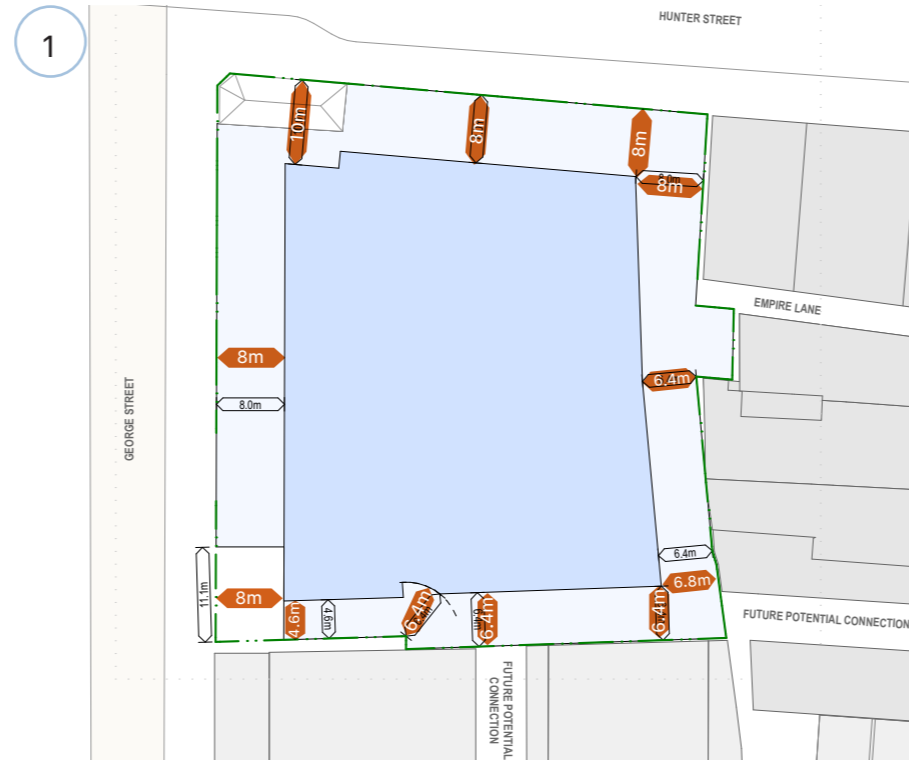


# Tower Design Strategy

The building setback has been determined by environmental performances as well as urban design and Metro Station considerations, including:

- Heritage
- Heritage Alignment
- Streetwall Alignment
- Heritage Vistas
- Station Constraints
- Regularised Floor Plates

The proposed planning envelope responds to those requirements and achieves a regular and efficient floor plate within the urban context.



77. DCP Setback

The default DCP setback is applied based on the height of the proposed planning envelope.

Heritage Setbacks:

( from the Former Skinners Family Hotel )

- Hunter Street : 10m

Street Setbacks :

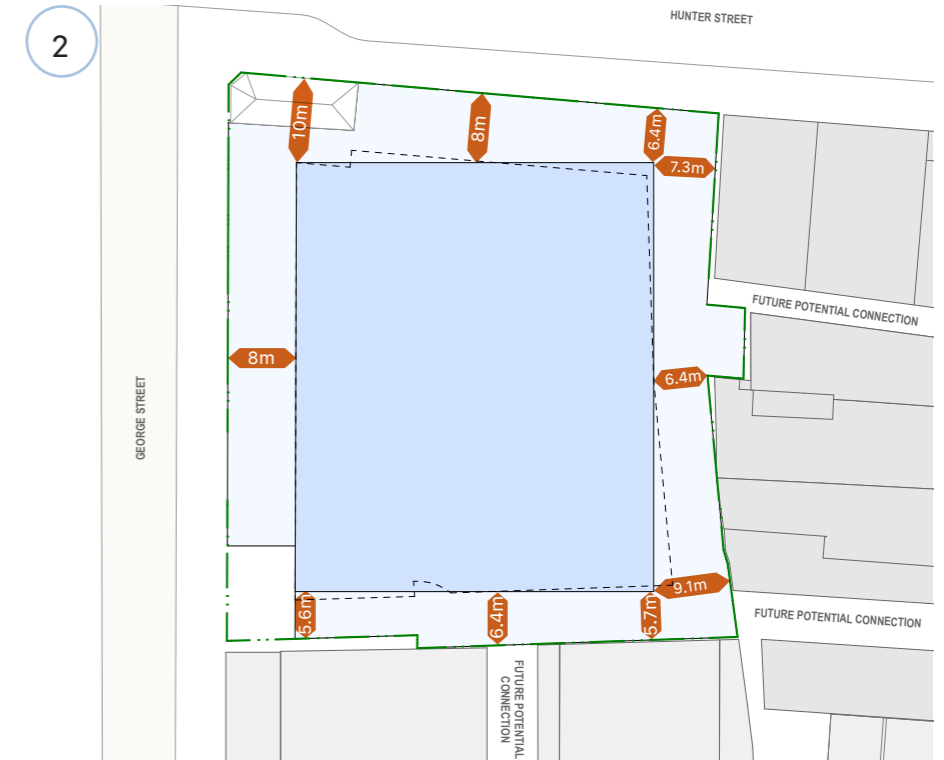
( Building height greater than 120m )

- Hunter Street Setback : 8m
- George Street Setback : 8m

Side and Rear Setbacks :

( Building height Greater than 120m up to 240m )

- Eastern and Southern boundary : 3.33% of the proposed total height of building



78. Floor Plate Regularization

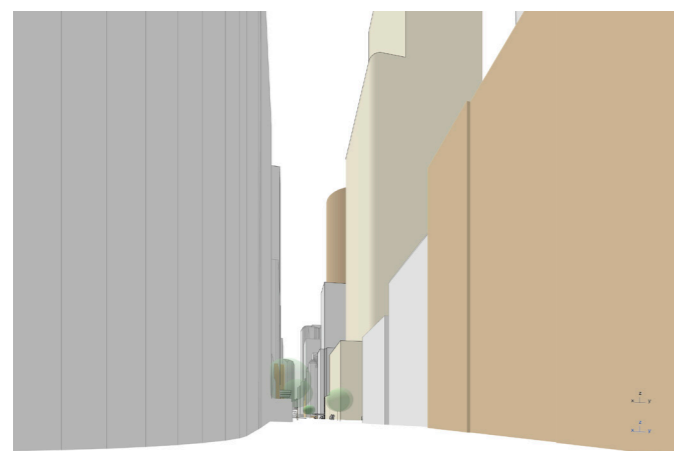
The floor plate is regularised with area balanced setbacks to Hunter Street, the eastern and the southern boundary.



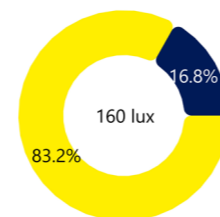
79. George Street Setback

➡ Setback Adjustment

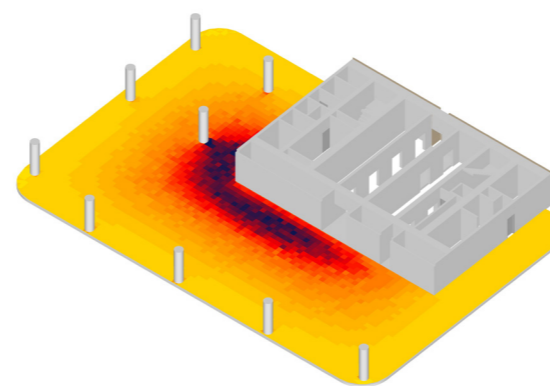
Additional setback to George Street allows for the view towards the Australian Square from the southern George Street. The floor plate is kept regular shape and further adjusted with Hunter Street setback, the eastern and the southern boundary setbacks.



80. Showing increasing view to the sky and Australia Square Tower (Local Heritage Item) from the southern side of George Street



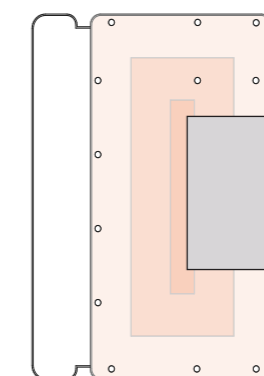
82. Daylight Analysis ( Refer details in Appendices )



81. Round Corners

The rounding corner reduces the diagonal dimension of the floor plate, which improves the slenderness of the tower and increases natural daylight access for the surrounding public domain

The upper level of the tower steps back further from George Street to avoid additional overshadowing of Martin Place and further increase daylight access to George Street.



- 59.1% of NLA (0-6m from perimeter)
- 34.1% of NLA (0-6m from perimeter)
- 6.8% of NLA (0-6m from perimeter)

83. Floor Plate Analysis ( Refer details in Appendices )

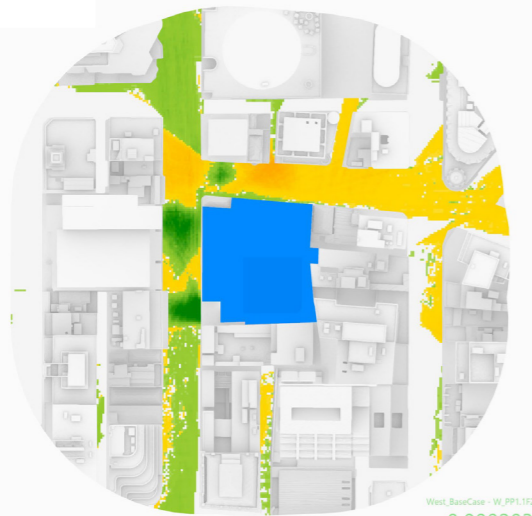
# Height Control

Hunter Street West is located to the North of Martin Place, limited in height by sun and shadow controls defined by the Sydney LEP.

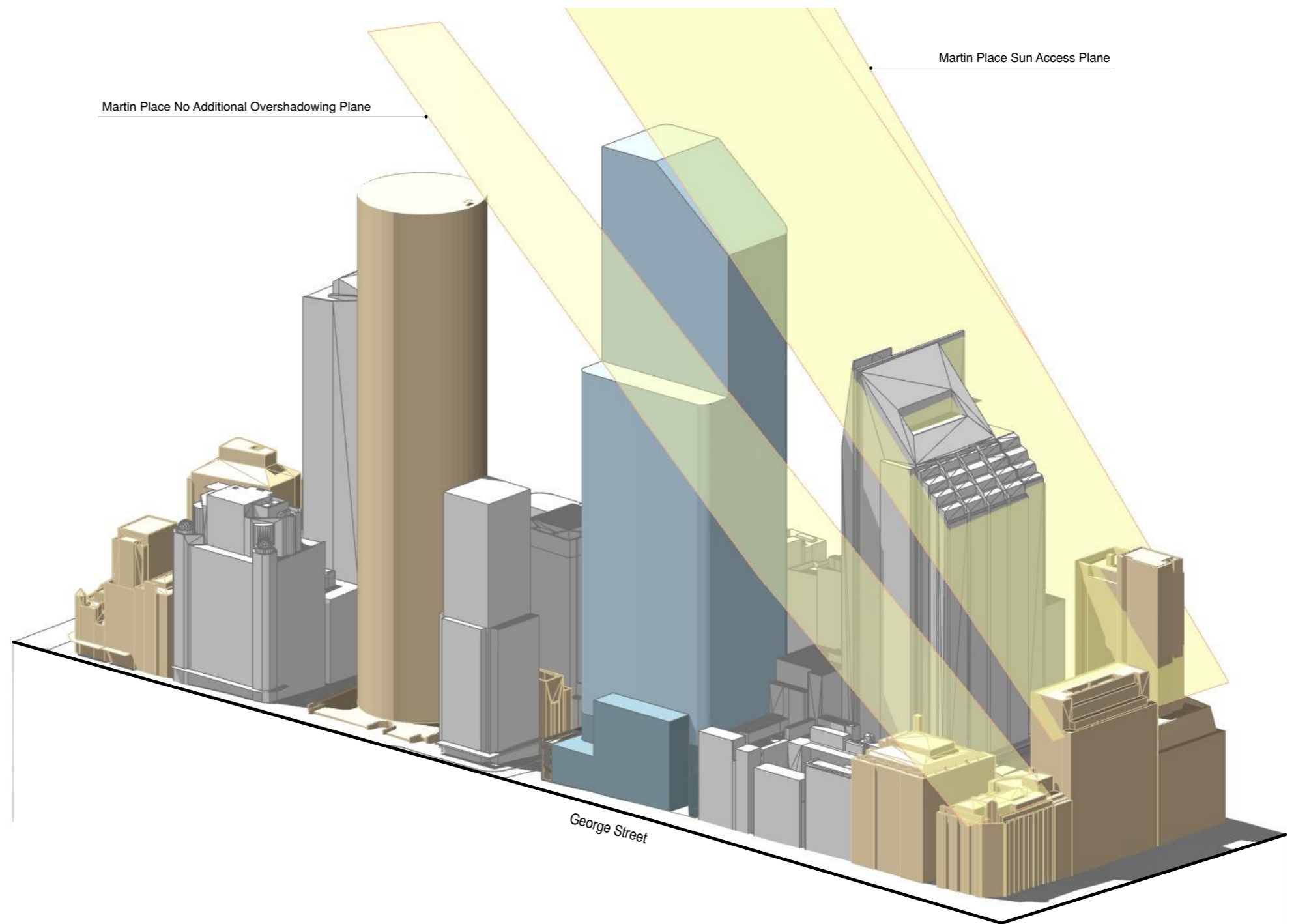
The height of the proposed envelope is RL220.0m (213.0m above ground), which is below the Martin Place Sun Access Plane and the Martin Place No Additional Overshadowing plane.

The proposed envelope was analysed against the daylight and wind requirements based on the Sydney DCP - Schedule 12. ( Refers to the appendices. )

The analysis demonstrates that the proposed envelope improves visual access to the sky by **0.000203%**, when compared to the Basecase envelope as outlined within Sydney DCP - Schedule 12 - 'Procedures for demonstrating compliance with variation provisions for setbacks, separations and tapering in Central Sydney'.



84. Sky View Factor Analysis Plan - 100m Radius Analysis extent

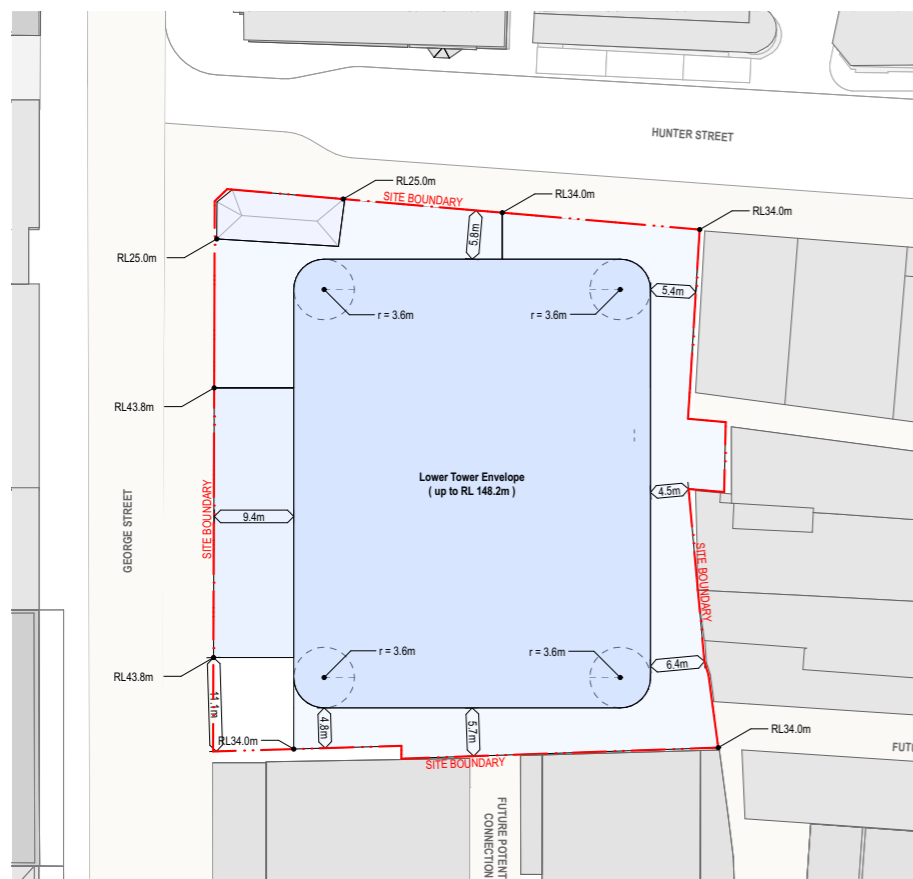


# Proposed Planning Envelope

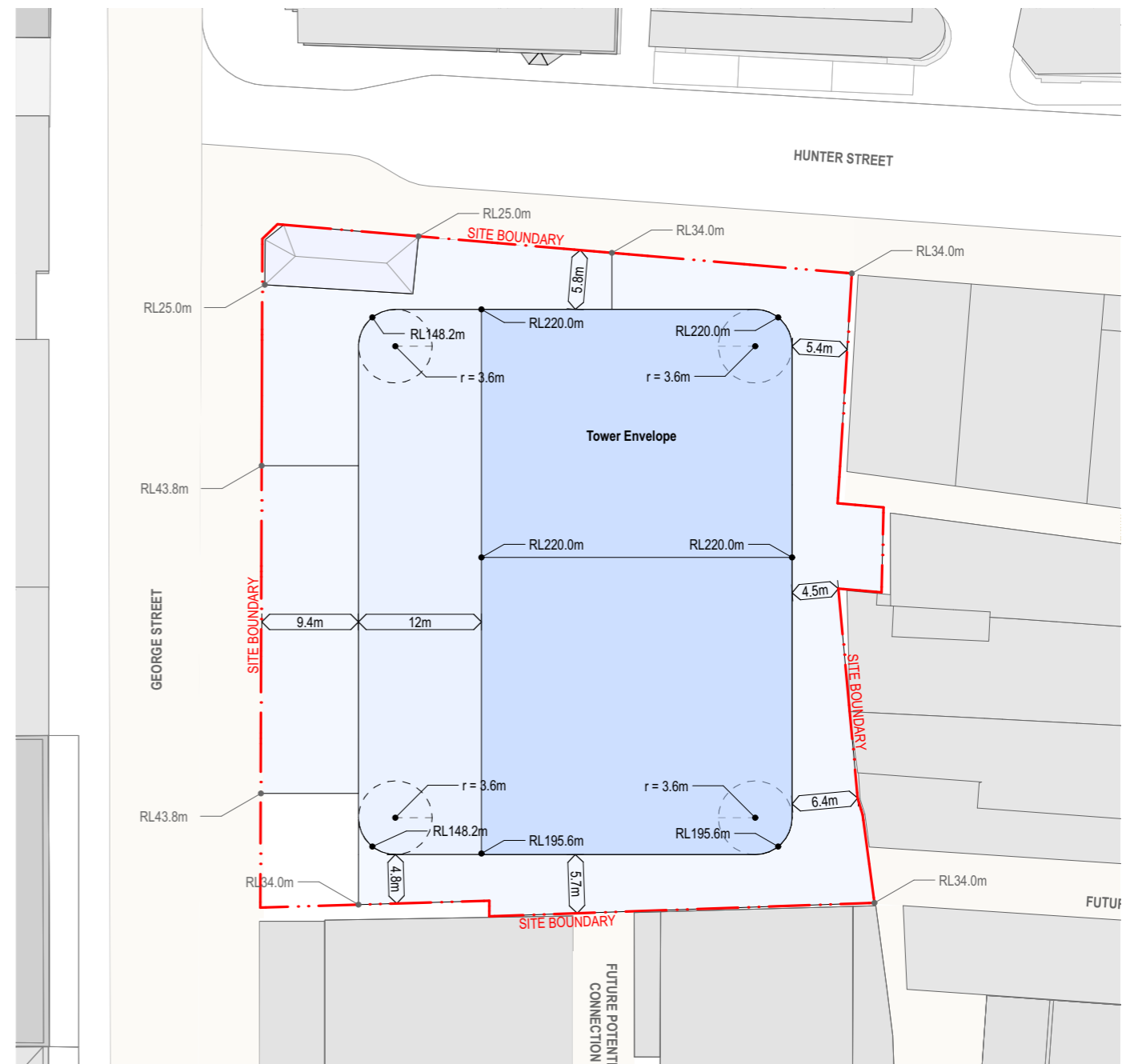
To realise the primary objective and intended outcome of the State Significant Development Application request, a planning envelope has been outlined for the site. The planning envelope establishes the built form parameters to guide future development on the site.

The proposed planning envelope has been defined by a careful analysis of the urban context including: the ground plane, street walls, setbacks, sun access, daylight access and wind conditions.

The envelope is consistent with the principles, objectives and controls of the Central Sydney Planning Strategy and associated draft DCP and LEP amendments.

