

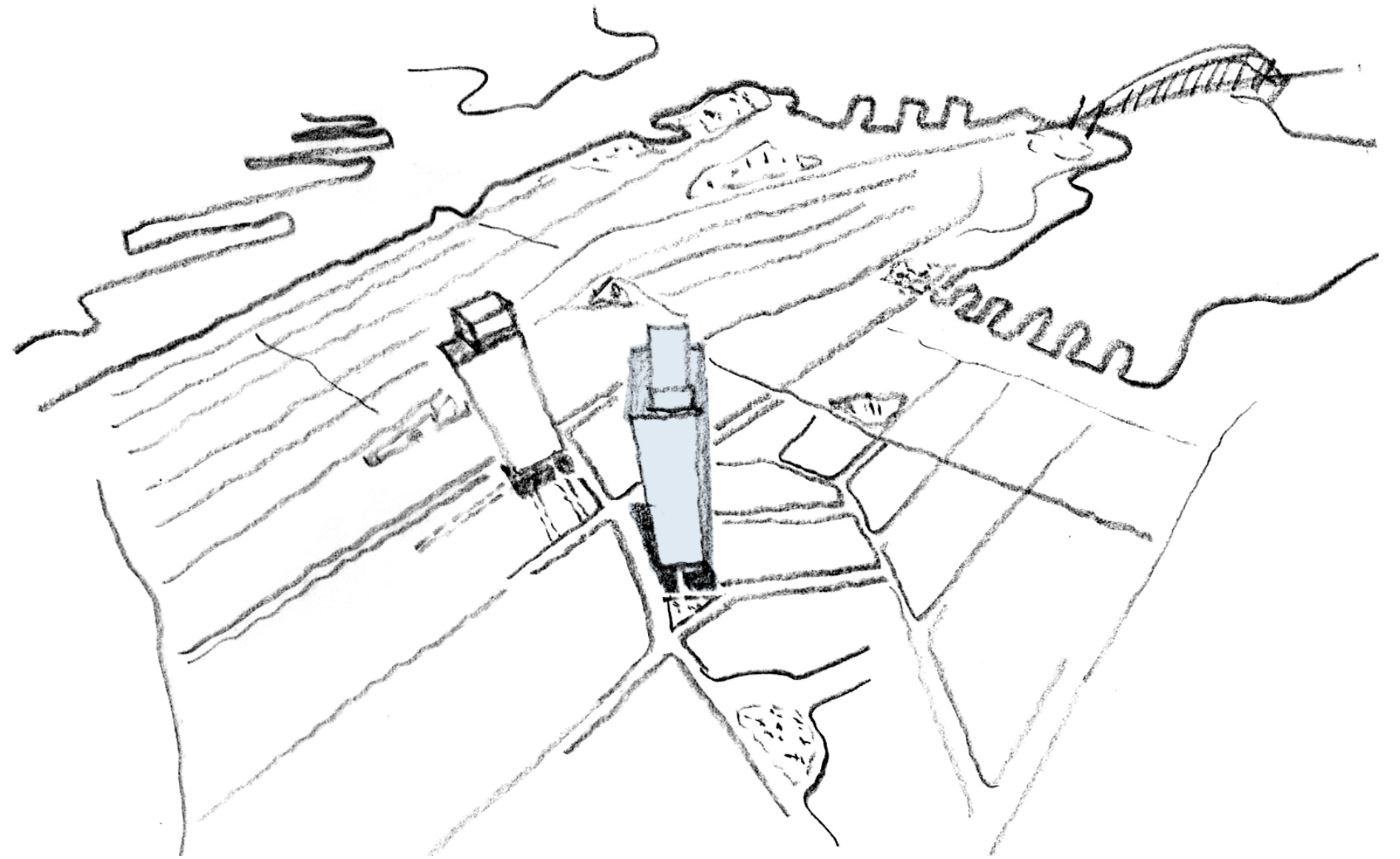
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# Appendix E