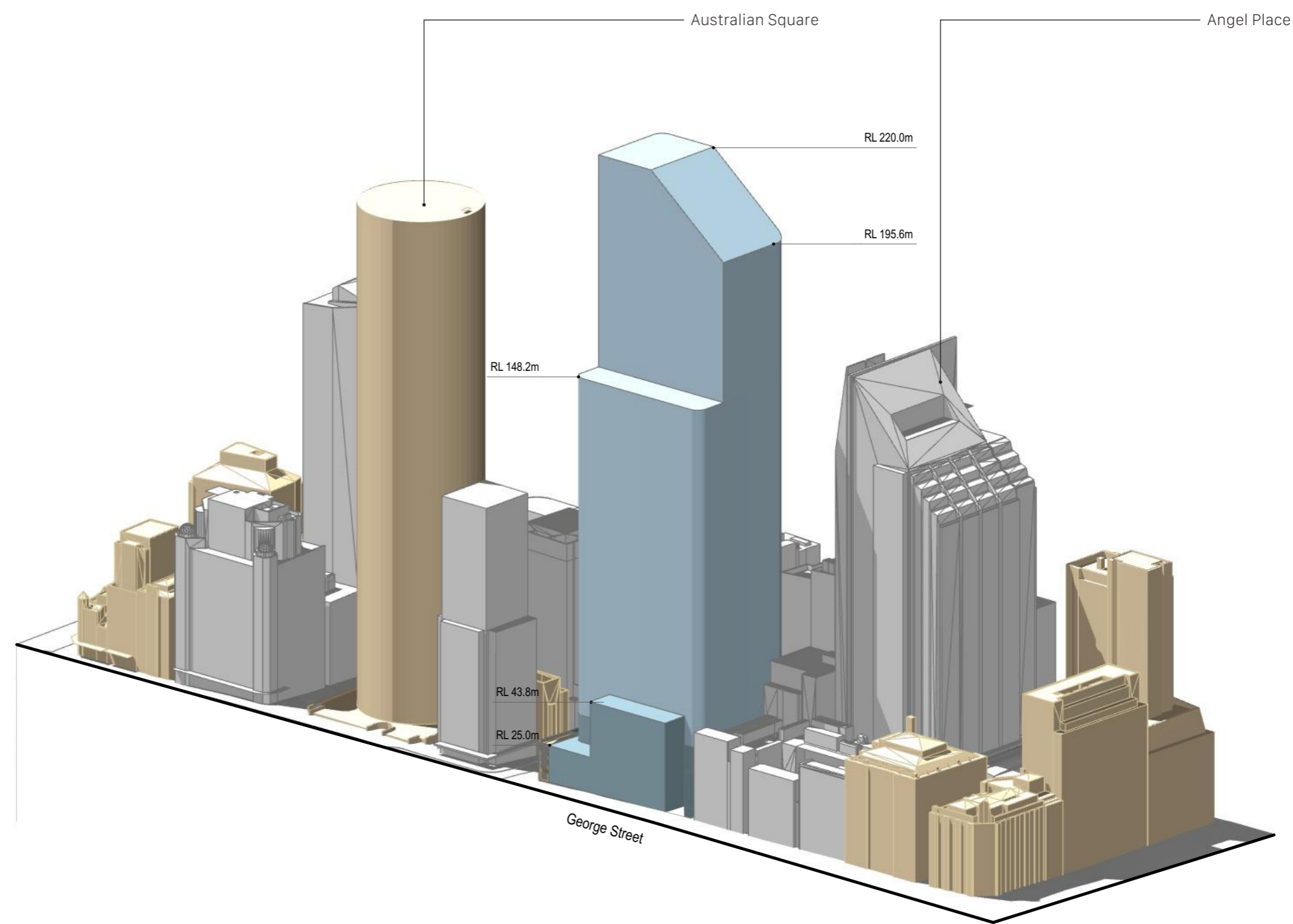


85. Proposed Envelope - Lower Tower Roof Plan

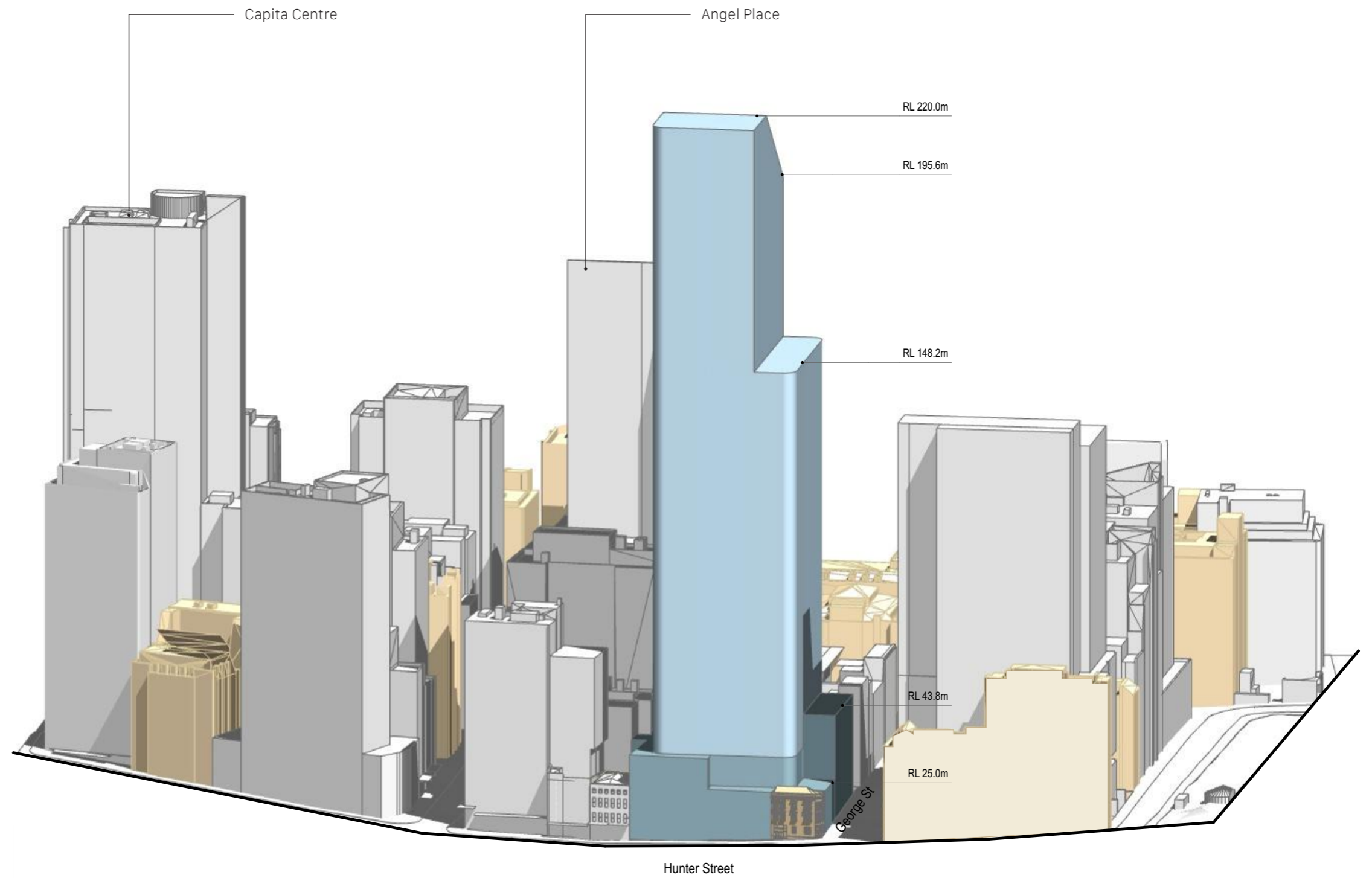


86. Proposed Envelope - Tower Roof Plan

# Proposed Envelope



87. Proposed Envelope - Southwest View



88. Proposed Envelope - Northwest View

# Concept Reference Design Massing

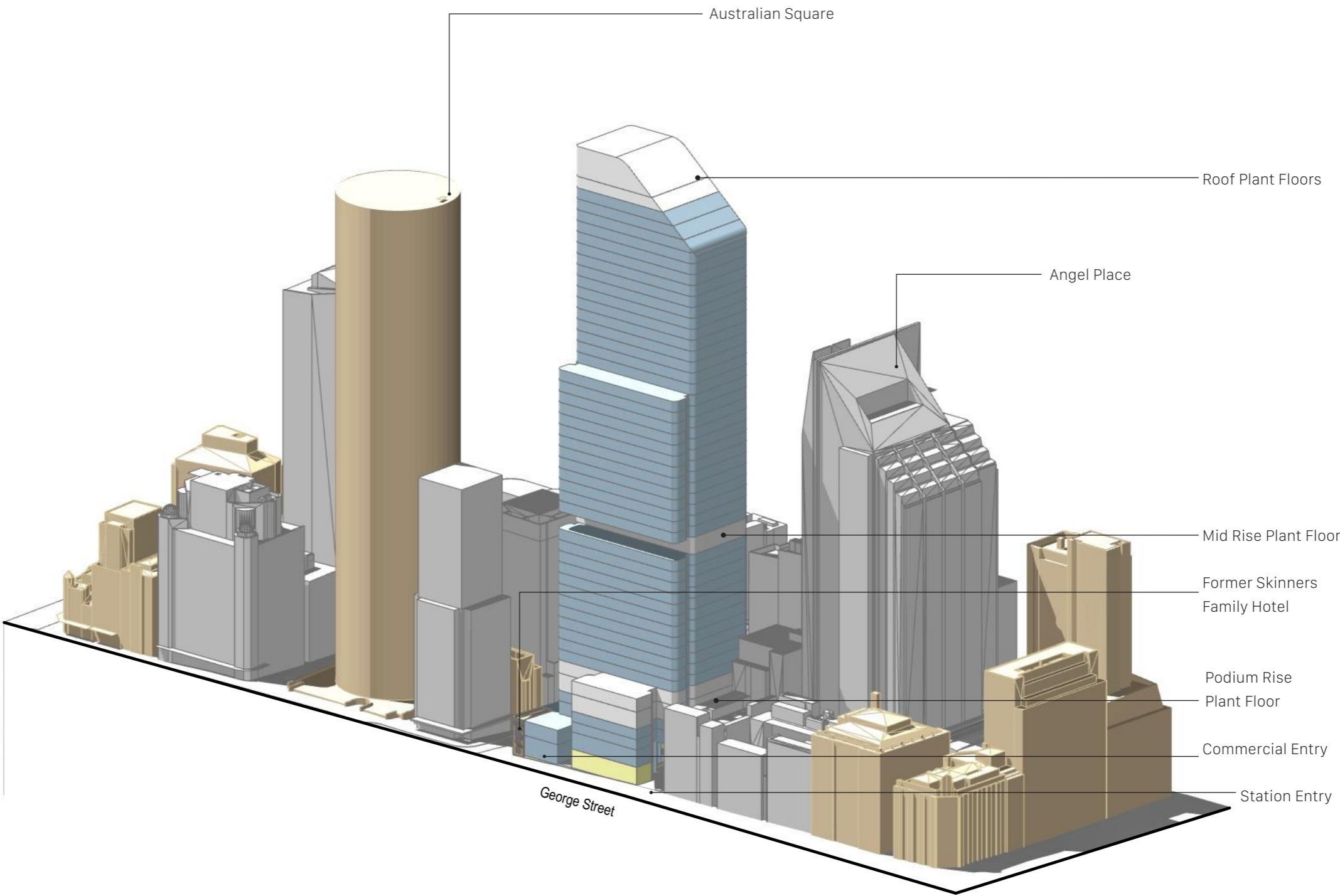
The concept reference design has been prepared for the site and is indicative only. It has primarily been prepared to demonstrate and justify the proposed numerical amendments to the SLEP 2012 which are being sought under this State Significant Development Application request. The final detailed design of the scheme will be the subject of a future Detailed SSDA.

The concept reference design for a commercial tower fits within the proposed concept OSD building envelope and contains the proposed amount of floor space including the metro station and through site link.

This concept building envelope allows for building articulation, and external facade elements such as sun shading and roof features to fit within the envelope. The following massing diagrams illustrate this articulated form.

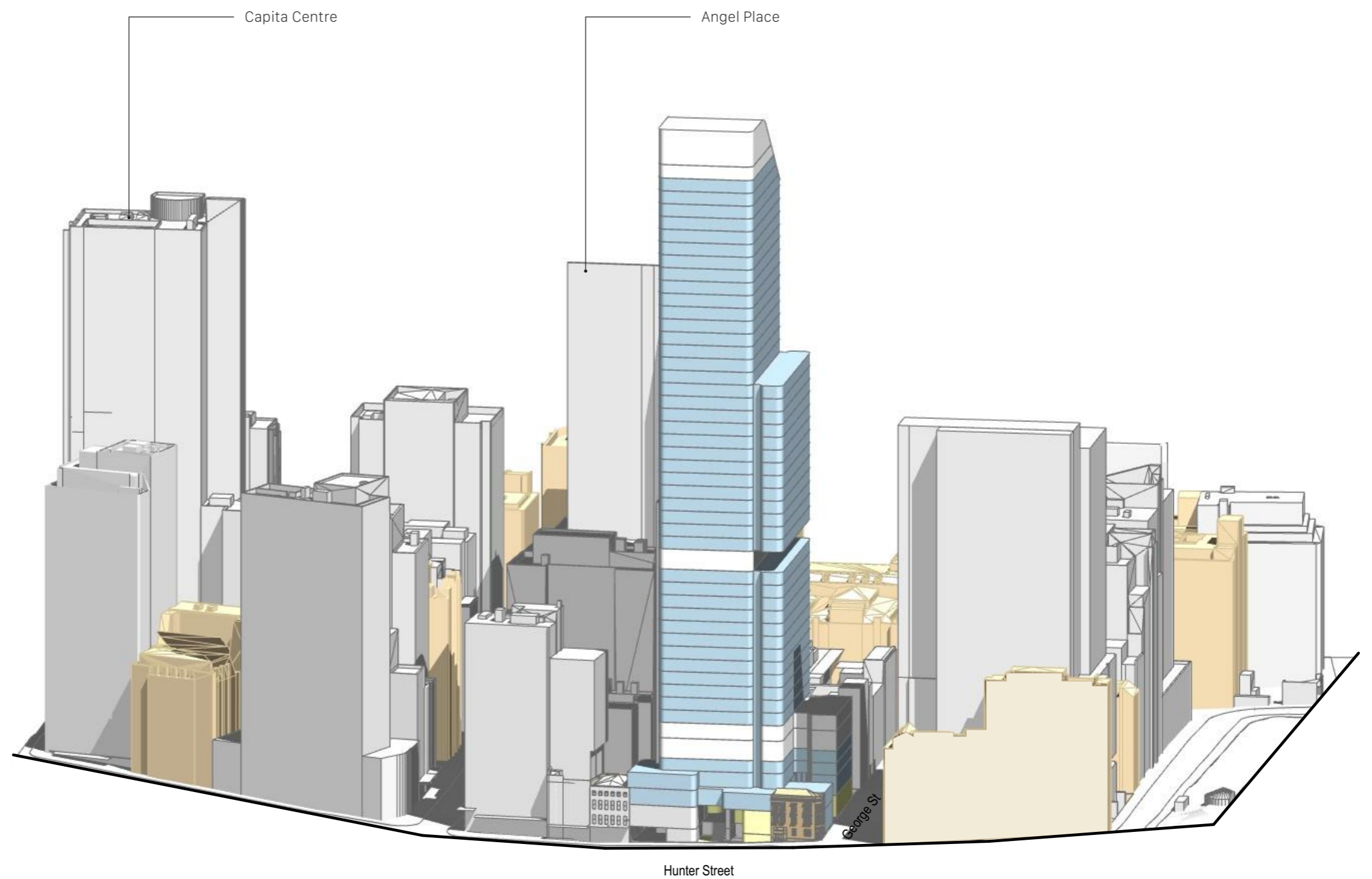
The proposal is consistent with the scale of development in the precinct and is in line with the objectives of the Central Sydney Strategy in terms of creation of employment space, land efficiency and urban controls.

The articulation is 12% of the envelope outline measured on a floor by floor basis and the efficiency of the commercial tower is 79.49% GBA to GFA.



- KEY
- Commercial
  - Retail
  - Plant

89. Concept Reference Design - Northwest View



90. Indicative Design - Southwest View

KEY

- Commercial
- Retail
- Plant









# Residential Sun Access Analysis

The following sun-eye view analysis has been undertaken on June 21st between 9am and 3pm for the purpose of assessing potential overshadowing of residential buildings within the control times specified in SEPP 65 and the NSW Apartment Design Guide(ADG).

In the first step, hourly analysis has been undertaken to detect the potential overshadowing impact of the proposed envelopes. In the second step, 15 minute detailed analysis have been applied to the impacted times to measure their duration.

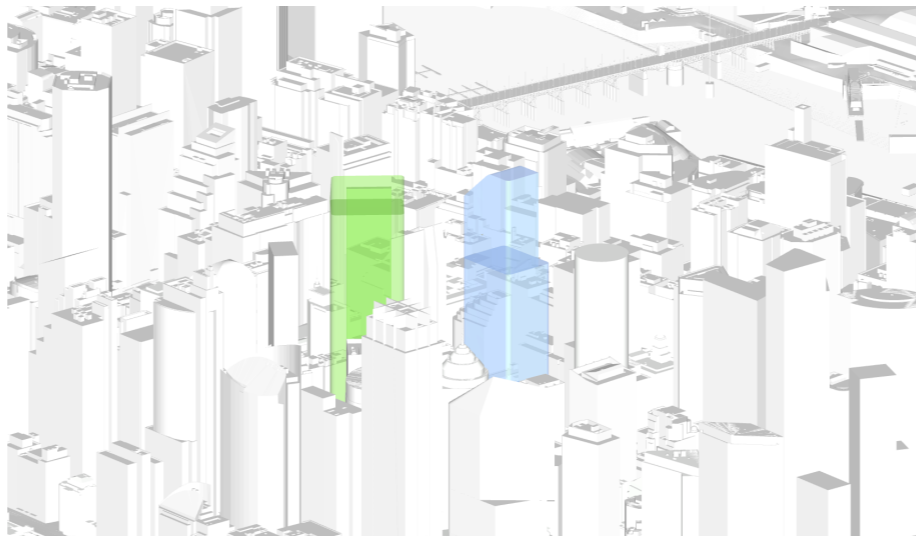
The results illustrate the following:

The proposed Hunter Street West building envelope partially shades the west facade of 1 Hosking Place between 2:45pm and 3pm on 21st June (Figure. 165 & 166).

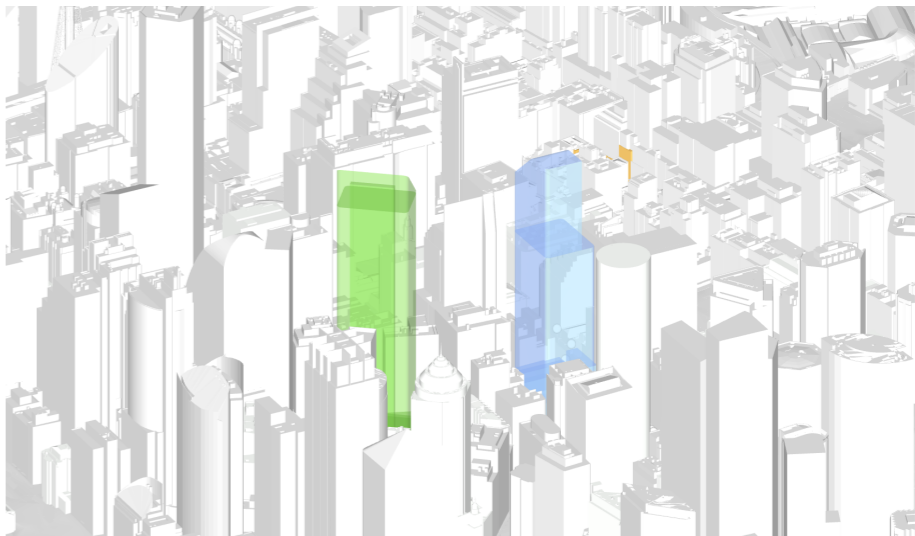
However, 1 Hosking Place still receives 2.5 hours of solar access between 12:15pm and 2:45pm on 21 June, which complies with the requirement of the NSW Apartment Design Guide (ADG).

For a discussion on compliance with SEPP 65 please refer to the Urbis SSDA report.

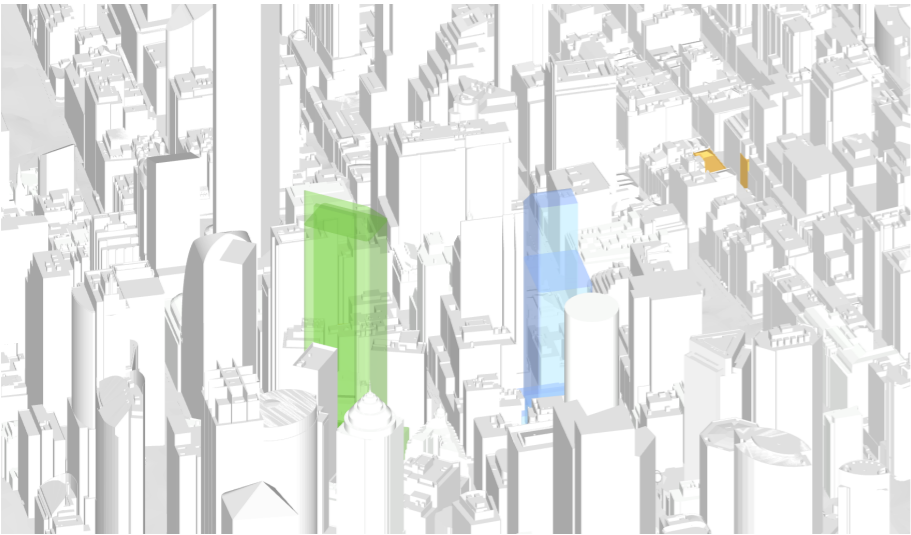
Winter Solstice - 21 June  
Between 9am and 3pm  
1 hour Intervals



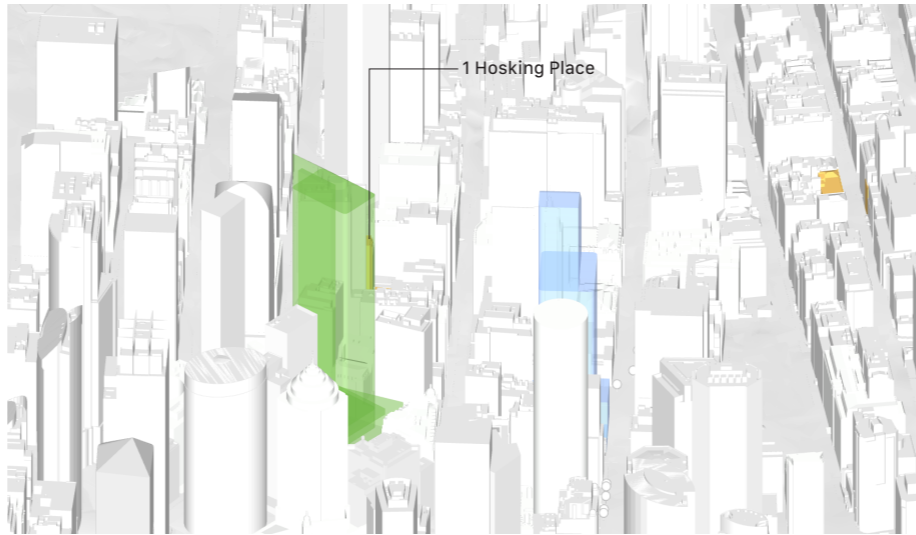
91. 9am AEST



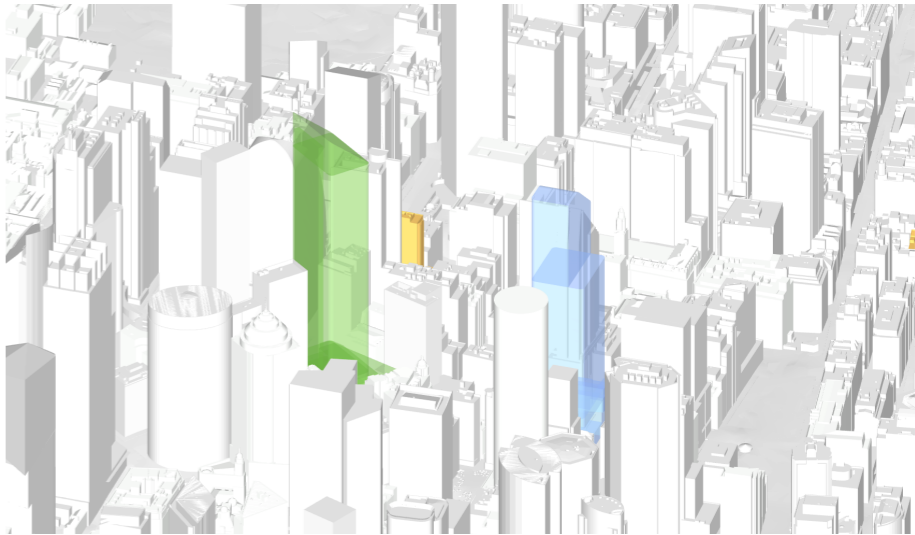
92. 10am AEST



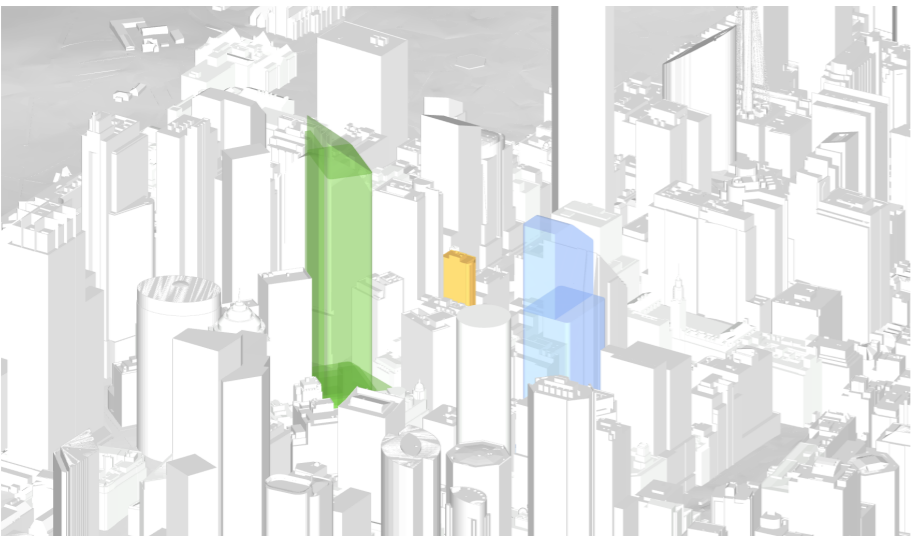
93. 11am AEST



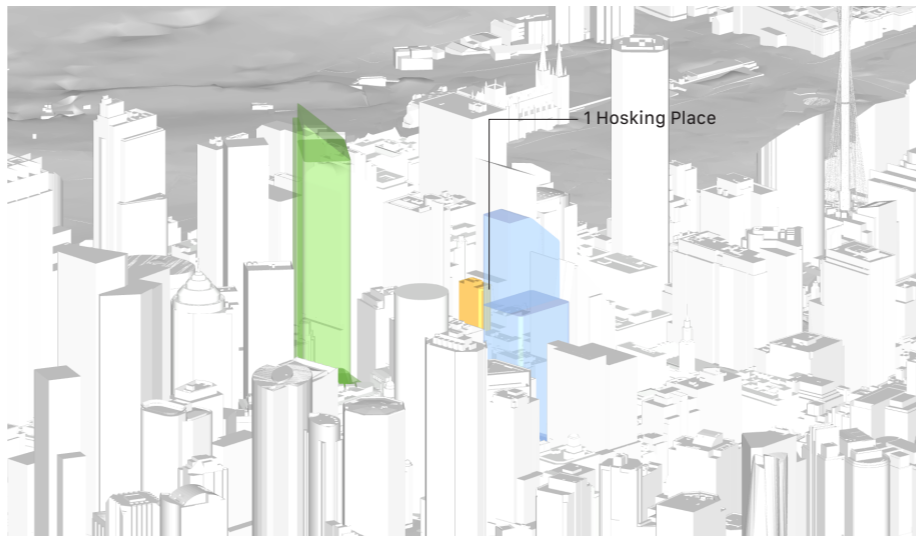
94. 12pm AEST



95. 1pm AEST



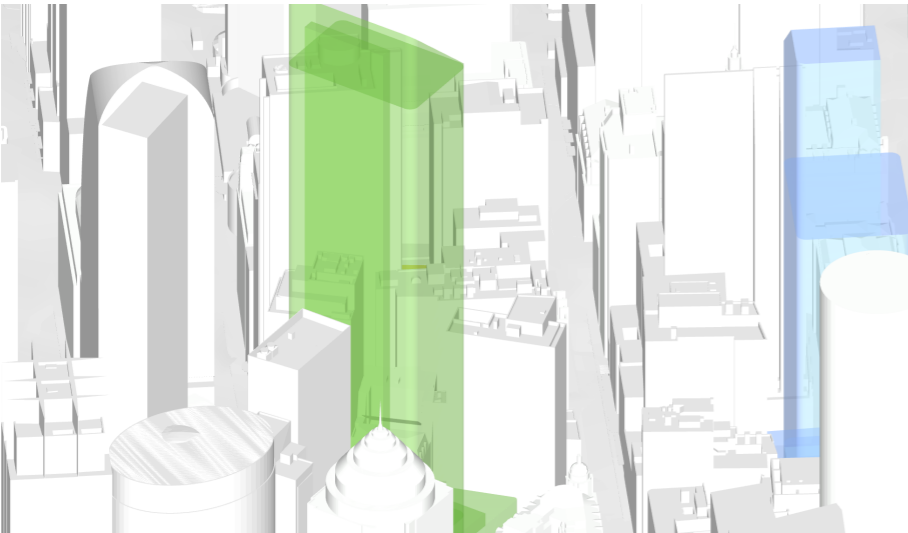
96. 2pm AEST



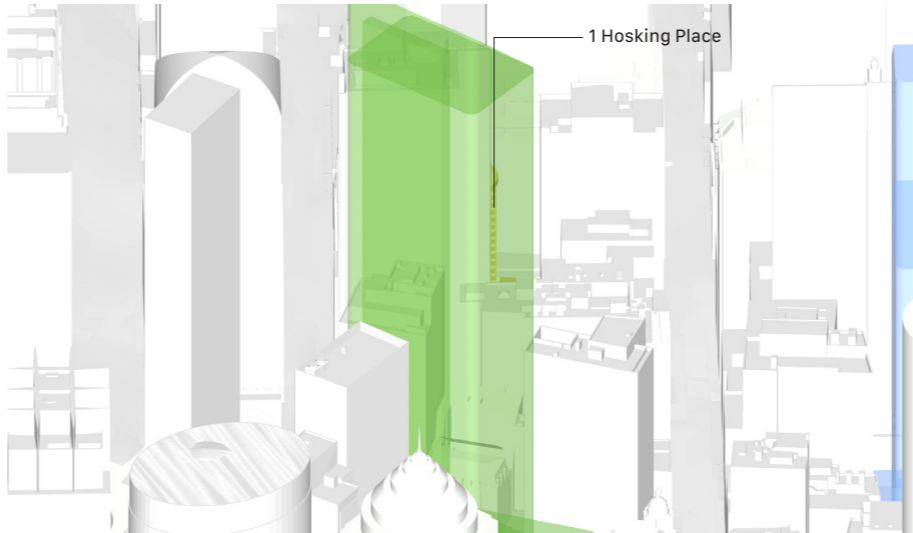
97. 3pm AEST

- KEY
- SSDA East Envelope
  - Proposed Hunter Street West Envelope
  - Surrounding Residential Buildings

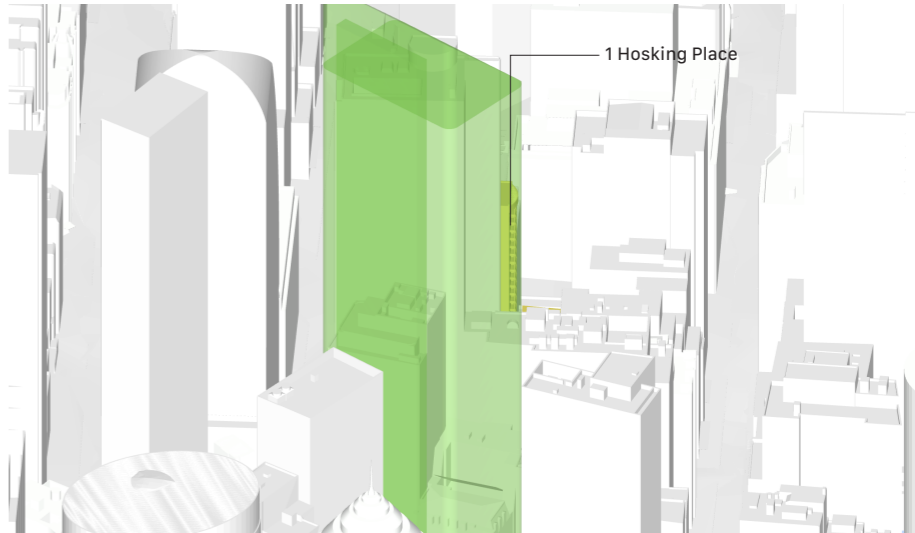
Winter Solstice - 21 June  
Between 11:30pm to 12:30  
15 minutes Intervals



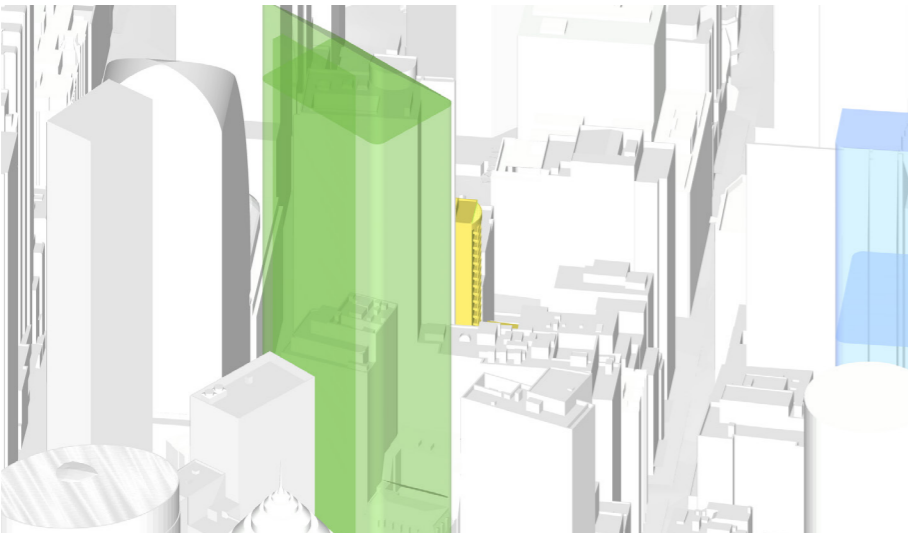
98. 11:30am AEST



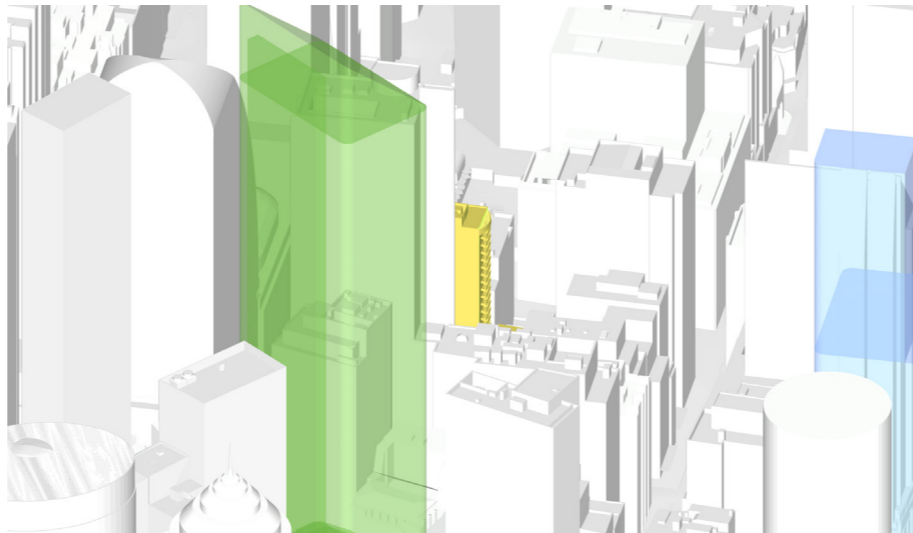
99. 11:45am AEST



100. 12:00pm AEST



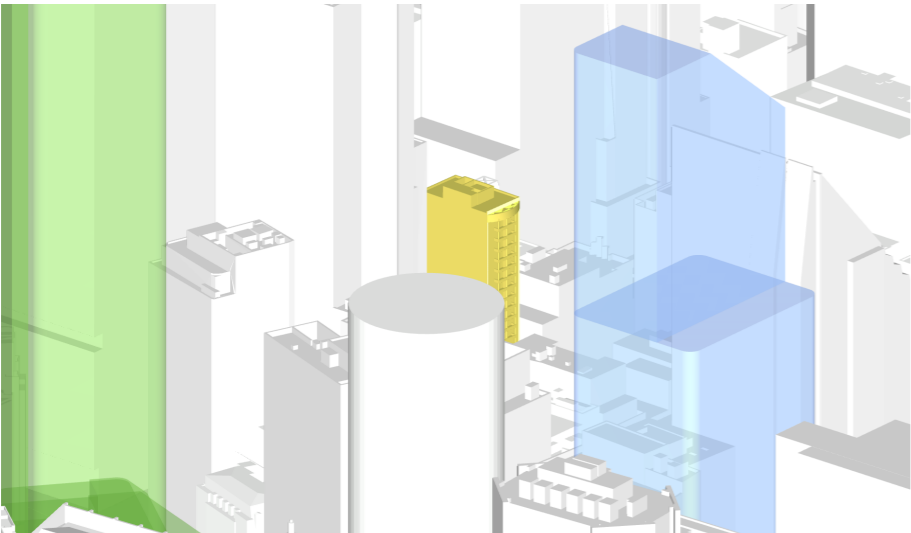
101. 12:15pm AEST



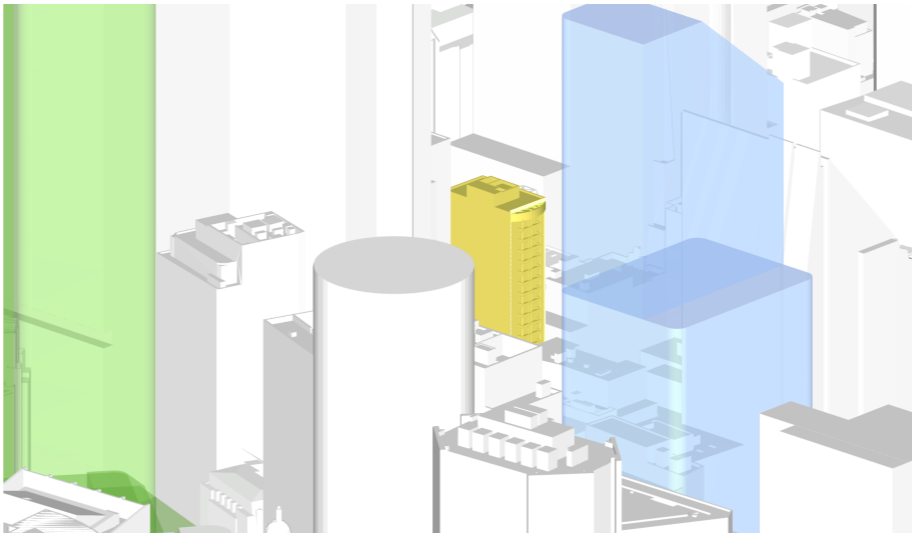
102. 12:30pm AEST

- KEY
- SSDA East Envelope
  - Proposed Hunter Street West Envelope
  - Surrounding Residential Buildings

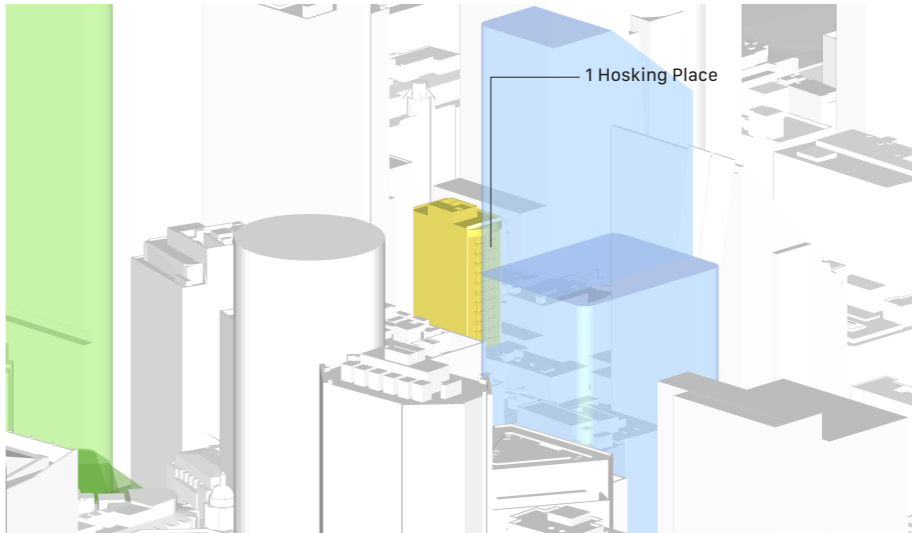
Winter Solstice - 21 June  
Between 2:30pm to 3:00  
15 minutes Intervals



103. 2:30pm AEST



104. 2:45pm AEST



105. 3:00pm AEST

- KEY
- SSDA East Envelope
  - Proposed Hunter Street West Envelope
  - Surrounding Residential Buildings



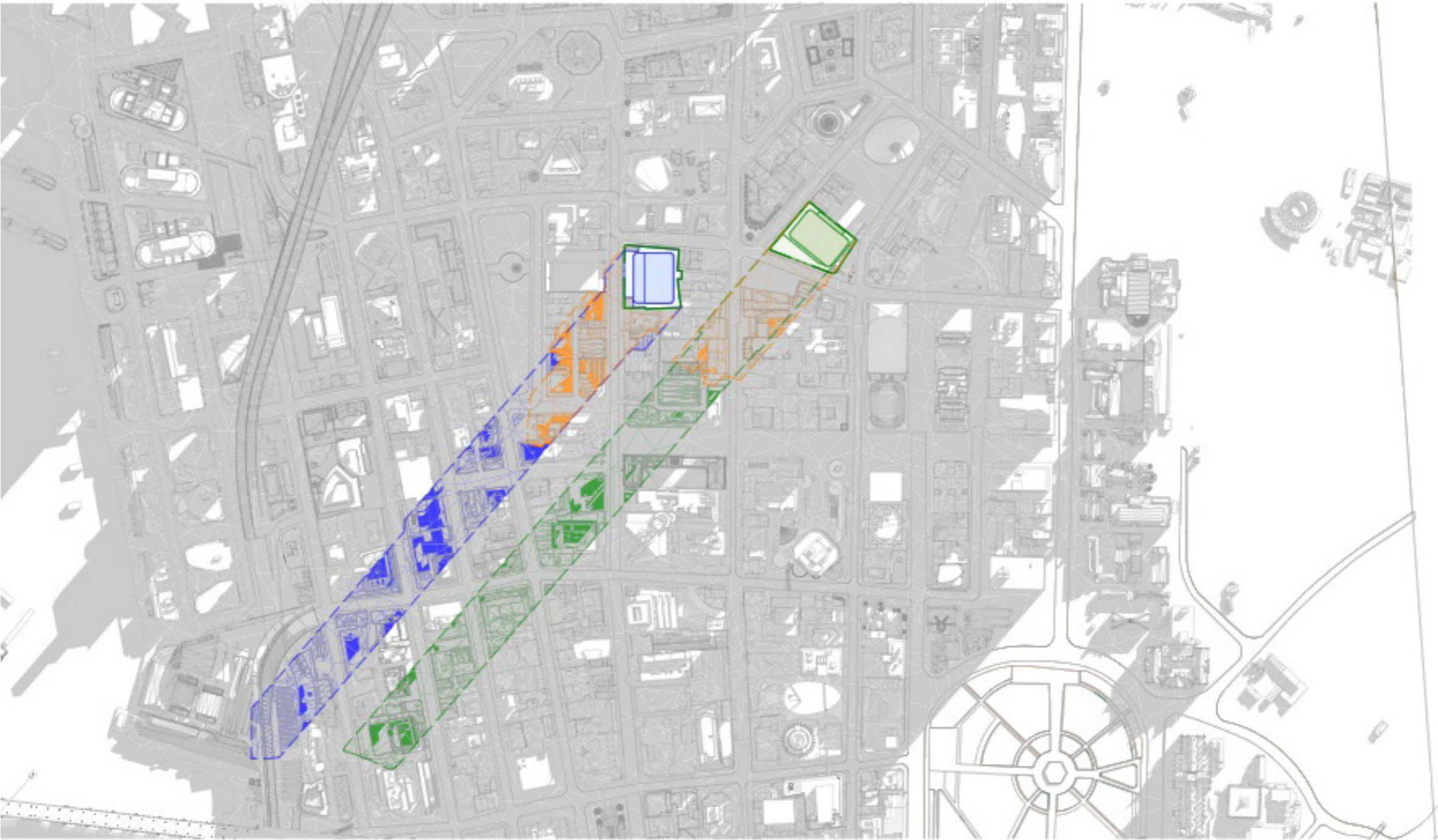


# Shadow Diagrams

The following shadow analysis has been undertaken on 21 June (winter solstice) and 21 December (summer solstice).

The Hunter Street East proposed envelope and its impacts have been illustrated in blue and the Hunter Street West proposed envelope and its impacts have been illustrated in green. A consistent colour (orange) has been used to demonstrate the existing shadows from the existing buildings on site.

Winter Solstice - 21 June  
9am



- KEY
- Existing Shadow
  - Existing Shadow From Existing Building Onsite
  - Additional Overshadowing from Proposed Envelope - West
  - Additional Overshadowing from SSDA East Envelope
  - Boundary

Winter Solstice - 21 June  
10am



- KEY
- |   |  |
|---|--|
| Existing Shadow                               | Additional Overshadowing from Proposed Envelope - West |
| Existing Shadow From Existing Building Onsite | Additional Overshadowing from SSDA East Envelope       |
|   | Boundary   |

Winter Solstice - 21 June  
11am



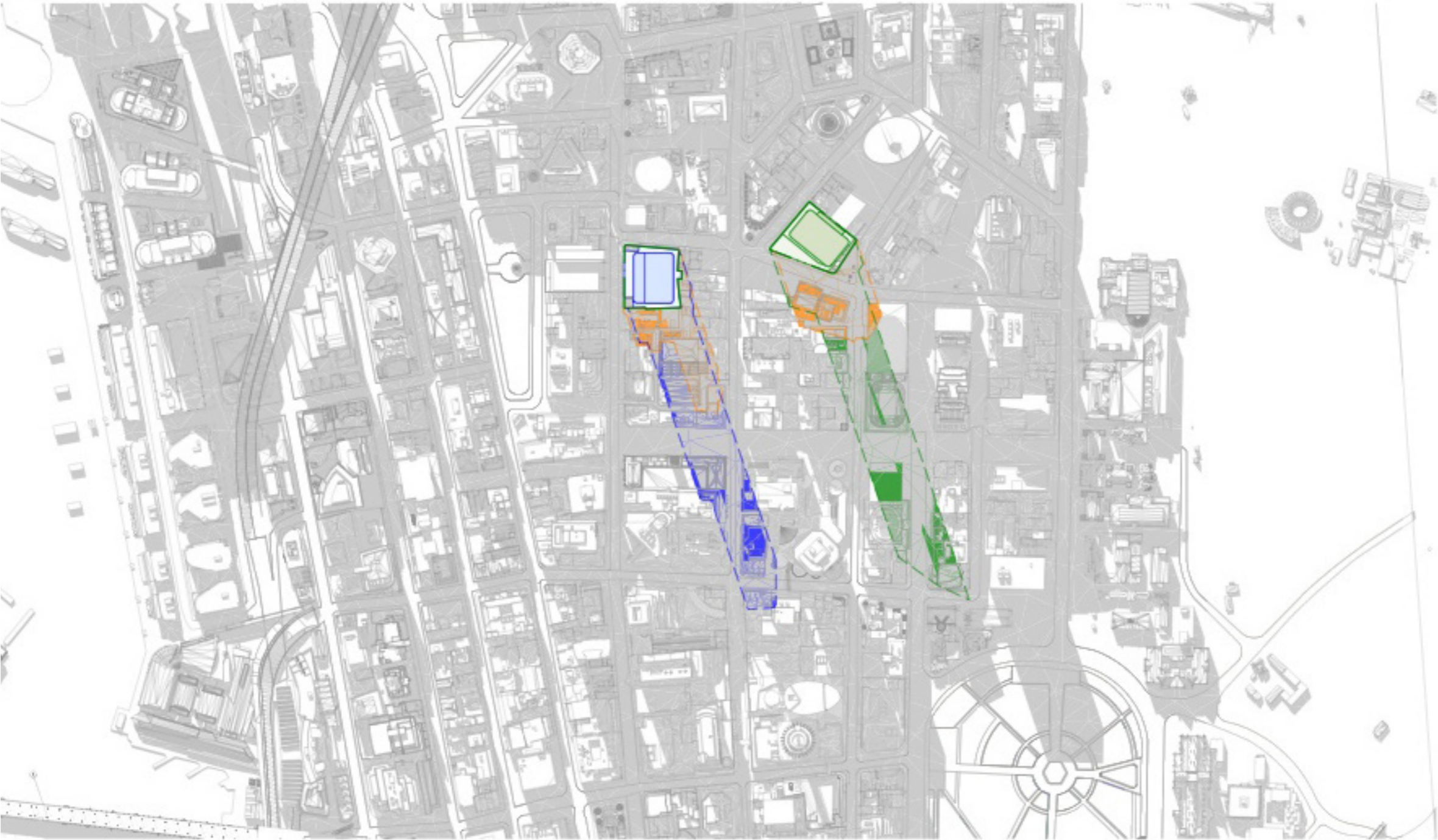
- KEY
- |   |  |
|---|--|
| Existing Shadow                               | Additional Overshadowing from Proposed Envelope - West |
| Existing Shadow From Existing Building Onsite | Additional Overshadowing from SSDA East Envelope       |
|   | Boundary   |