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## Built Form and Urban Design Report

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

Sydney Metro — September 2022





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Sydney cove  
this side of the water

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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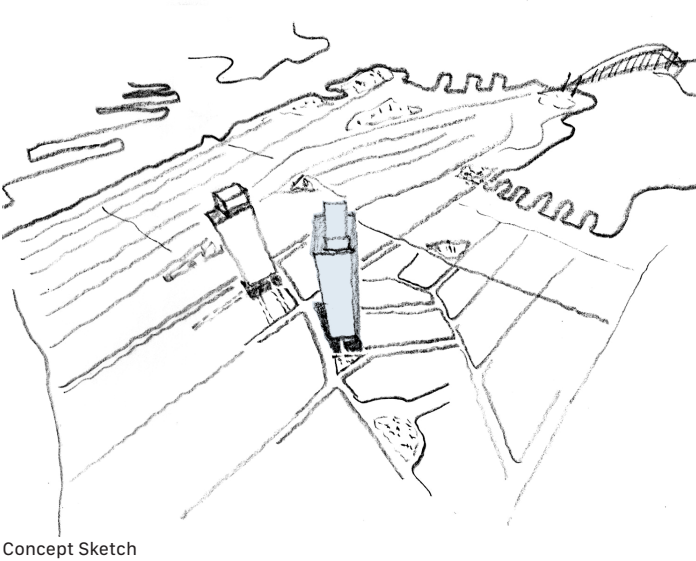
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Project Name				Hunter Street Station Eastern Site (Sydney CBD)
Project Code				MOSD
Document Name				Urban Design and Built Form Report
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# Introduction

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 eastern site (the site), otherwise known as the over station development (OSD). The site is located on the corner of O'Connell Street, Hunter Street and Bligh Street.

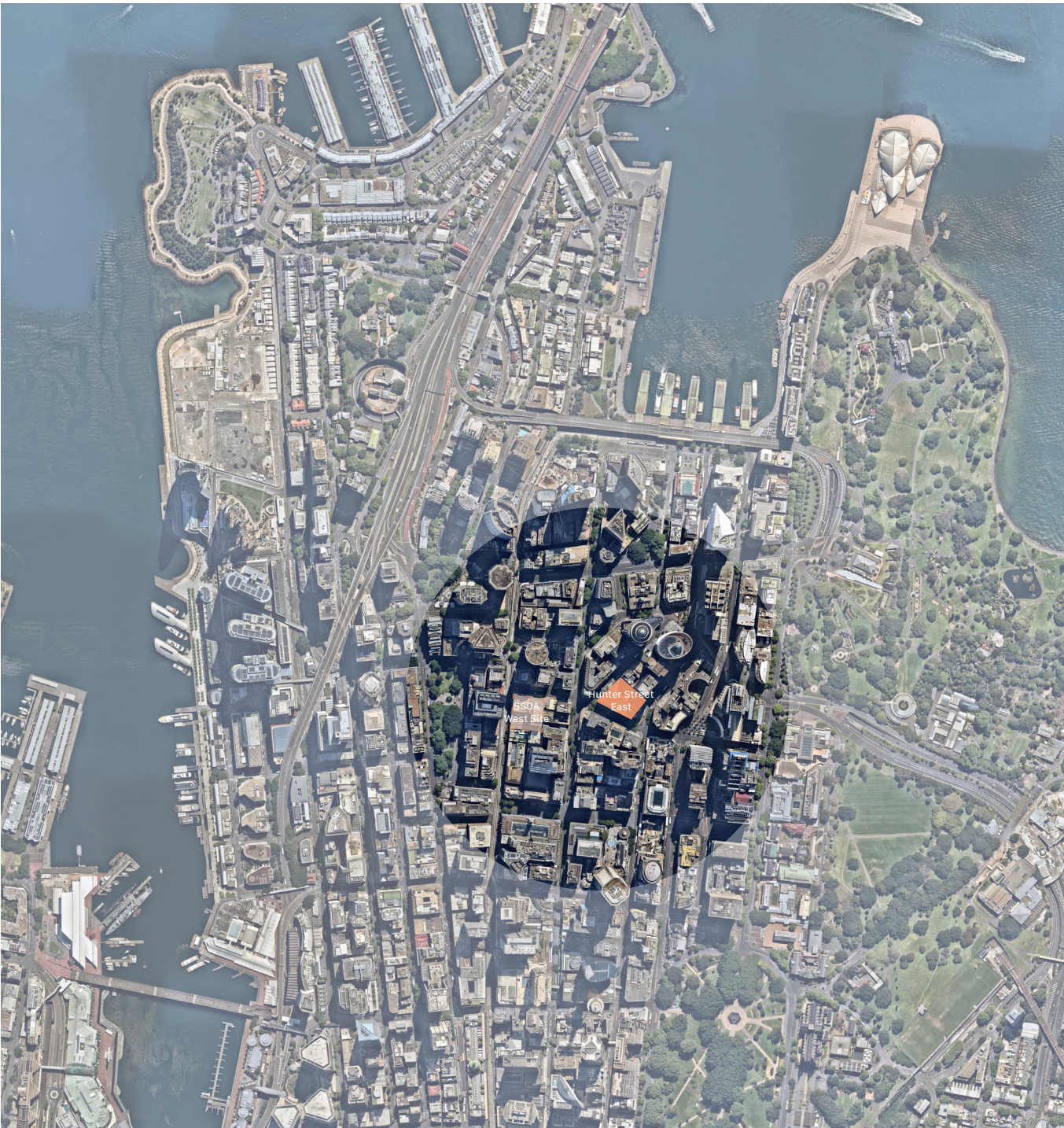
Sydney Metro's vision is to reinforce the commercial heart of the Eastern Harbour City, unlock public transport capacity and catalyse new economic opportunities with Greater Parramatta in the Central River City.