Winter Solstice - 21 June  
12pm



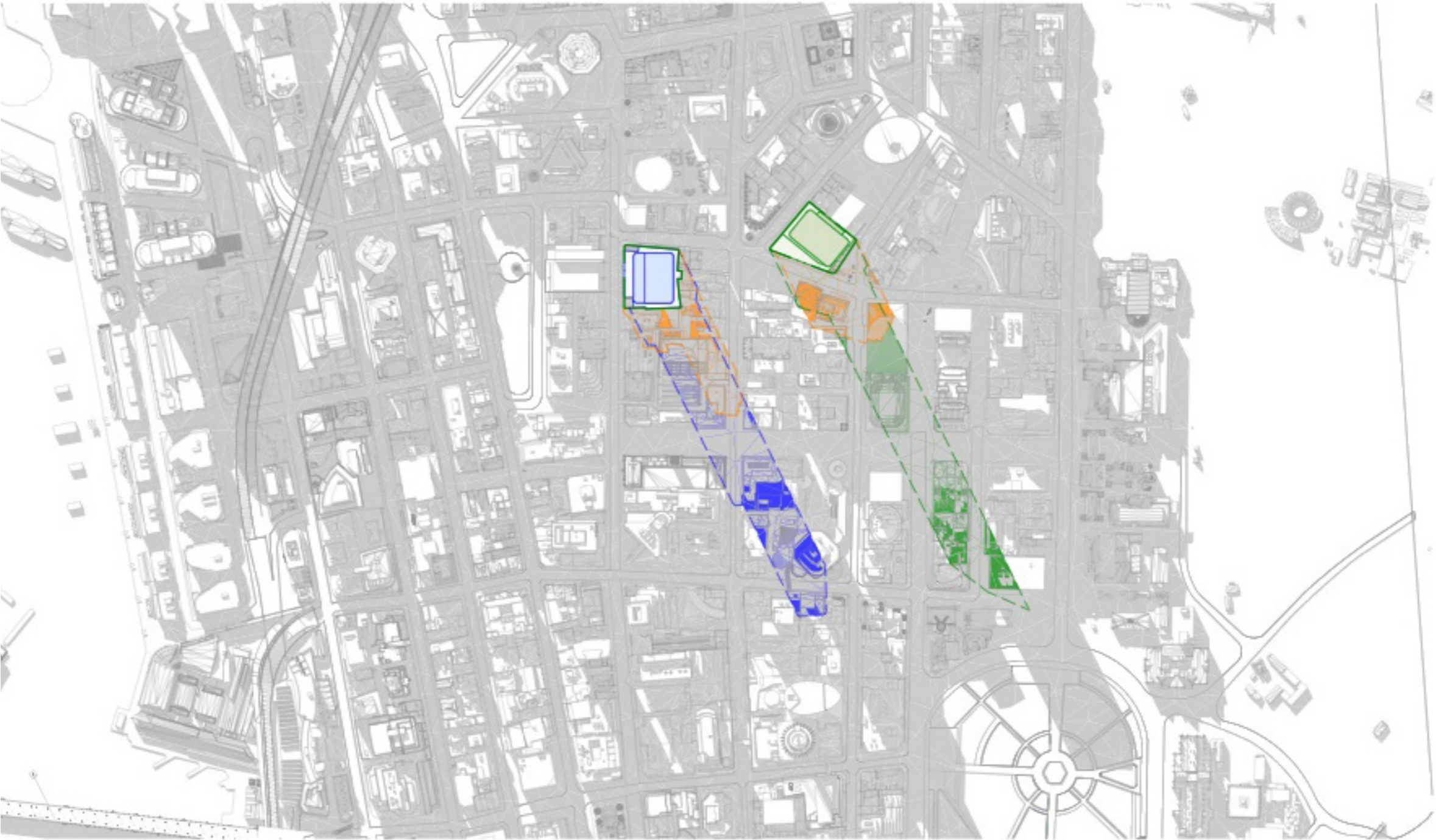
- KEY
- |   |  |
|---|--|
| Existing Shadow                               | Additional Overshadowing from Proposed Envelope - West |
| Existing Shadow From Existing Building Onsite | Additional Overshadowing from SSDA East Envelope       |
|   | Boundary   |

Winter Solstice - 21 June  
1pm



- KEY
- Existing Shadow
  - Existing Shadow From Existing Building Onsite
  - Additional Overshadowing from Proposed Envelope - West
  - Additional Overshadowing from SSDA East Envelope
  - Boundary

Winter Solstice - 21 June  
1:30pm

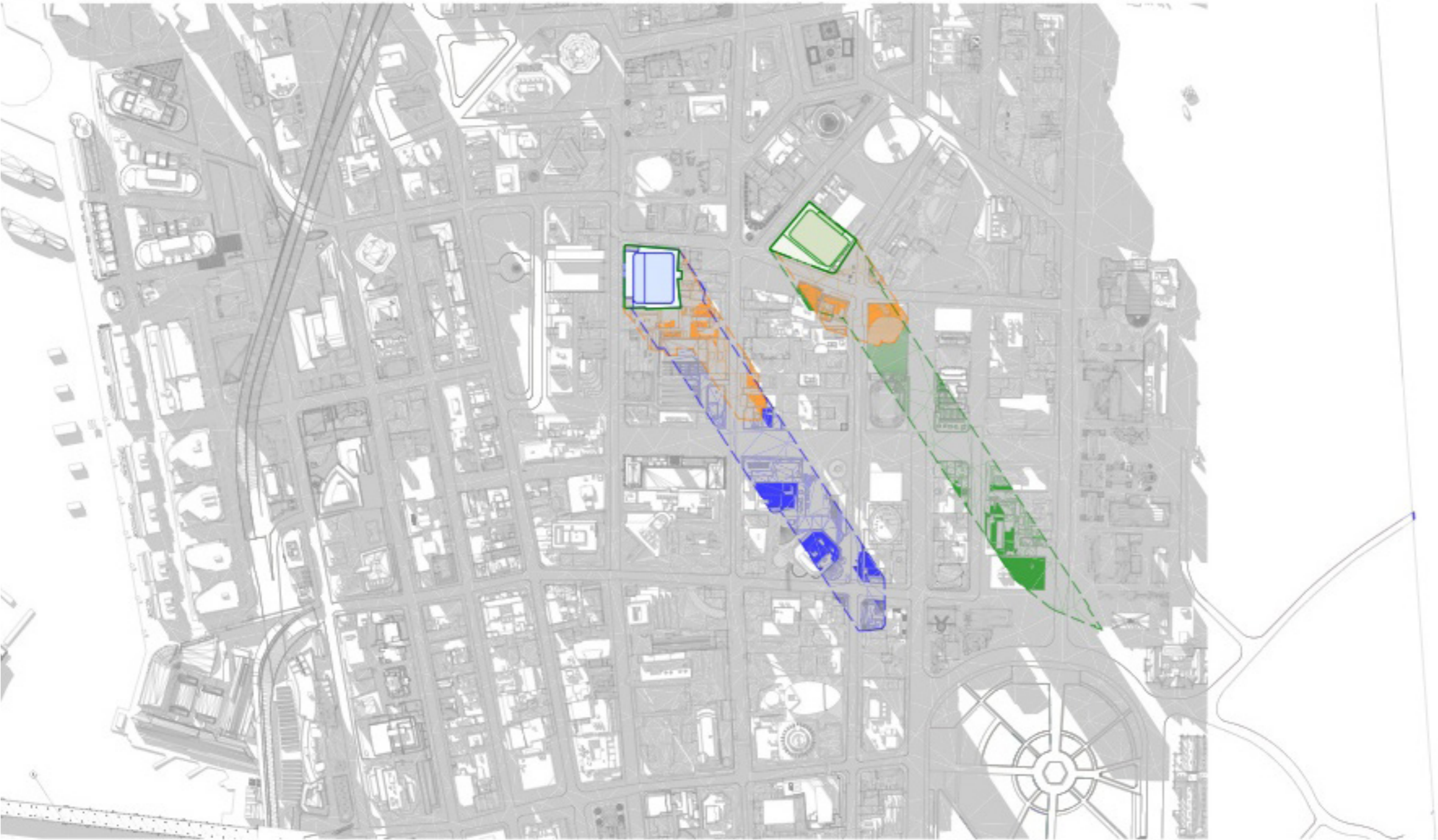


- KEY
- |   |  |
|---|--|
| Existing Shadow                               | Additional Overshadowing from Proposed Envelope - West |
| Existing Shadow From Existing Building Onsite | Additional Overshadowing from SSDA East Envelope       |
|   | Boundary   |

Winter Solstice - 21 June  
1:45pm

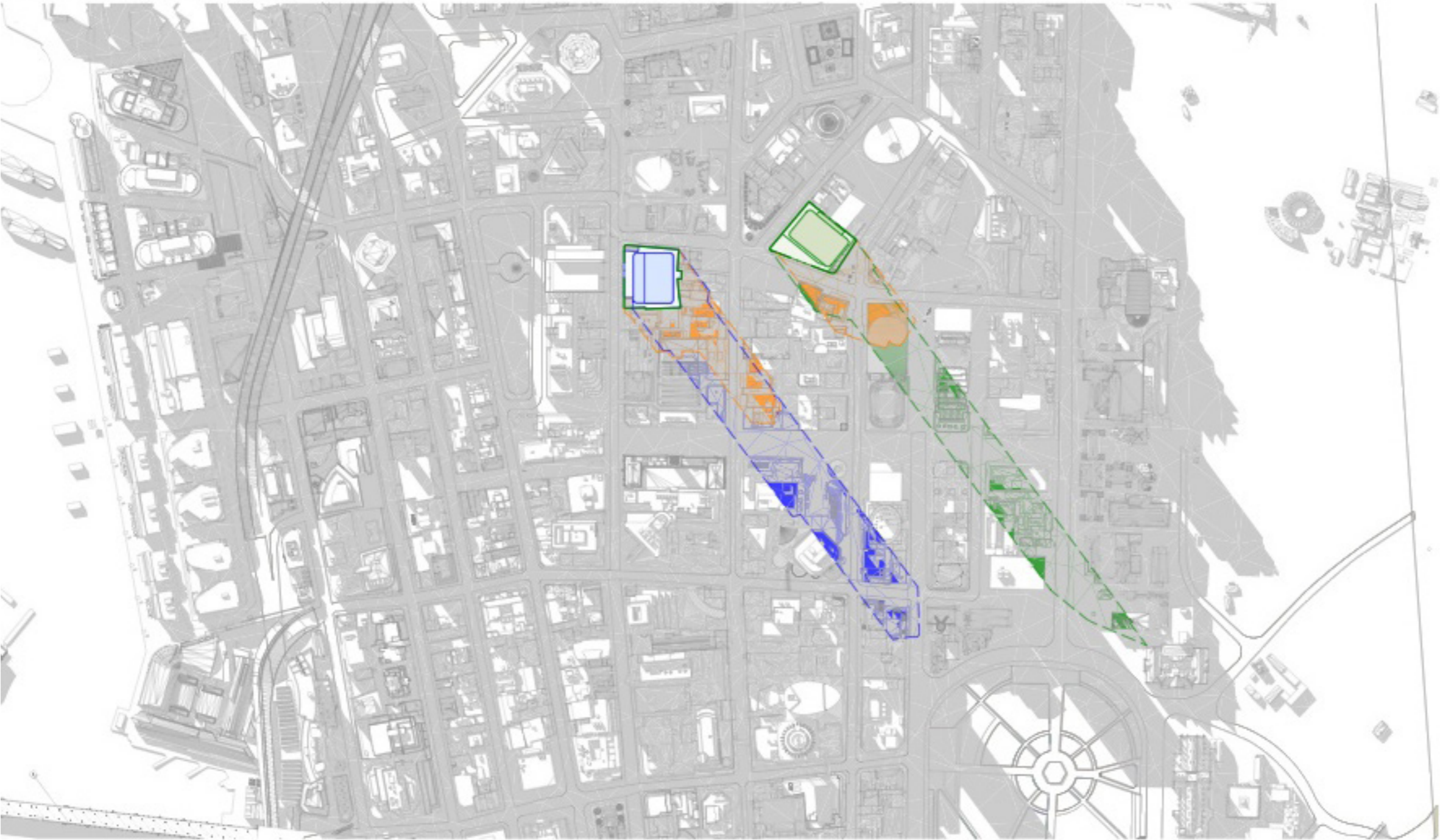


Winter Solstice - 21 June  
2pm



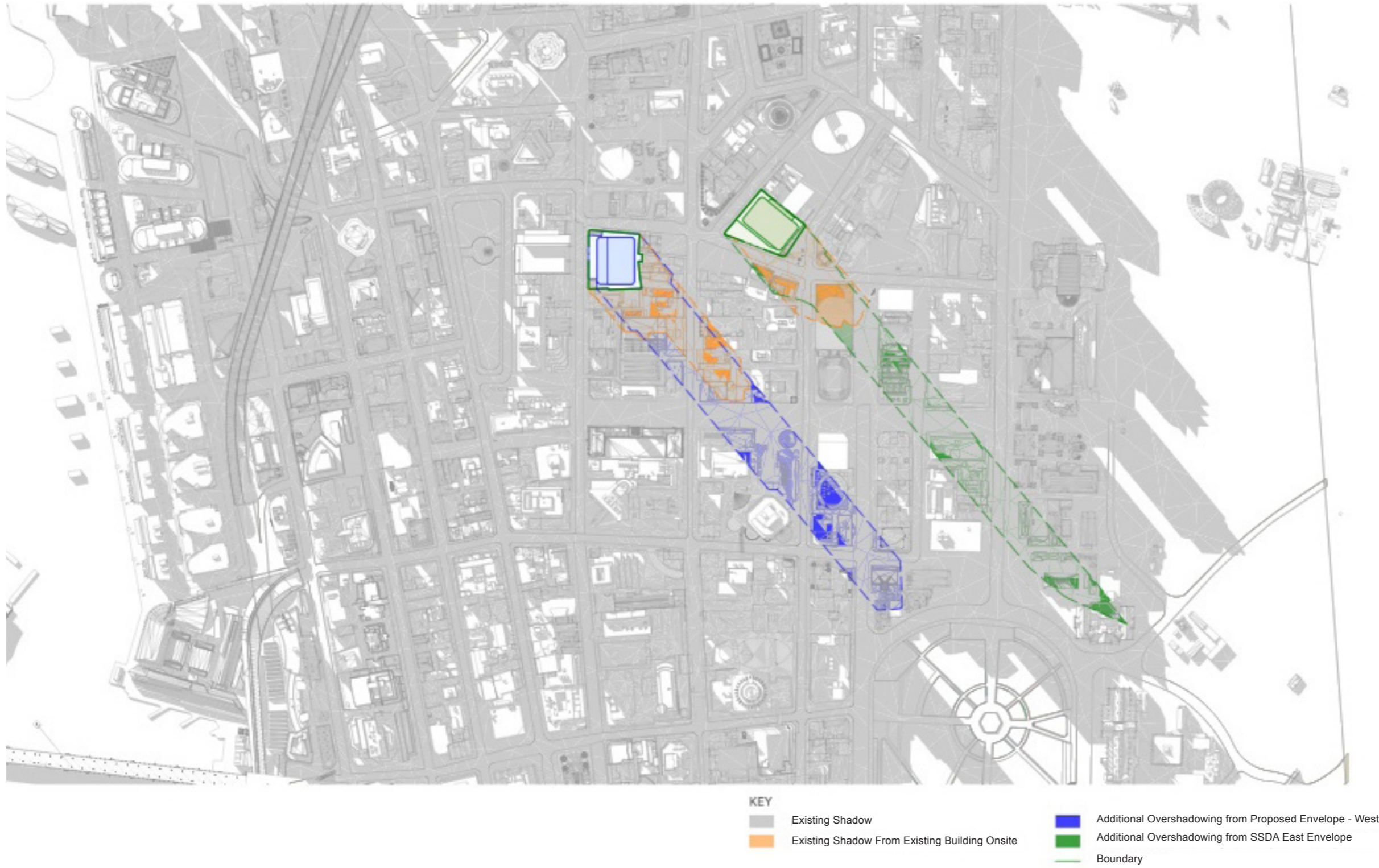
- KEY
- |   |   |   |  |
|---|---|---|--|
|  | Existing Shadow                               |  | Additional Overshadowing from Proposed Envelope - West |
|  | Existing Shadow From Existing Building Onsite |  | Additional Overshadowing from SSDA East Envelope       |
|   |   |  | Boundary   |

Winter Solstice - 21 June  
2:15pm

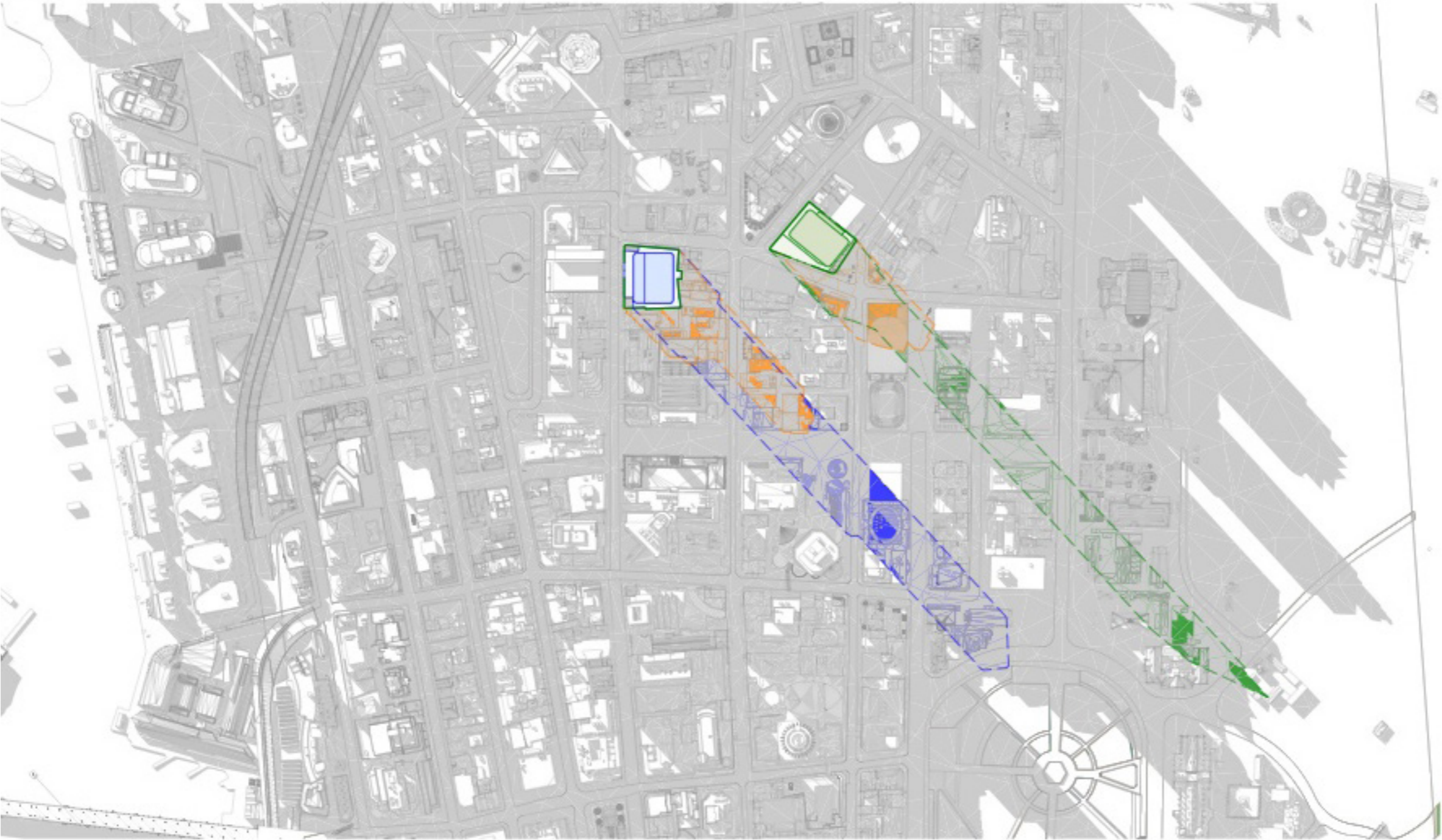


- KEY
- |   |   |   |  |
|---|---|---|--|
|  | Existing Shadow                               |  | Additional Overshadowing from Proposed Envelope - West |
|  | Existing Shadow From Existing Building Onsite |  | Additional Overshadowing from SSSA East Envelope       |
|   |   |  | Boundary   |

2:30pm

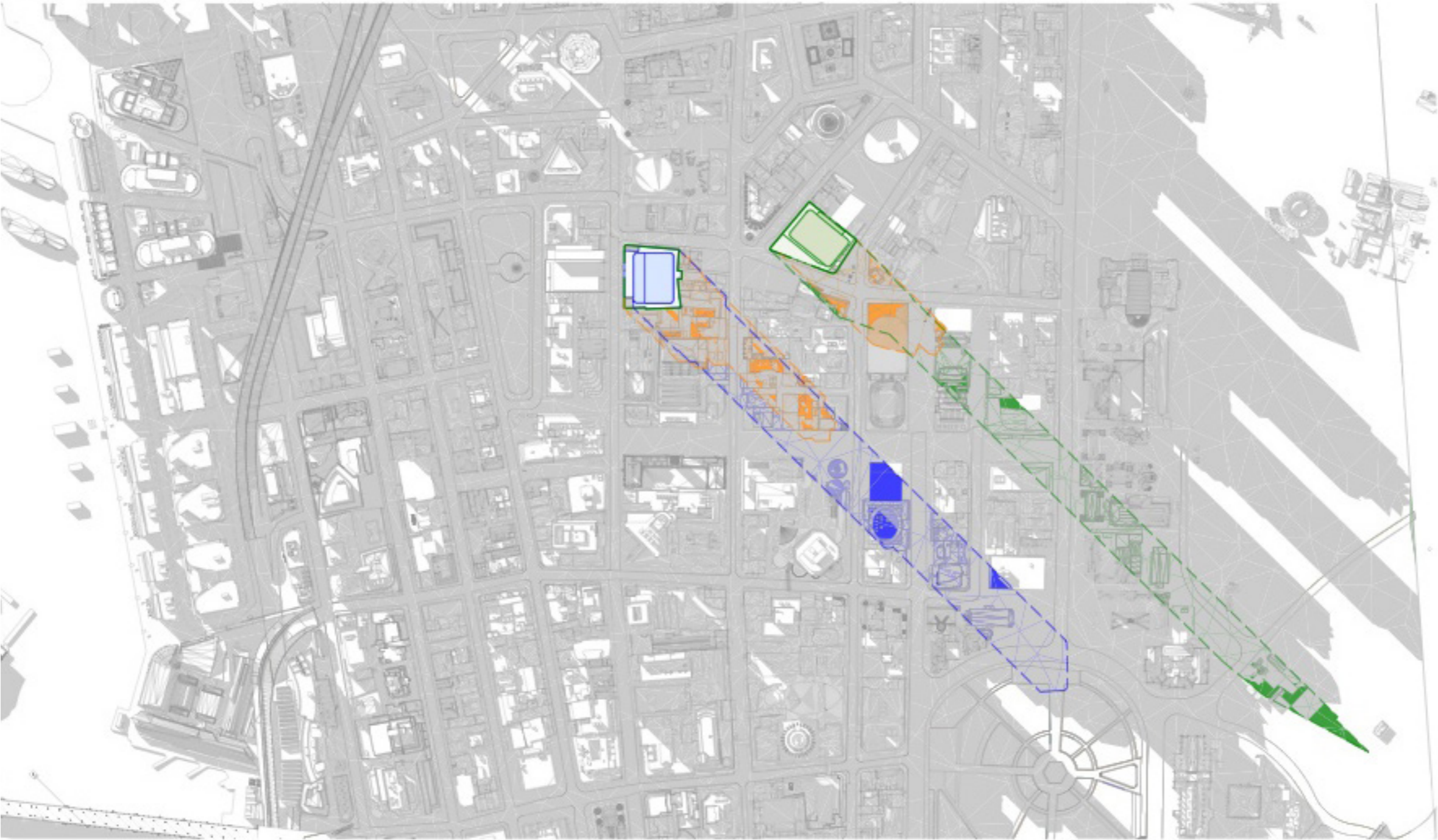


Winter Solstice - 21 June  
2:45pm



- KEY
- Existing Shadow
  - Existing Shadow From Existing Building Onsite
  - Additional Overshadowing from Proposed Envelope - West
  - Additional Overshadowing from SSDA East Envelope
  - Boundary

Winter Solstice - 21 June  
3pm



- KEY
- Existing Shadow
  - Existing Shadow From Existing Building Onsite
  - Additional Overshadowing from Proposed Envelope - West
  - Additional Overshadowing from SSDA East Envelope
  - Boundary

Summer Solstice -21 December  
9am



- KEY
- Existing Shadow
  - Existing Shadow From Existing Building Onsite
  - Additional Overshadowing from Proposed Envelope - West
  - Additional Overshadowing from SSDA East Envelope
  - Boundary

Summer Solstice -21 December  
12pm

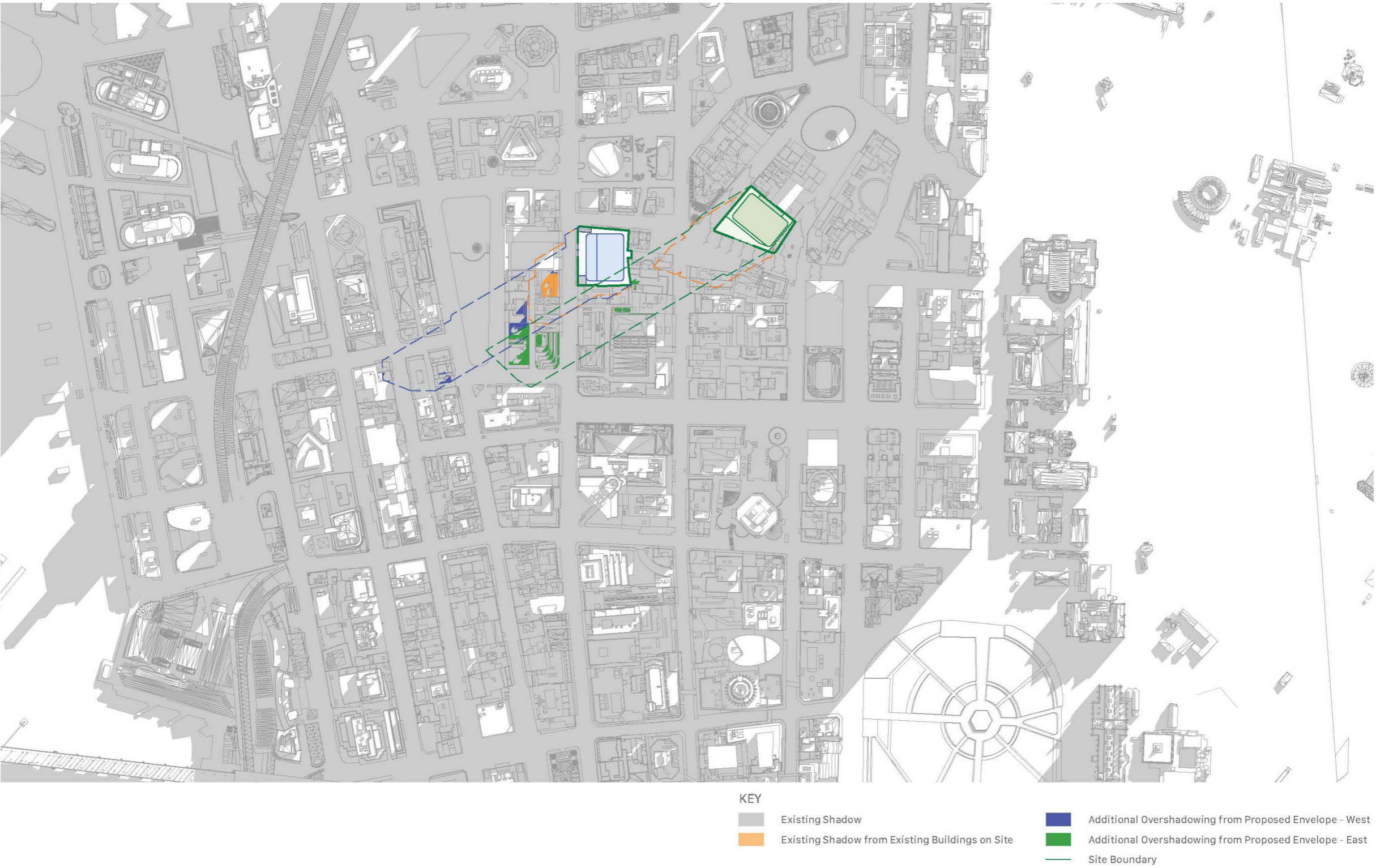


Summer Solstice -21 December  
3pm



- KEY
- Existing Shadow
  - Existing Shadow From Existing Building Onsite
  - Additional Overshadowing from Proposed Envelope - West
  - Additional Overshadowing from SSDA East Envelope
  - Boundary

Autumn Equinox - 21 March  
9am



Autumn Equinox - 21 March  
10am



Autumn Equinox - 21 March  
11am



Autumn Equinox - 21 March  
12Pm

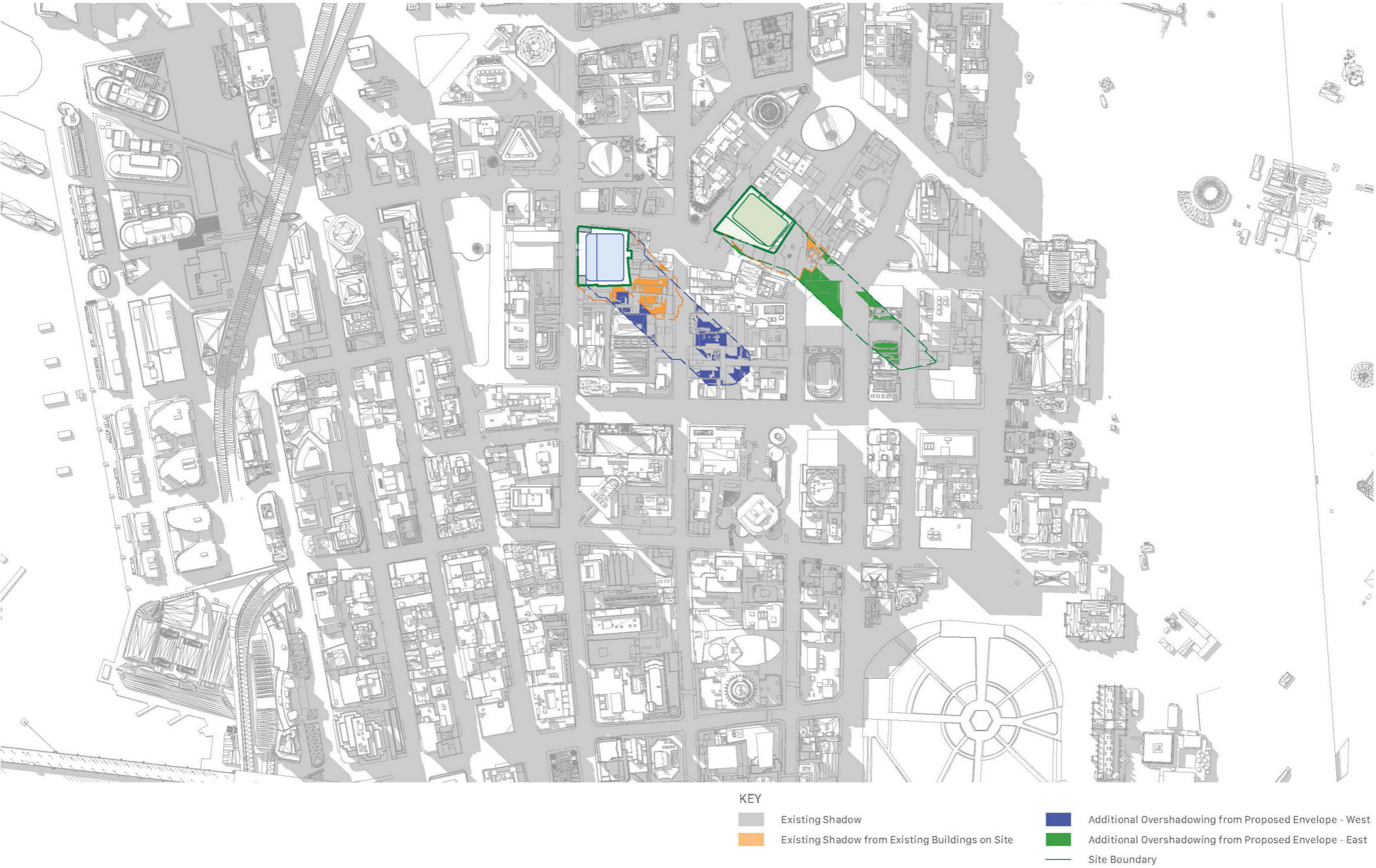


Autumn Equinox - 21 March  
1Pm



- KEY
- Existing Shadow
  - Existing Shadow from Existing Buildings on Site
  - Additional Overshadowing from Proposed Envelope - West
  - Additional Overshadowing from Proposed Envelope - East
  - Site Boundary

Autumn Equinox - 21 March  
2Pm



Autumn Equinox - 21 March  
3Pm



Spring Equinox - 23 September  
9am



Spring Equinox - 23 September  
10am



Spring Equinox - 23 September  
11am



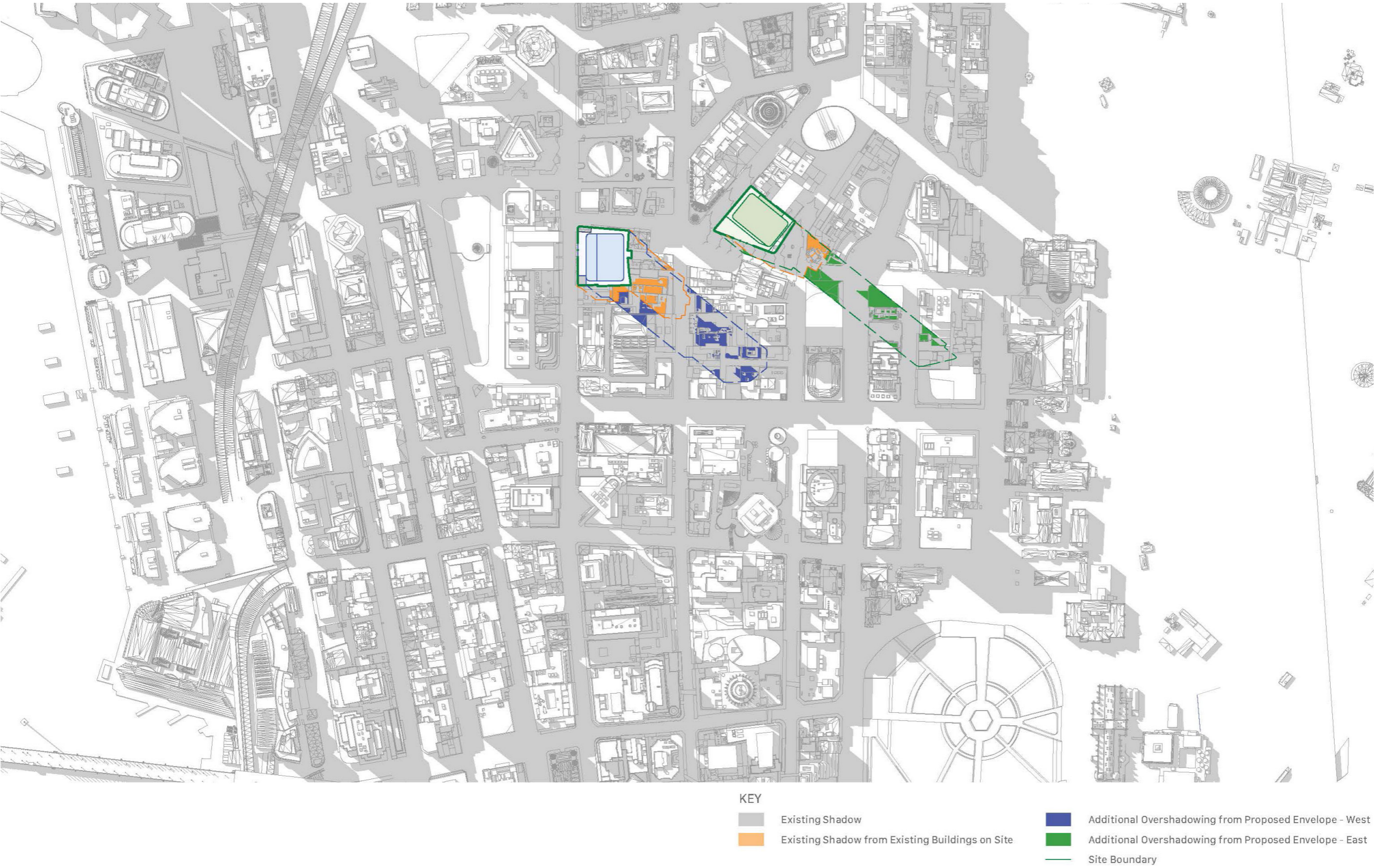
Spring Equinox - 23 September  
12pm



Spring Equinox - 23 September  
1pm



Spring Equinox - 23 September  
2pm

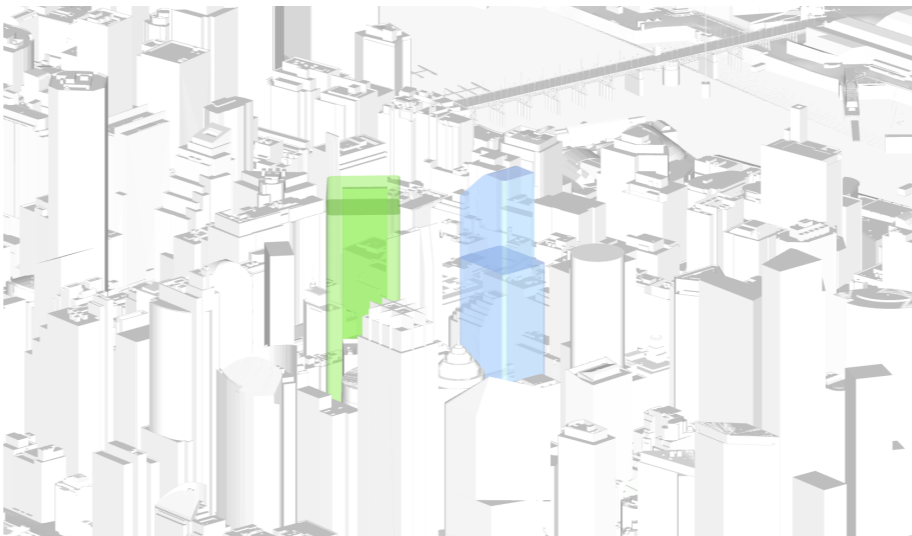


Spring Equinox - 23 September  
3pm

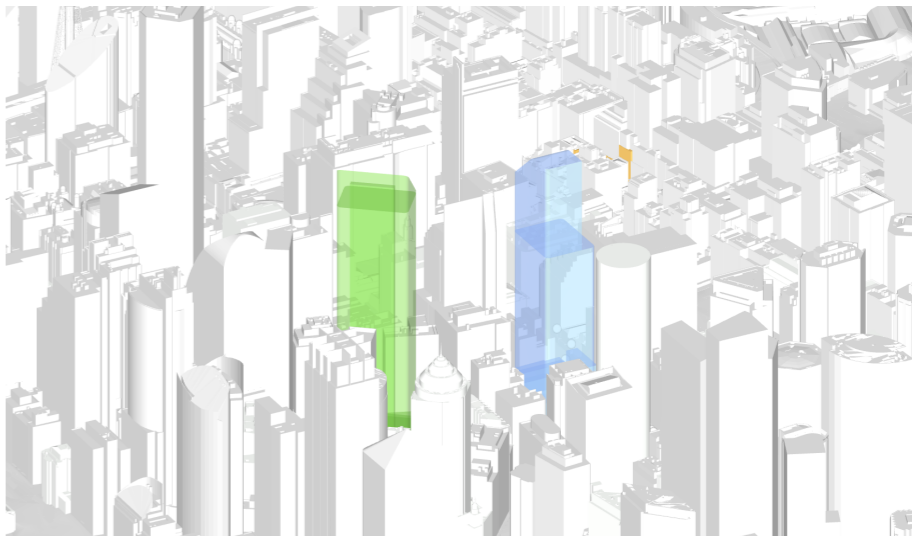


# Sun Eye View Diagrams

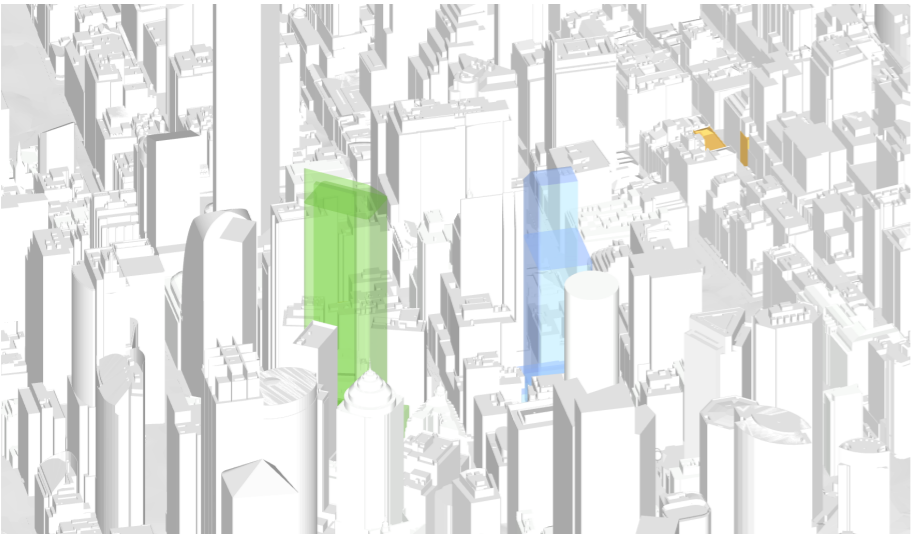
Winter Solstice - 21 June  
Between 9am and 3pm  
1 hour Intervals



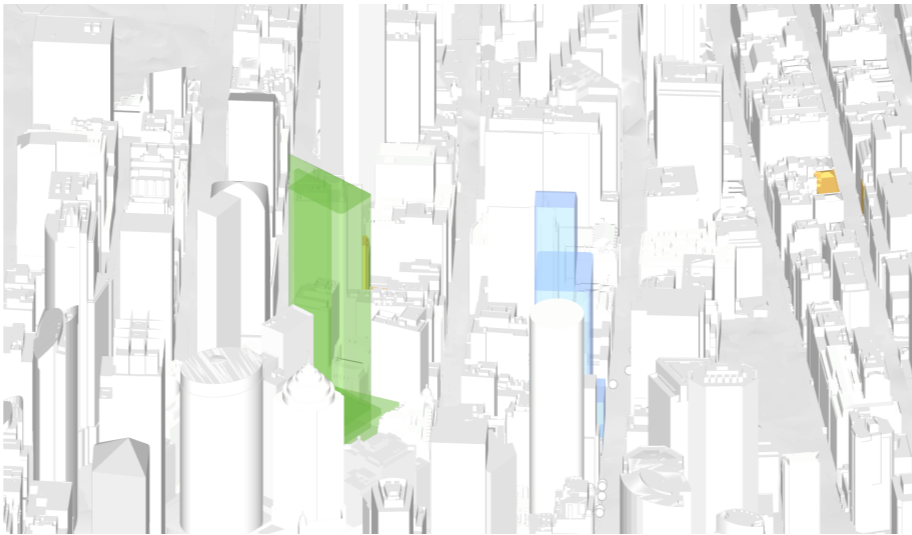
106. 9am AEST



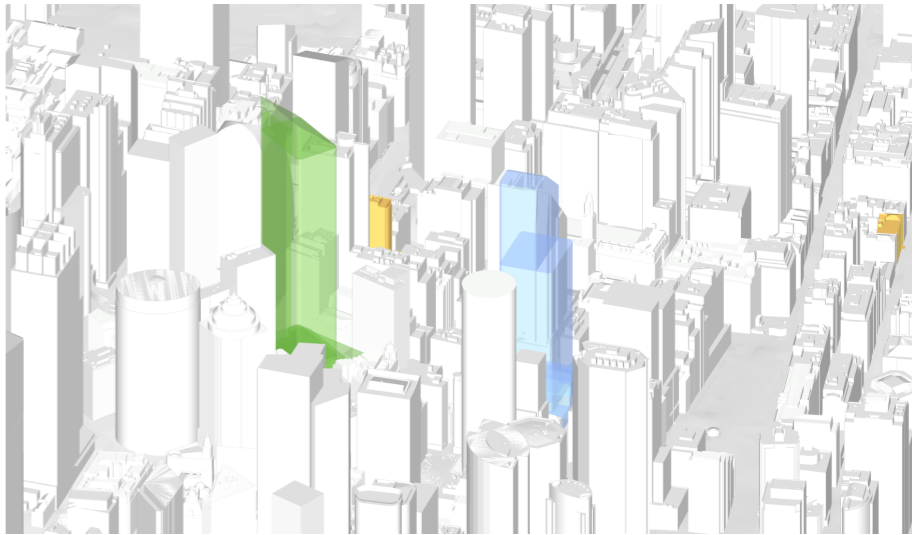
107. 10am AEST



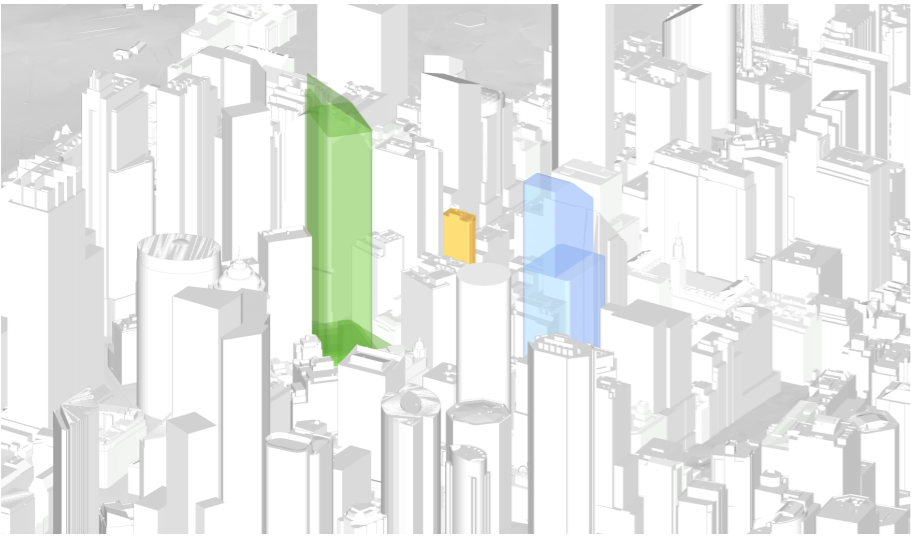
108. 11am AEST



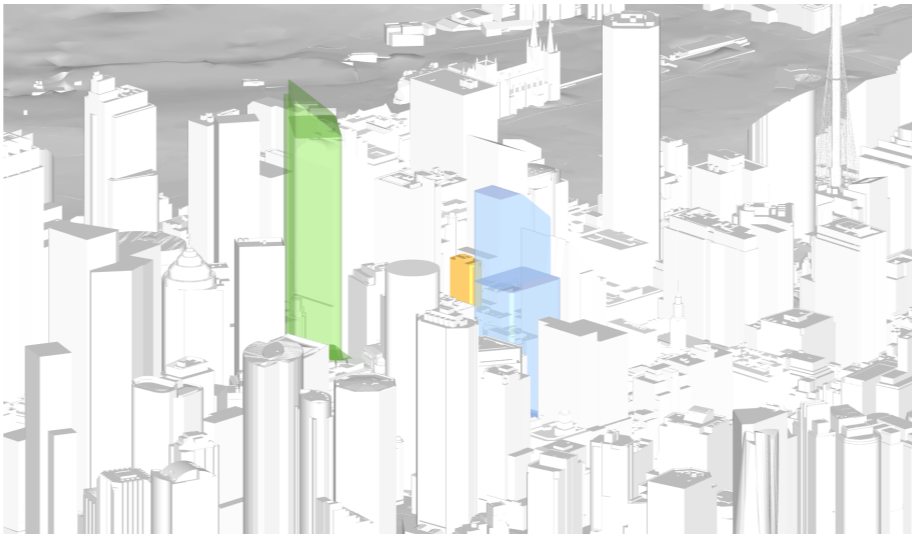
109. 12pm AEST



110. 1pm AEST



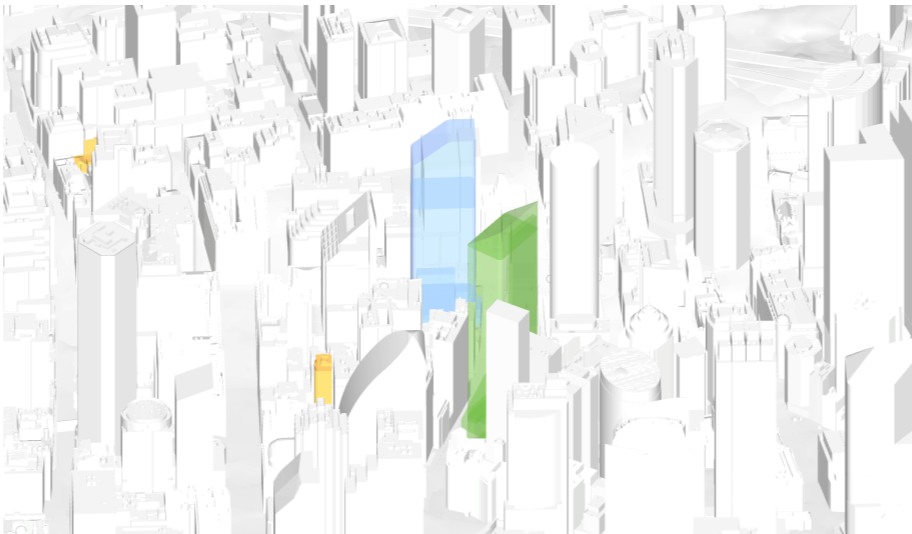
111. 2pm AEST



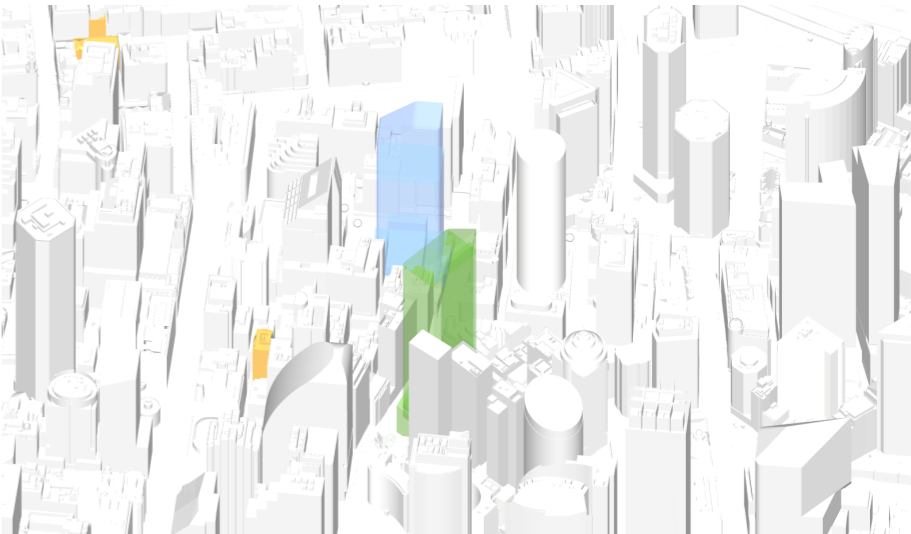
112. 3pm AEST

KEY  
SSDA East Envelope  
Proposed Hunter Street West Envelope

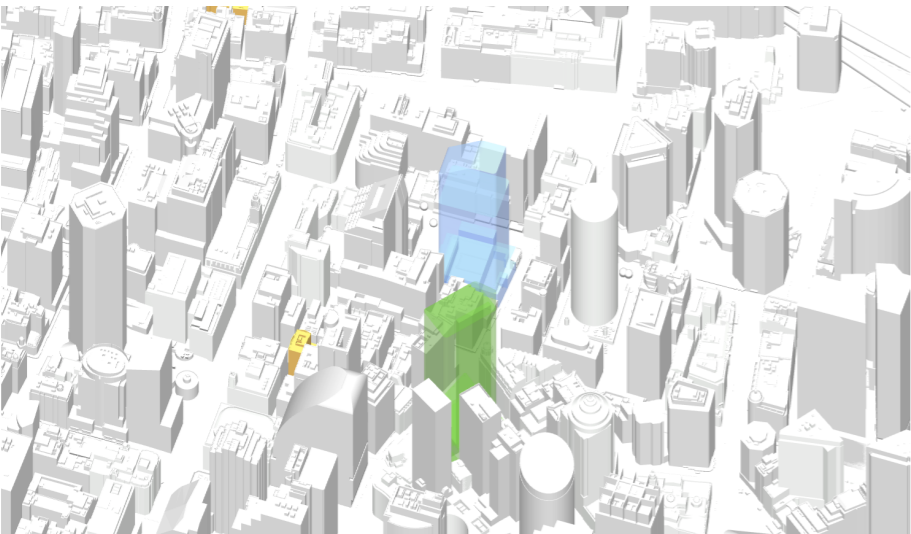
Summer Solstice -21 December  
 Between 9am and 3pm  
 1 hour Intervals



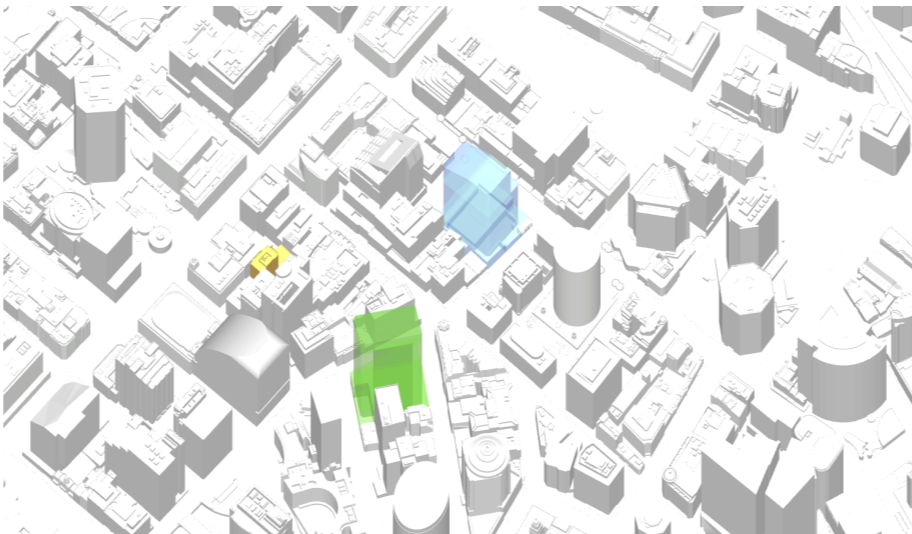
113. 9am AEDT ( 8am AEST)



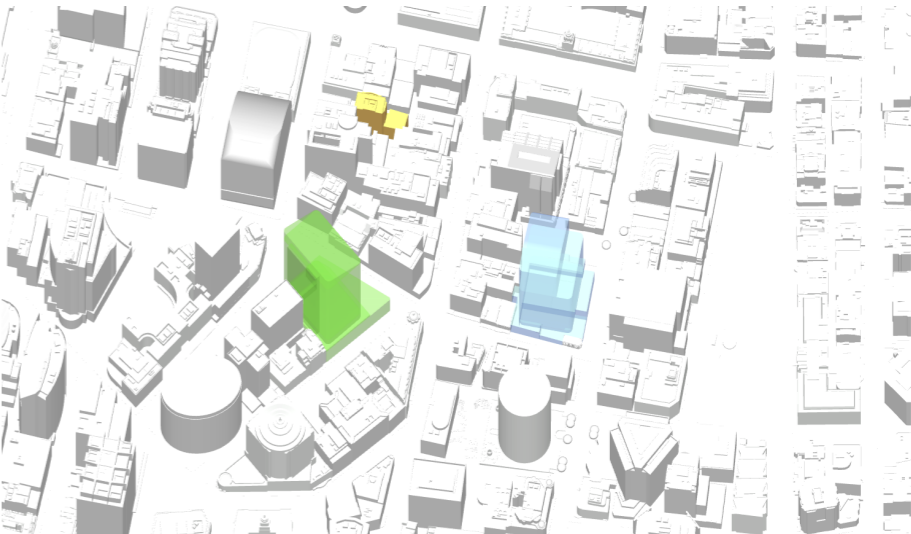
114. 10am AEDT ( 9am AEST)



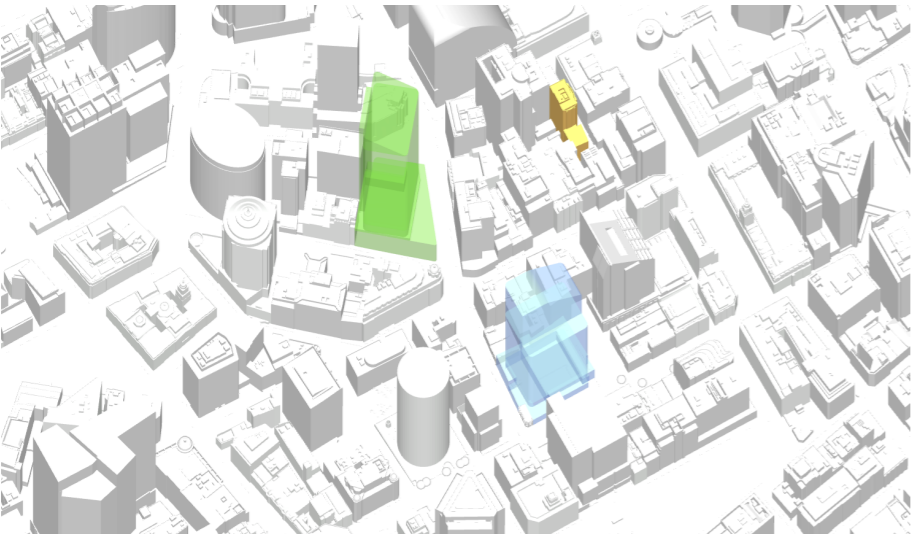
115. 11am AEDT ( 10am AEST)



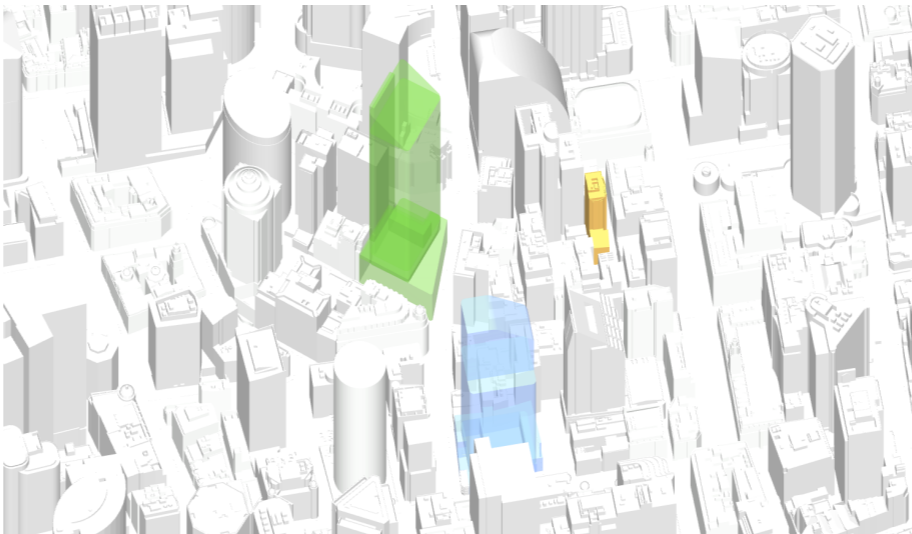
116. 12pm AEDT ( 11am AEST)



117. 1pm AEDT ( 12pm AEST)



118. 2pm AEDT ( 1pm AEST)



119. 3pm AEDT ( 2pm AEST)

KEY

SSDA East Envelope

Proposed Hunter Street West Envelope

# Sky View Analysis

Sky View Factor means the extent of sky observed above a point as a proportion of the total possible sky hemisphere above the point.

## Hunter Street West

The following analysis compares the impact on natural light levels in the public domain surrounding the site as a result of the proposed envelope against a base case massing as per Sydney DCP Schedule 12.

It follows the natural daylight analysis procedure set out in Procedure B, Schedule 12 of the Sydney DCP 2012.

### Methodology

This study identifies the potential impact of proposed envelope by determining the approximate average annual daylight level, sampled on the surrounding public spaces to a nominated distance from the development site.

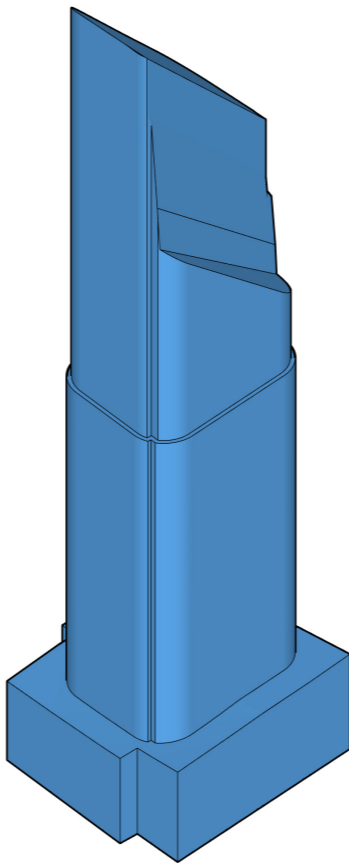
A 1m sampling grid is proposed up to an extent of 75m from the eastern development site, and up to an extent of 100m from the western development site.

Measures of daylight levels are established for a base case (schedule 12 base case as per Sydney DCP). These are expressed as a percentage and represent the average ratio of visible sky across the area.

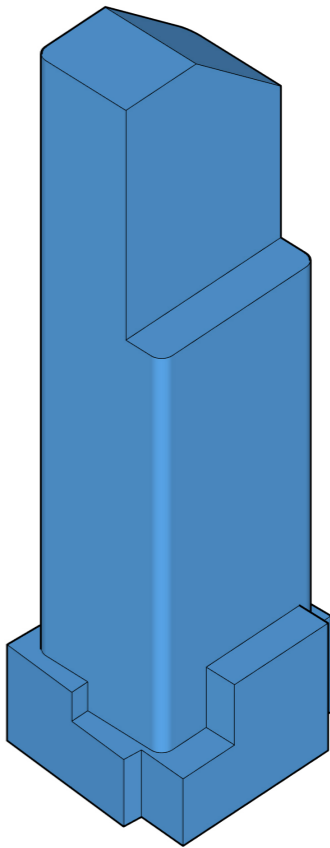
Measures of daylight levels are established for a envelope. These are expressed as a percentage and represent the average ratio of visible sky across the area.

The difference between daylight levels are established for the base case versus the envelope. The difference is also expressed as a percentage.

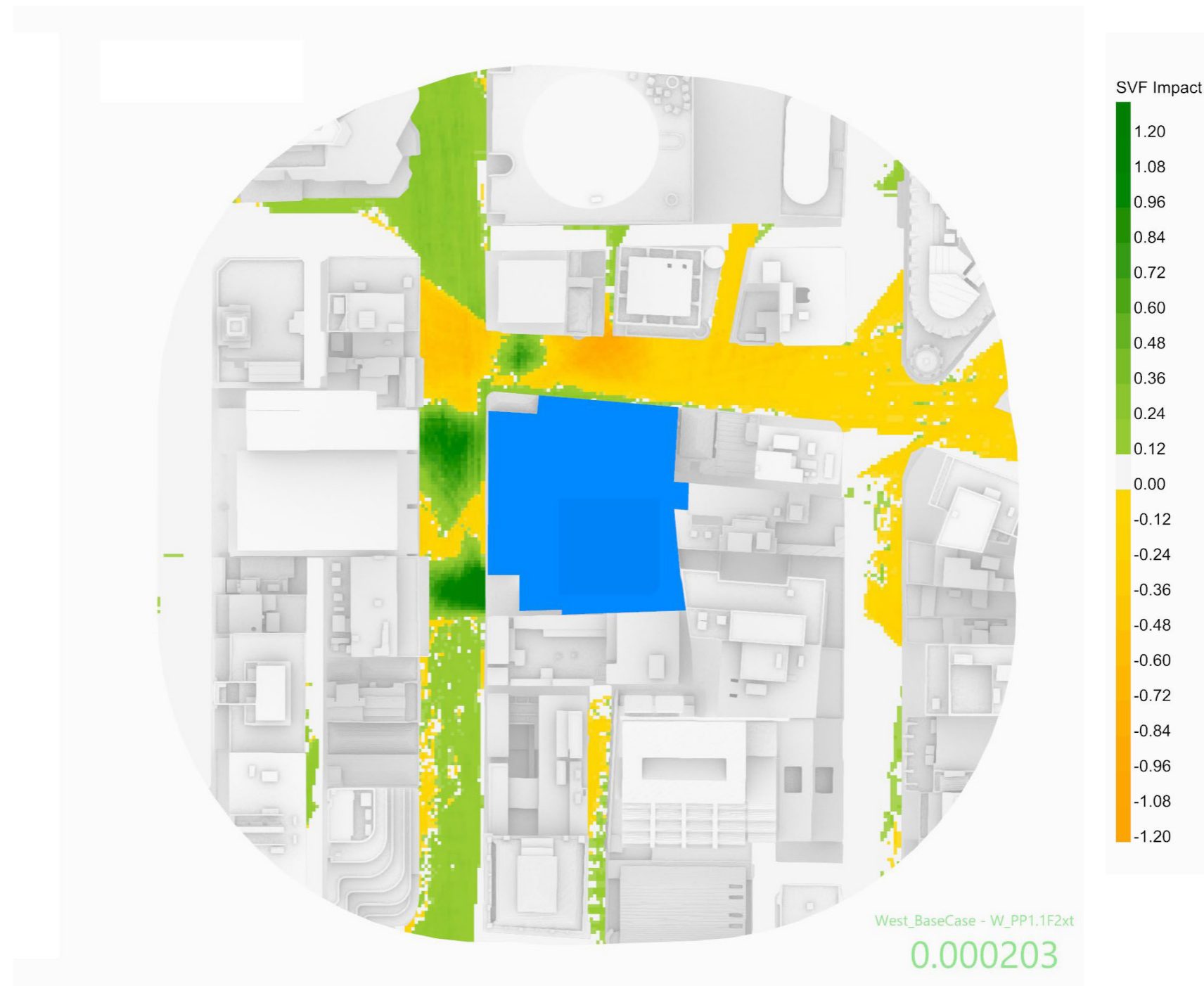
The intent of the study is for the proposed envelope average daylight percentage (Sky View Factor) compared to the base case Sky view Factor, to be a positive number.



120. Base Case Massing - 15.517138 (Schedule 12, Sydney DCP)



121. Proposed Envelope - 15.517341 (Varied setbacks)



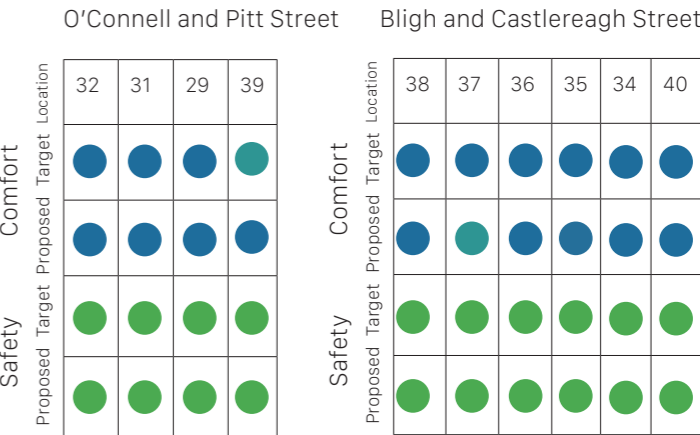
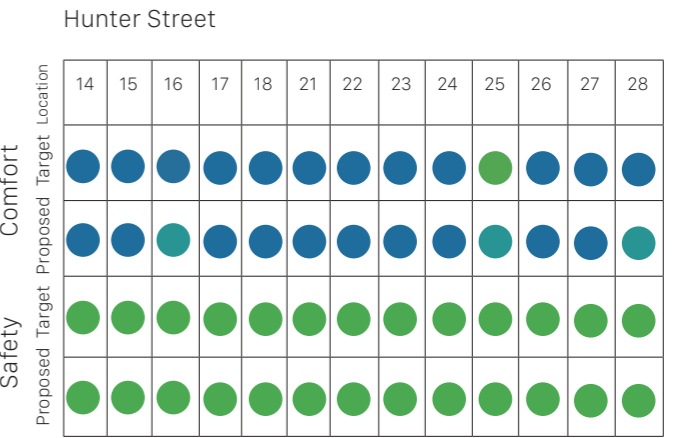
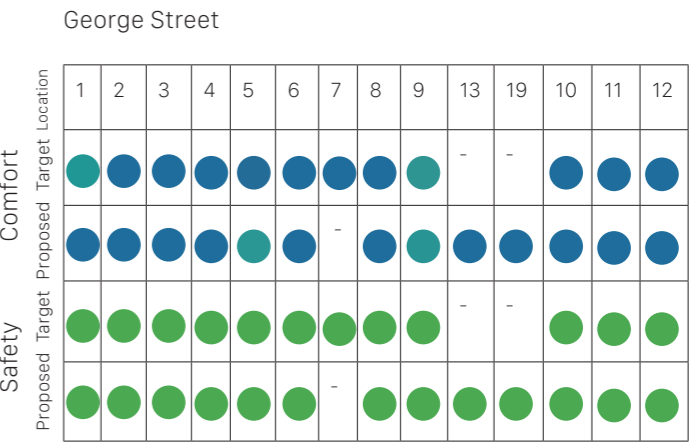
122. Sky View Factor Analysis Plan

Skyview analysis has been completed for the Schedule 12 Base Case Massing and proposed envelope. There is an increase of 0.000203 of Visible Sky.

# Wind Analysis

The pedestrian wind impact assessment investigates the potential wind impact on and from the proposed development. The wind conditions for comfort and safety around the subject have also been assessed under the existing, base case scenario and proposed development. To determine the site-specific wind speeds for the proposed development, wind tunnel experiments were undertaken.

To ensure compliance, the wind speeds around the proposed developments were assessed against the SDCP wind criteria. A comparison of the base case to the proposed development was undertaken which showed that on average, the proposed development performed better than the base case. The results of the assessment also indicate that wind speeds are compliant with the intended usage of each area around the proposed development.



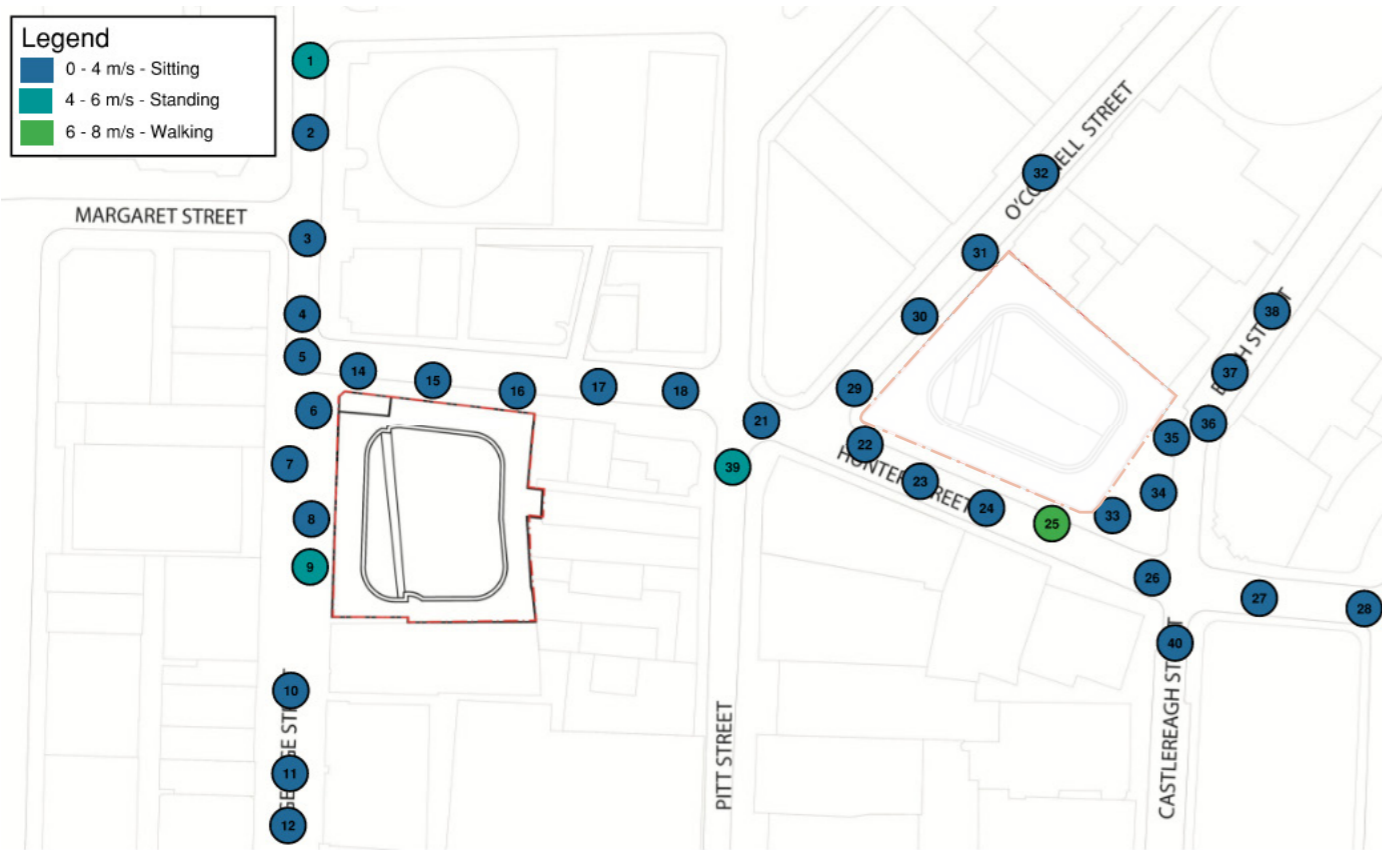
NOTE: Please refer to page 56 for the Key.

KEY

Subject Site - West

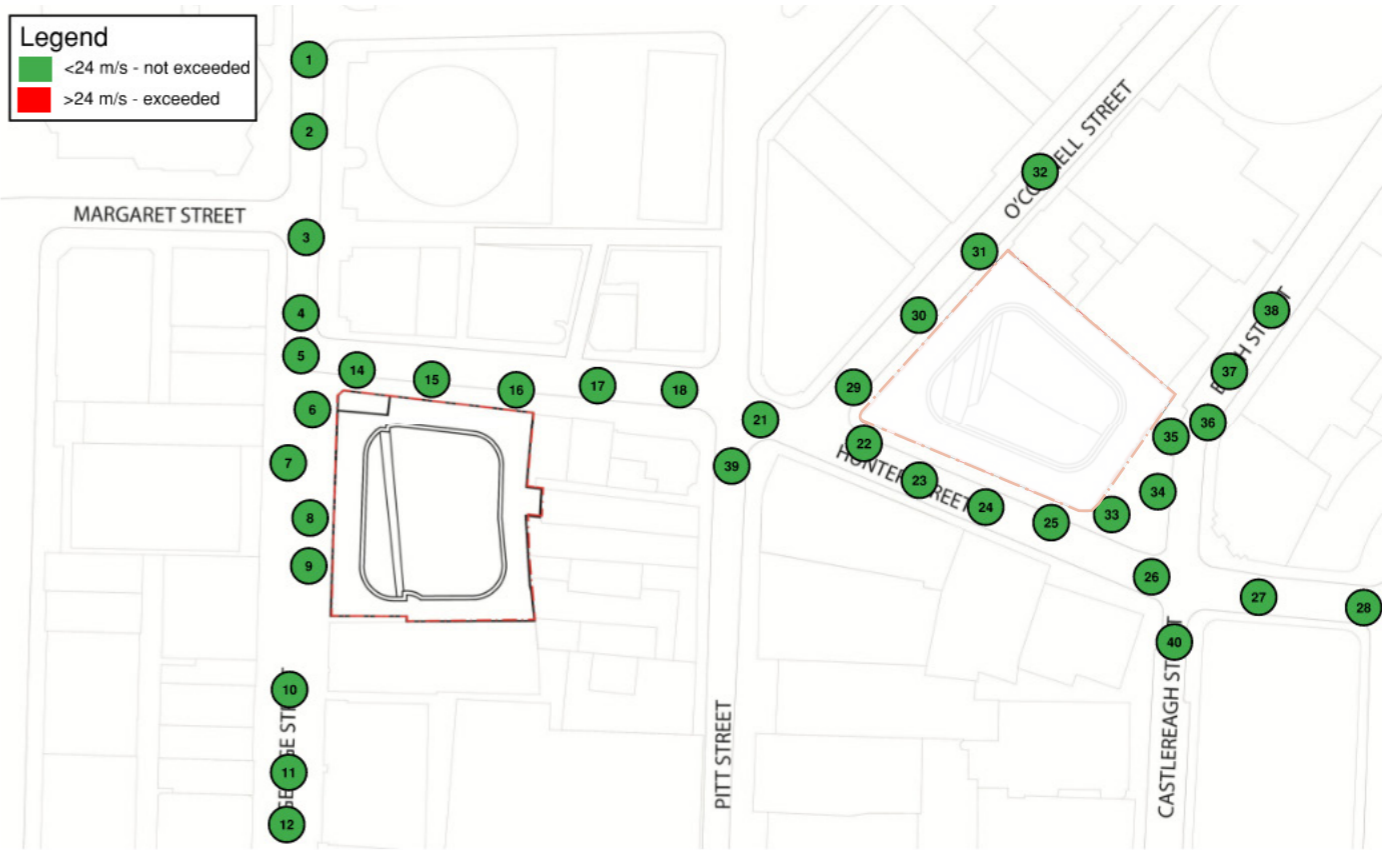
SSDA East Site

Pedestrian Comfort



123. Irwin Sensor Comfort Results for Basecase Scenario (Source: Sydney Metro Wes Pedestrian Wind Assessment)

Pedestrian Safety



124. Irwin Sensor Safety Results for Basecase Scenario (Source: Sydney Metro Wes Pedestrian Wind Assessment)



125. Irwin Sensor Comfort Results for Proposed Development (Source: Sydney Metro Wes Pedestrian Wind Assessment)



126. Irwin Sensor Safety Results for Proposed Development (Source: Sydney Metro Wes Pedestrian Wind Assessment)

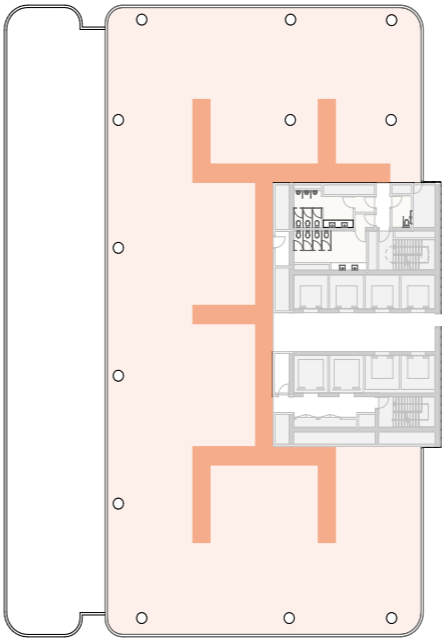
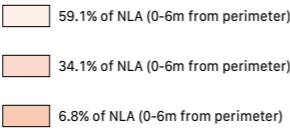
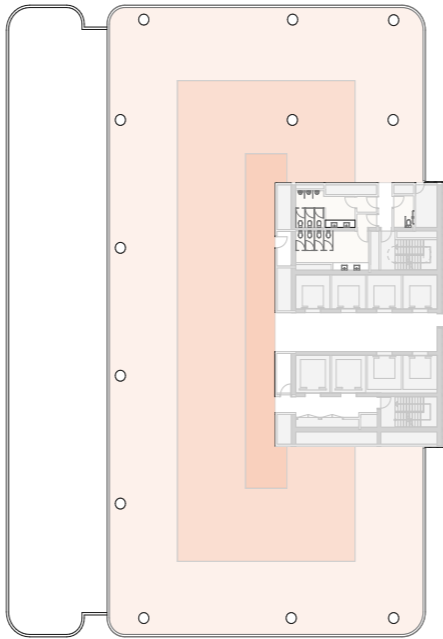
# Floor Plate Analysis

## Hunter Street West

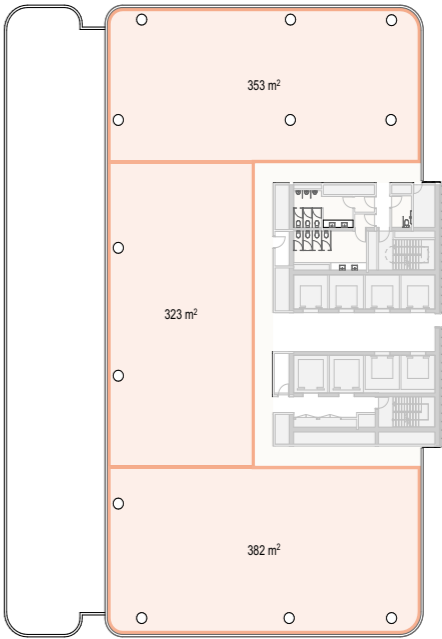
### Sky-rise

GBA : 1492m2

GFA : 1277m2



Tenant Efficiency: 88.7% of NLA (within 7.5m)

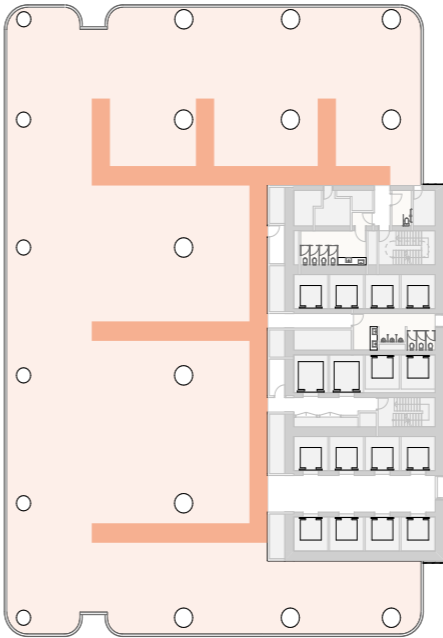
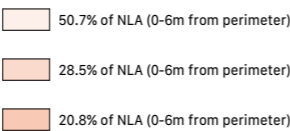
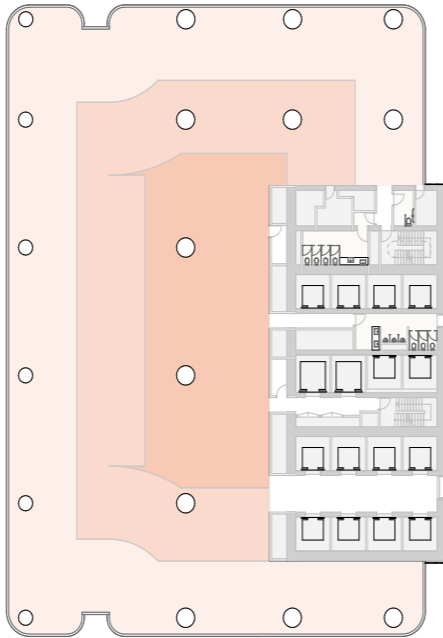


Circulation Area: 7.1% of NLA

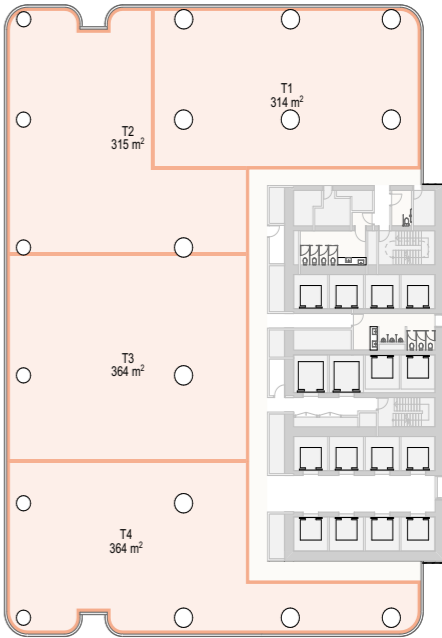
### Low-rise

GBA : 1970m2

GFA : 1562m2



Tenant Efficiency: 89% of NLA (within 7.5m)



Circulation Area: 6.4% of NLA

# Work Quality Assessment

## Hunter Street West

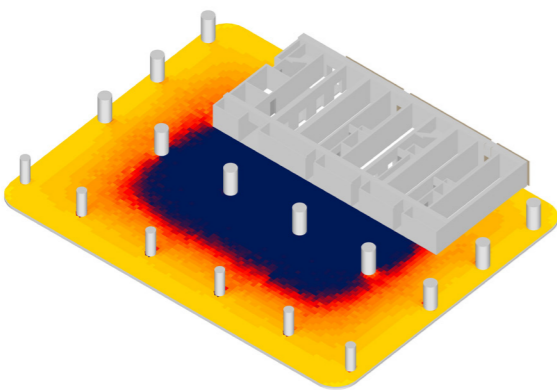
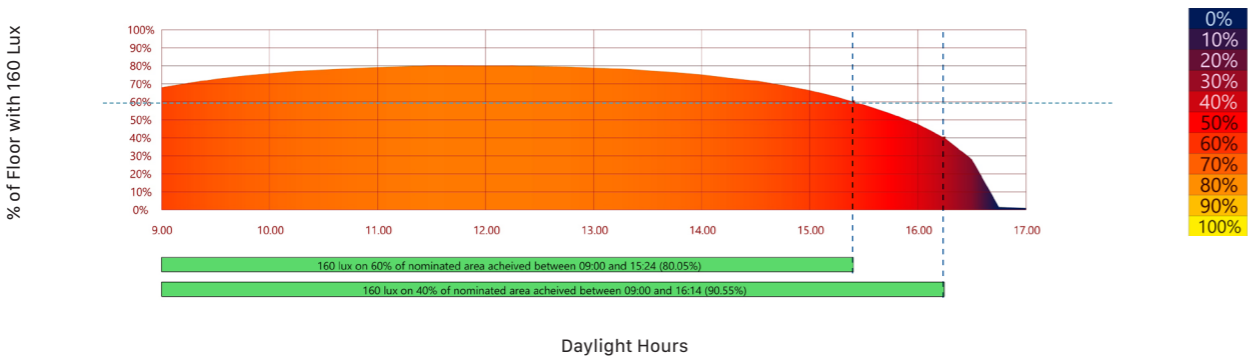
Method of measure:

Daylight autonomy: High Levels of daylight are deemed to have at least 160 lux due to daylight during 80% of the nominated hours.

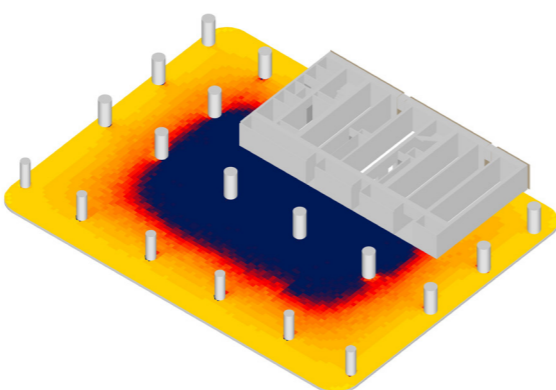
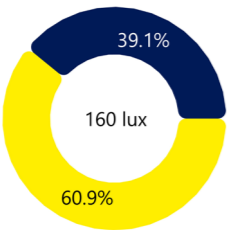
Analysed between the hours of 9:00 and 17:00 on 21st June ( Winter Solstice)

Up to 2 points are available where a percentage of the nominated area receives high levels of daylight:

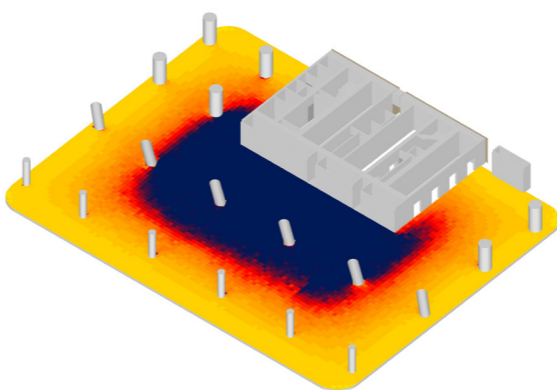
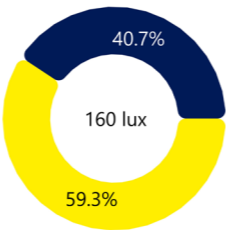
- For 40% of the nominated area – 1 point;
- For 60% of the nominated area – 2 points.



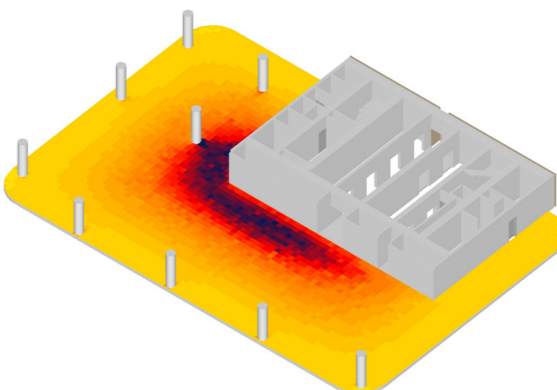
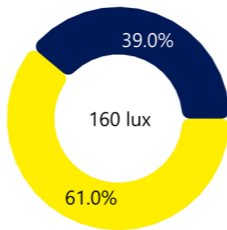
Low Rise



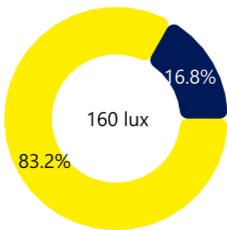
Mid Rise



High Rise

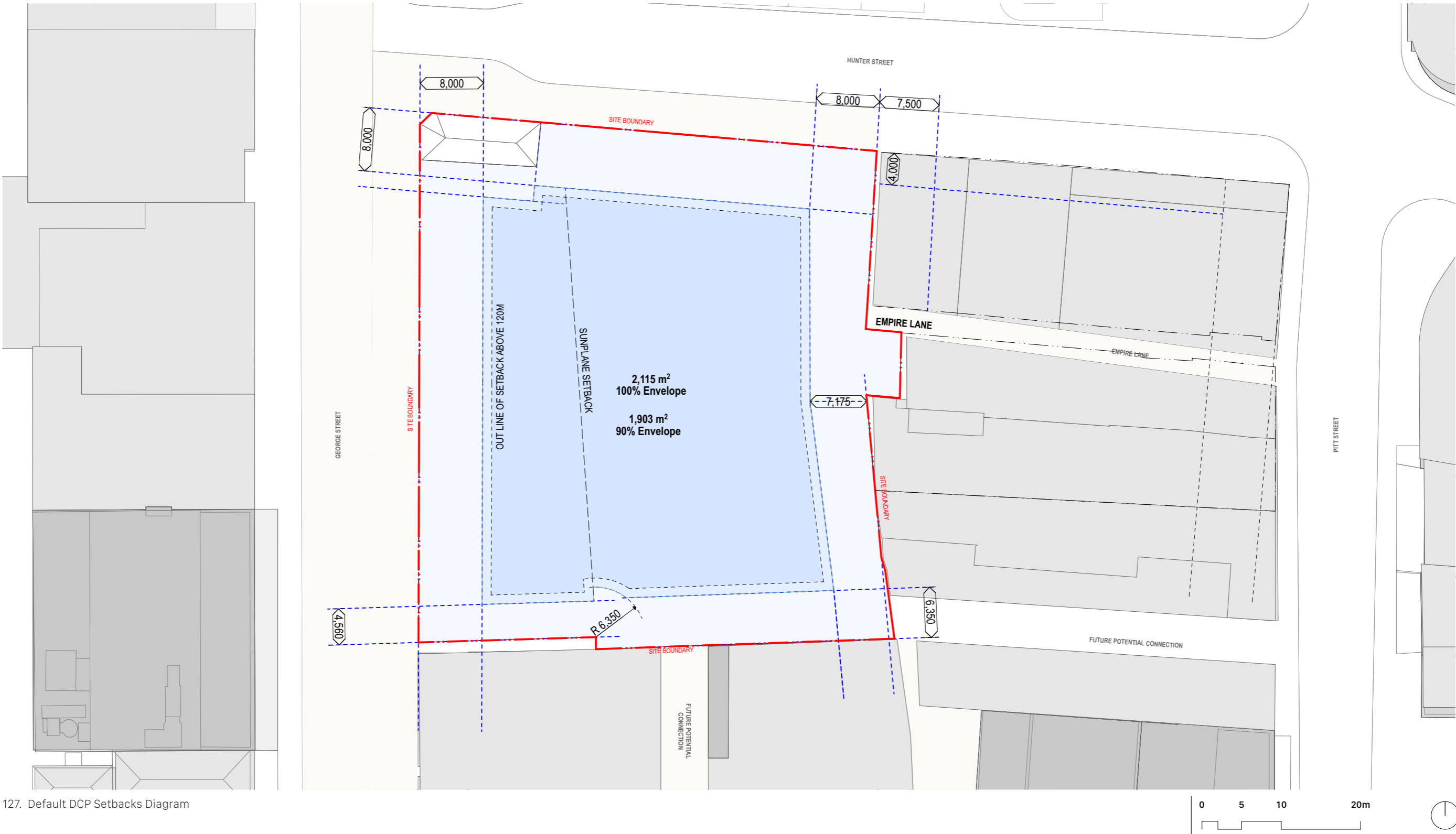


Sky Rise



# Default DCP Setbacks

Hunter Street West

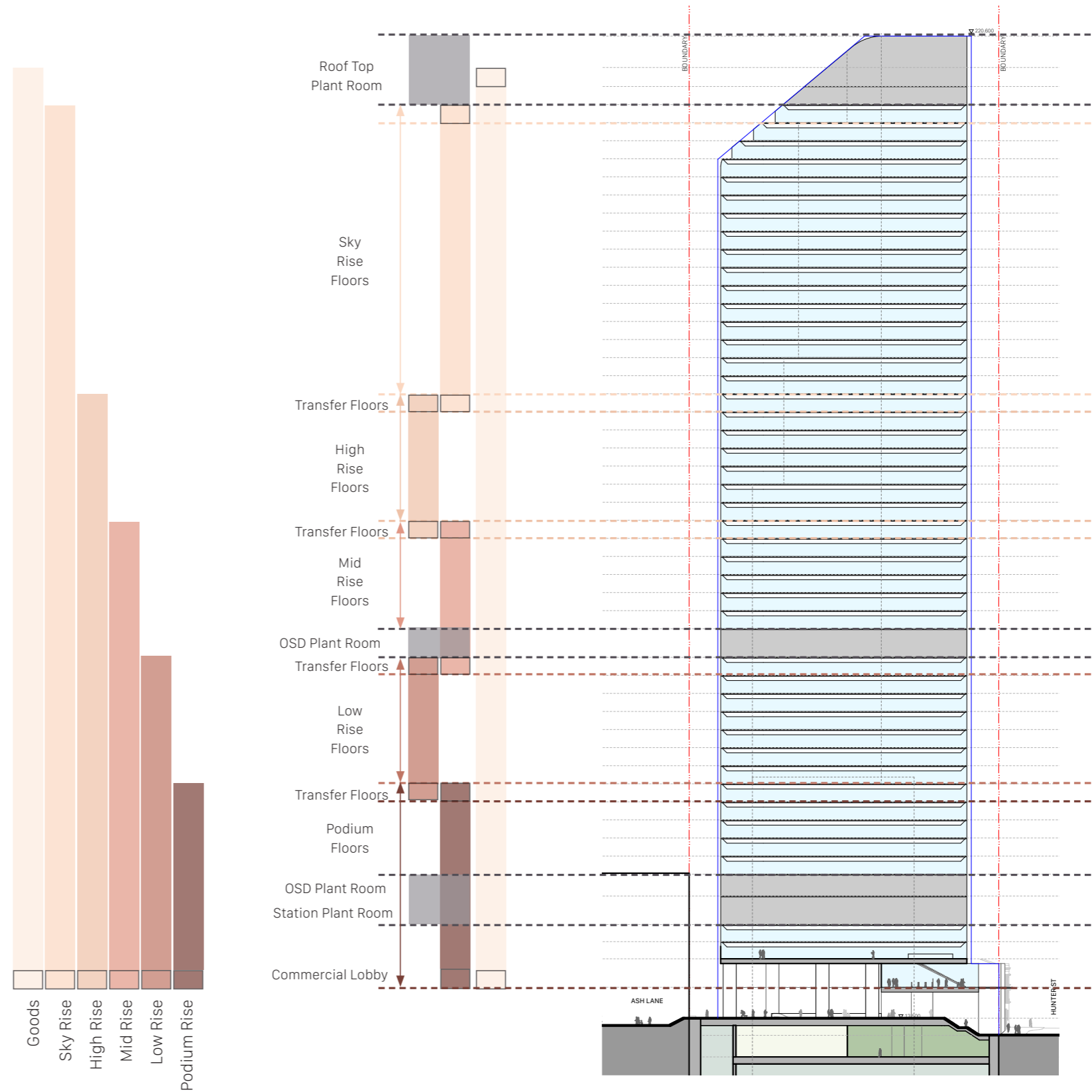


127. Default DCP Setbacks Diagram

# Vertical Transportation

## Hunter Street West

- 21x Commercial Lifts
- Podium Rise : 3 Lifts Serving Level 2 to 3, 6 to 10
- Low Rise : 4 Lifts Serving Level 11 to 17
- Mid Rise : 4 Lifts Serving Level 19 to 26
- High Rise : 4 Lift Serving Level 27 to 34
- Sky Rise : 6 Lifts Serving 35 to 48
- 2x OSD Good Lifts
- Goods : 2 Goods Lift Serving Ground Level to Level 50
- 2x DDA lobby Lifts
- 2x End of Trip Lifts
- 3x OSD lift lobby escalators



# Area Schedules

## Hunter Street West

articulation	
velope to GBA (Articulation)	12%

### Efficiency Based GBA

	RL	Floor	Height	Envelope Outline	GBA Articulation Zone
	220.00		213.00		
level 49	209.60	10.40	202.60	1069	941
level 48	205.60	4.00	198.60	1206	1061
level 47	201.80	3.80	194.80	1343	1182
level 46	198.00	3.80	191.00	1480	1302
level 45	194.20	3.80	187.20	1617	1423
level 44	190.40	3.80	183.40	1617	1423
level 43	186.60	3.80	179.60	1617	1423
level 42	182.80	3.80	175.80	1617	1423
level 41	179.00	3.80	172.00	1617	1423
level 40	175.20	3.80	168.20	1617	1423
level 39	171.40	3.80	164.40	1617	1423
level 38	167.60	3.80	160.60	1617	1423
level 37	163.80	3.80	156.80	1617	1423
level 36	160.00	3.80	153.00	1617	1423
level 35	156.20	3.80	149.20	1617	1423
level 34	152.40	3.80	145.40	1617	1423
level 33	148.60	3.80	141.60	1617	1423
level 32	144.80	3.80	137.80	1617	1423
level 31	141.00	3.80	134.00	2257	1986
level 30	137.20	3.80	130.20	2257	1986
level 29	133.40	3.80	126.40	2257	1986
level 28	129.60	3.80	122.60	2257	1986
level 27	125.80	3.80	118.80	2257	1986
level 26	122.00	3.80	115.00	2257	1986
level 25	118.20	3.80	111.20	2257	1986
level 24	114.40	3.80	107.40	2257	1986
level 23	110.60	3.80	103.60	2257	1986
level 22	106.80	3.80	99.80	2257	1986
level 21	103.00	3.80	96.00	2257	1986
level 20	99.20	3.80	92.20	2257	1986
level 19	95.40	3.80	88.40	2257	1986
level 18	89.40	6.00	82.40	2257	1986
level 17	85.60	3.80	78.60	2257	1986
level 16	81.80	3.80	74.80	2257	1986
level 15	78.00	3.80	71.00	2257	1986
level 14	74.20	3.80	67.20	2257	1986
level 13	70.40	3.80	63.40	2257	1986
level 12	66.60	3.80	59.60	2257	1986
level 11	62.80	3.80	55.80	2257	1986
level 10	59.00	3.80	52.00	2257	1986
level 9	55.20	3.80	48.20	2257	1986
level 8	51.40	3.80	44.40	2257	1986
level 7	47.60	3.80	40.60	2257	1986
level 6	43.80	3.80	36.80	2257	1986
Tower Total				86,418	76,048

### Reference Design

	RL	Floor	Height	Envelope Outline	GBA Articulation Zone	GBA	GFA	Efficiency
	220.00		213.00					
level 49	209.60	10.40	202.60	1069	9%	977		0%
level 48	205.60	4.00	198.60	1206	8%	1108		0%
level 47	201.80	3.80	194.80	1343	17%	1121	989	88%
level 46	198.00	3.80	191.00	1480	15%	1254	1059	84%
level 45	194.20	3.80	187.20	1617	14%	1385	1188	86%
level 44	190.40	3.80	183.40	1617	8%	1492	1296	87%
level 43	186.60	3.80	179.60	1617	8%	1492	1296	87%
level 42	182.80	3.80	175.80	1617	8%	1492	1296	87%
level 41	179.00	3.80	172.00	1617	8%	1492	1296	87%
level 40	175.20	3.80	168.20	1617	8%	1492	1296	87%
level 39	171.40	3.80	164.40	1617	8%	1492	1296	87%
level 38	167.60	3.80	160.60	1617	8%	1492	1296	87%
level 37	163.80	3.80	156.80	1617	8%	1492	1296	87%
level 36	160.00	3.80	153.00	1617	8%	1492	1296	87%
level 35	156.20	3.80	149.20	1617	8%	1492	1296	87%
level 34	152.40	3.80	145.40	1617	8%	1492	1296	87%
level 33	148.60	3.80	141.60	1617	8%	1492	1296	87%
level 32	144.80	3.80	137.80	1617	8%	1492	1296	87%
level 31	141.00	3.80	134.00	2257	13%	1970	1683	85%
level 30	137.20	3.80	130.20	2257	13%	1970	1683	85%
level 29	133.40	3.80	126.40	2257	13%	1970	1683	85%
level 28	129.60	3.80	122.60	2257	13%	1970	1683	85%
level 27	125.80	3.80	118.80	2257	13%	1970	1683	85%
level 26	122.00	3.80	115.00	2257	13%	1970	1683	85%
level 25	118.20	3.80	111.20	2257	13%	1970	1683	85%
level 24	114.40	3.80	107.40	2257	13%	1970	1619	82%
level 23	110.60	3.80	103.60	2257	13%	1970	1619	82%
level 22	106.80	3.80	99.80	2257	13%	1970	1619	82%
level 21	103.00	3.80	96.00	2257	13%	1970	1619	82%
level 20	99.20	3.80	92.20	2257	13%	1970	1619	82%
level 19	95.40	3.80	88.40	2257	13%	1970	1619	82%
level 18	89.40	6.00	82.40	2257	31%	1560		0%
level 17	85.60	3.80	78.60	2257	13%	1970	1581	80%
level 16	81.80	3.80	74.80	2257	13%	1970	1581	80%
level 15	78.00	3.80	71.00	2257	13%	1970	1581	80%
level 14	74.20	3.80	67.20	2257	13%	1970	1581	80%
level 13	70.40	3.80	63.40	2257	13%	1970	1581	80%
level 12	66.60	3.80	59.60	2257	13%	1970	1581	80%
level 11	62.80	3.80	55.80	2257	13%	1970	1581	80%
level 10	59.00	3.80	52.00	2257	13%	1970	1561	79%
level 9	55.20	3.80	48.20	2257	13%	1970	1561	79%
level 8	51.40	3.80	44.40	2257	13%	1970	1561	79%
level 7	47.60	3.80	40.60	2257	13%	1970	1561	79%
level 6	43.80	3.80	36.80	2257	13%	1970	1561	79%
Tower Total				86,418	12.0%	76,051	60,451	79.49%

#### Reference Design Measure

Site Area	3,736 m2	
	GFA	FRS
Tower	60,451 m2	16.18
Podium Commercial	5,463 m2	1.46
Podium Retail	933 m2	0.25
Podium Station	3,065 m2	0.82
Podium Total	9,461 m2	2.53
Total	69,912 m2	18.71

	RL	Floor	Height	Envelope Outline
level 5 - Station	39.20	4.60	32.20	2550
level 4	33.20	6.00	26.20	2550
level 3	29.60	3.60	22.60	3244
Level2	26.00	3.60	19.00	3244
level 1	20.00	6.00	13.00	3628
Ground	13.5	6.50	6.50	3628
Lower Ground	70	6.50	0	
	Total Podium			18,844
	Total			105,262

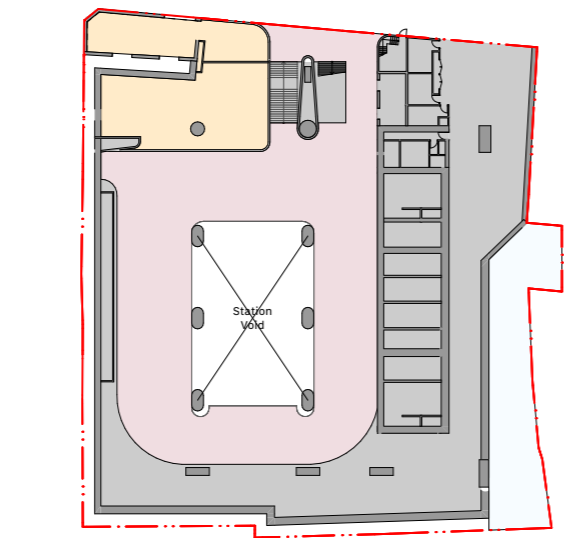
	RL	Floor	Height	Envelope Outline	GBA Station	Potential GBA Station	GBA OSD	Potential GBA OSD	Void Station	Void Commercial	Articulation	GFA Commercial	Potential GFA Commercial	GFA Retail	GFA Station	Potential GFA Station
level 5- Station	39.20	4.60	32.20	2550	374		1947				229					
level 4	33.20	6.00	26.20	2550	1011		1310				229					
level 3	29.60	3.60	22.60	3244	197		2124				923	1628				
level 2	26.00	3.60	19.00	3244	163		2363				718	1575				
level 1	20.00	6.00	13.00	3628	302	597	1658	872		185	14	878	872	67		598
Ground	13.5	6.50	6.50	3628	1651		1514		373		90	253		543	1395	
Lower Ground	70	6.50	0		1495		1430	257	373				257	323	1072	
Total Podium				18,844	5,193	597	12,346	1,129	746	185	2,203	4,334	1,129	933	2,467	598
				Total Envelope	105,262	Total GBA	95,316								Total GFA	69,912

# GFA Diagrams

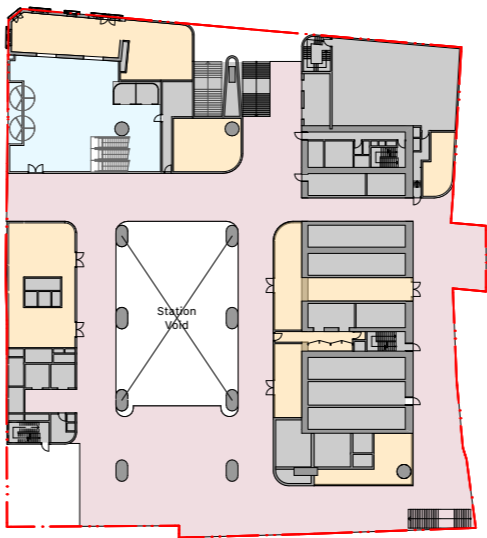
## Hunter Street West

KEY

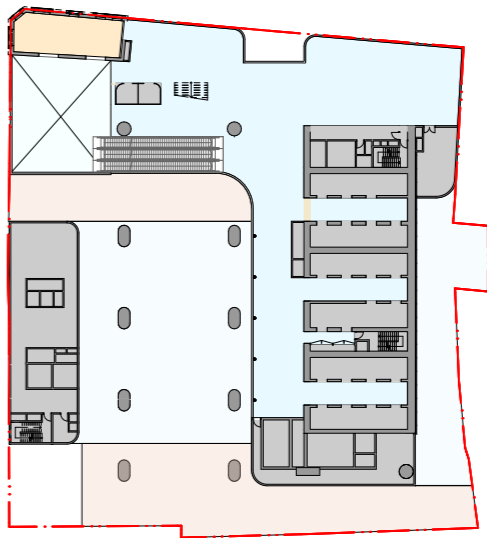
- OSD GFA
- OSD Potential GFA
- Retail
- Station GFA
- Station Potential Void
- Plant and Vertical Circulation
- OSD Void
- Station Void



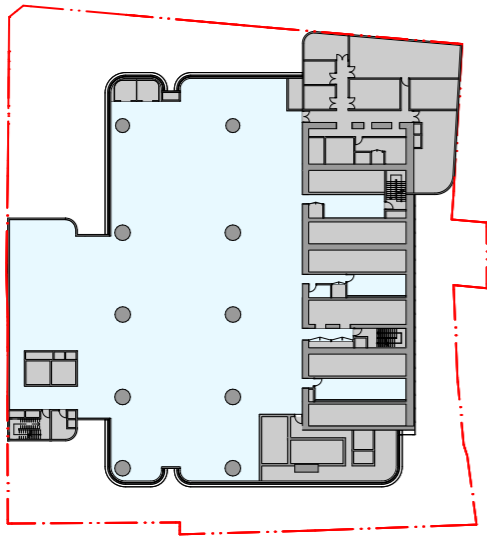
1 PLAN Hunter Street - Ground Floor  
1:500



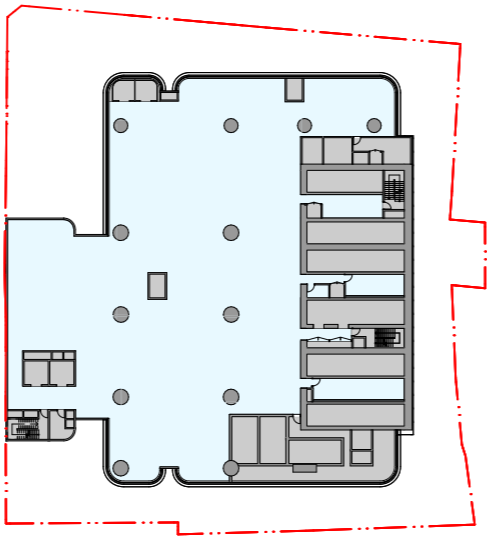
2 PLAN George Street - Ground Floor  
1:500



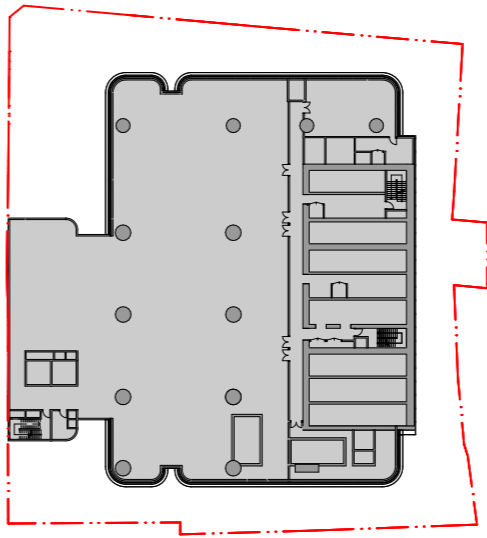
3 PLAN Level 1 - Commercial Lobby  
1:500



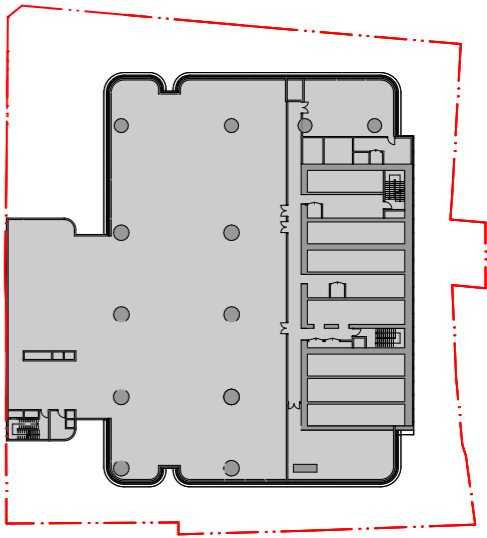
4 PLAN Level 2 - Coworking  
1:500



5 PLAN Level 3 - End of Trip  
1:500



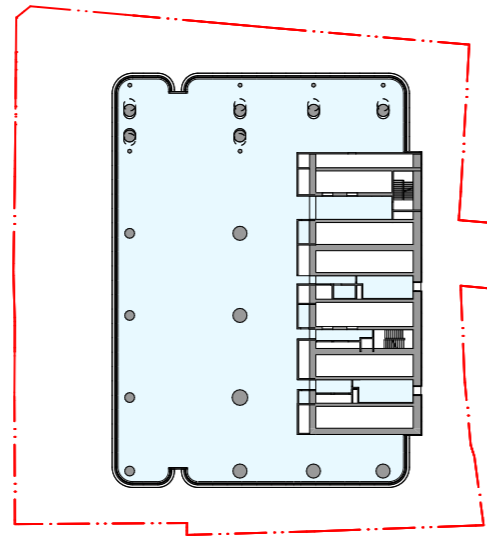
6 PLAN Level 4 - Station / OSD Podium P  
1:500



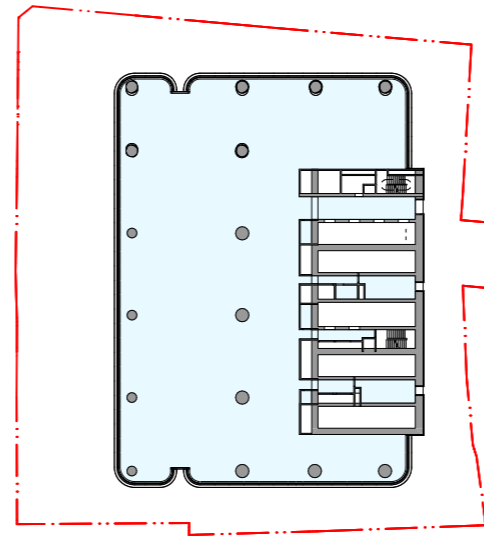
7 PLAN Level 5 - Station / OSD Podium Plant  
1:500

KEY

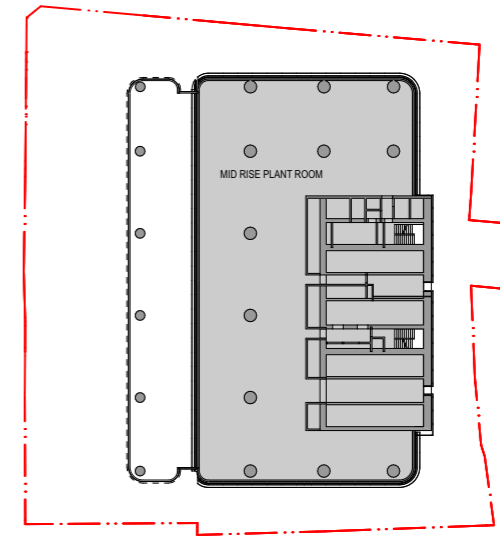
- OSD GFA
- OSD Potential GFA
- Retail
- Station GFA
- Station Potential Void
- Plant and Vertical Circulation
- OSD Void
- Station Void



1 PLAN Level 6 - 10 - Podium Rise  
1:500

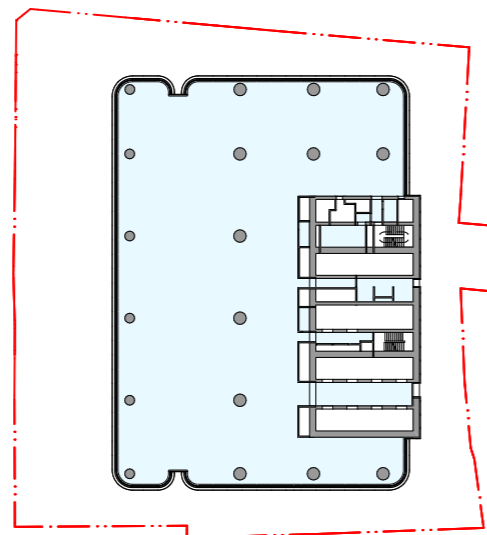


2 PLAN Level 11 - 17 - Low Rise  
1:500

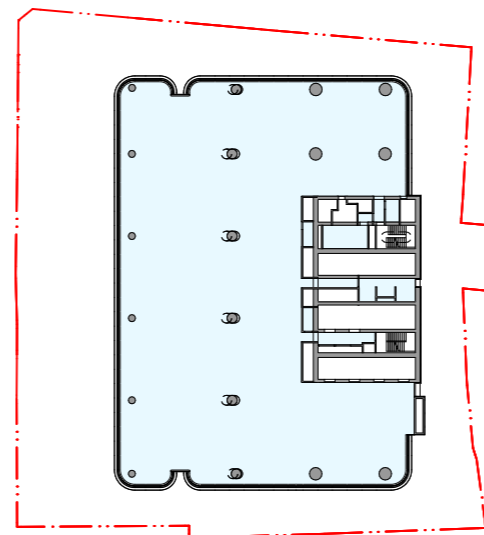


3 PLAN Level 18 - Mid Rise Plant  
1:500

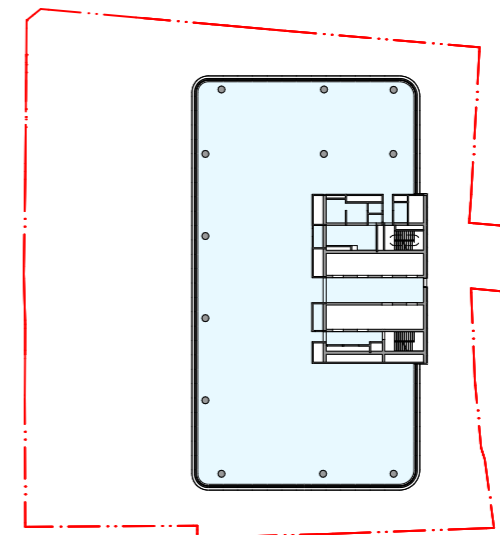
GFA: NIL



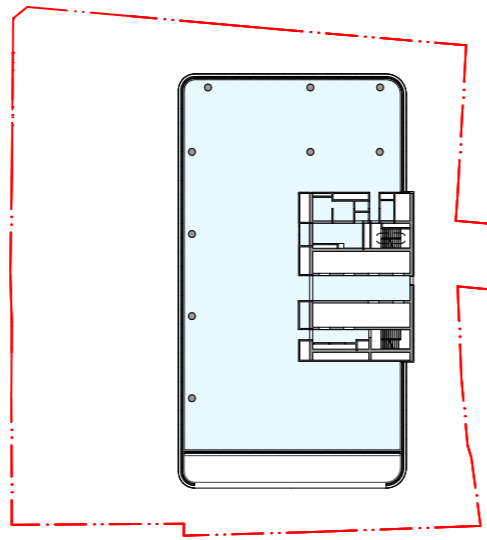
4 PLAN Level 19 - 26 - Mid Rise  
1:500



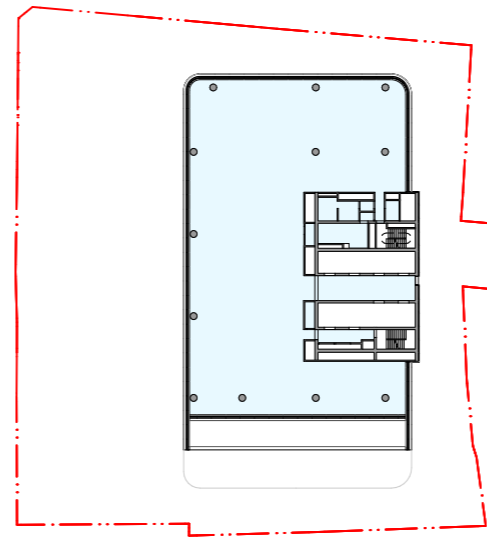
5 PLAN Level 27 - 31 High Rise  
1:500



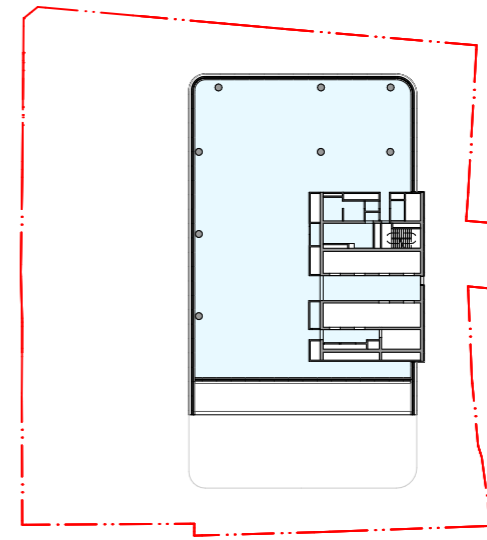
6 PLAN Level 32 - 44 - Sky Rise  
1:500



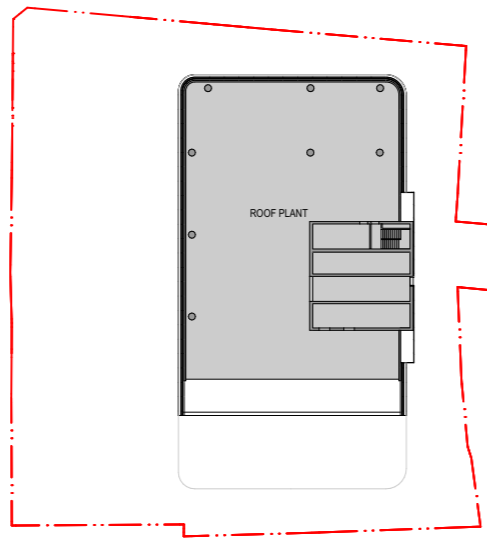
① PLAN Level 45 - Sky Rise Setback  
1:500



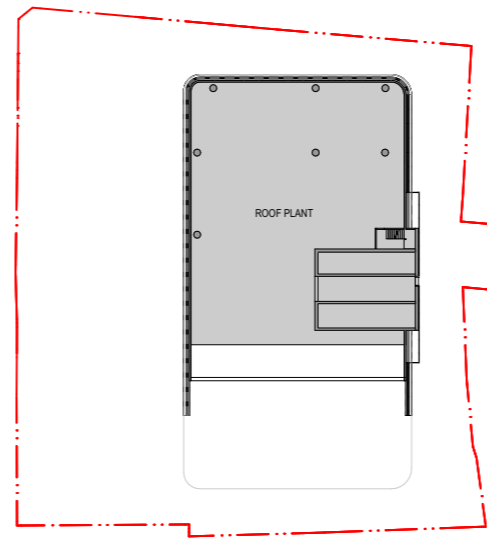
② PLAN Level 46 - Sky Rise Setback  
1:500



③ PLAN Level 47 - Sky Rise Setback  
1:500



④ PLAN Level 48 - Roof Top Plant  
1:500



⑤ PLAN Level 49 - Roof Top Plant  
1:500





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