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 58 storeys (257.7m, reduced level 269.10), a maximum gross floor area (GFA) of 84,287m<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

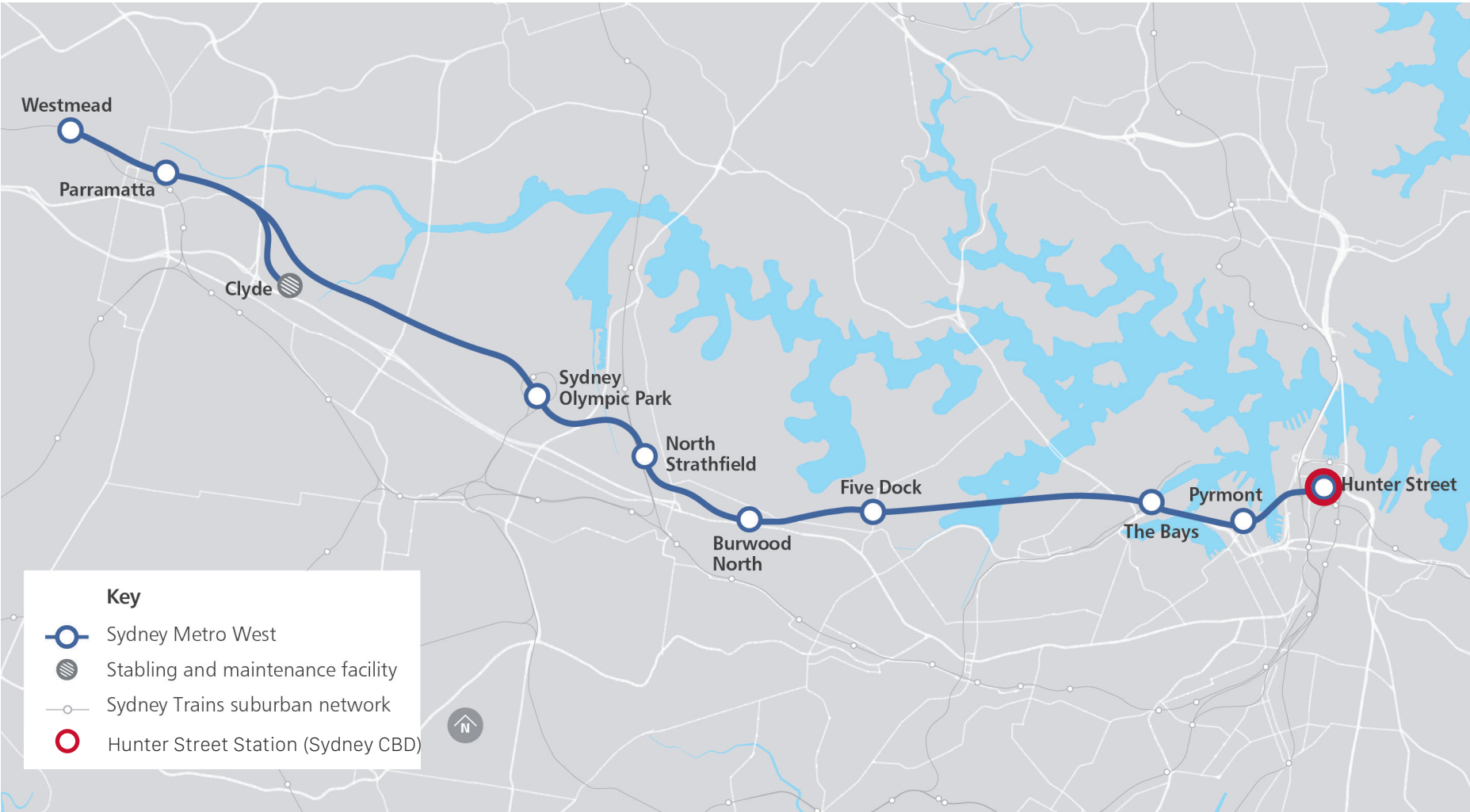
Sydney Metro West comprises a new metro rail line extending from Westmead to Sydney CBD with nine new underground metro stations, including a station at Hunter Street in the Sydney CBD.

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

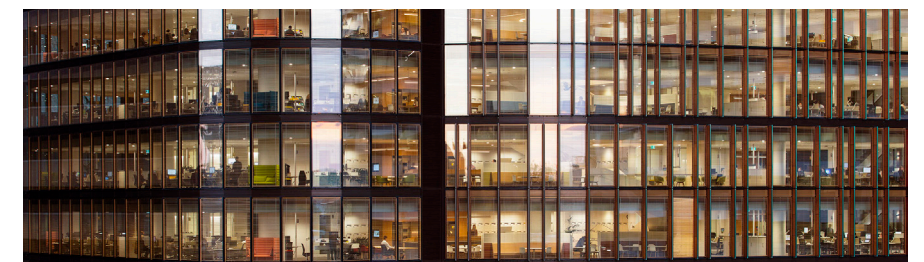
Hunter Street precinct embraces and facilitates growth that is aligned with the objectives, aims and vision outlined in the Central Sydney Planning Strategy:

- 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 - 72,000m2 (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.

The Hunter Street Station entrance faces O’Connell Street, however a secondary entrance is provided from Bligh Street via a through-site-connection that runs in a east-west direction. Hunter Street which runs along the southern edge of the site has a steep gradient and there is a significant level difference of 6-7m between O’Connell and Bligh Street, therefore the through-site-connection will provide equitable level-access between O’Connell and Bligh Streets. The following are the concept design attributes to maximise the utilisation of the site:

- A cavern is located below Hunter Street and station box is located at the end of the cavern (eastern end).
- The concourse is located at below ground and the gateline is located at the street level entrance on O’Connell Street.
- OSD core is located at the northern 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 requirements 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 enhance openness of publicly accessible spaces.
- 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.

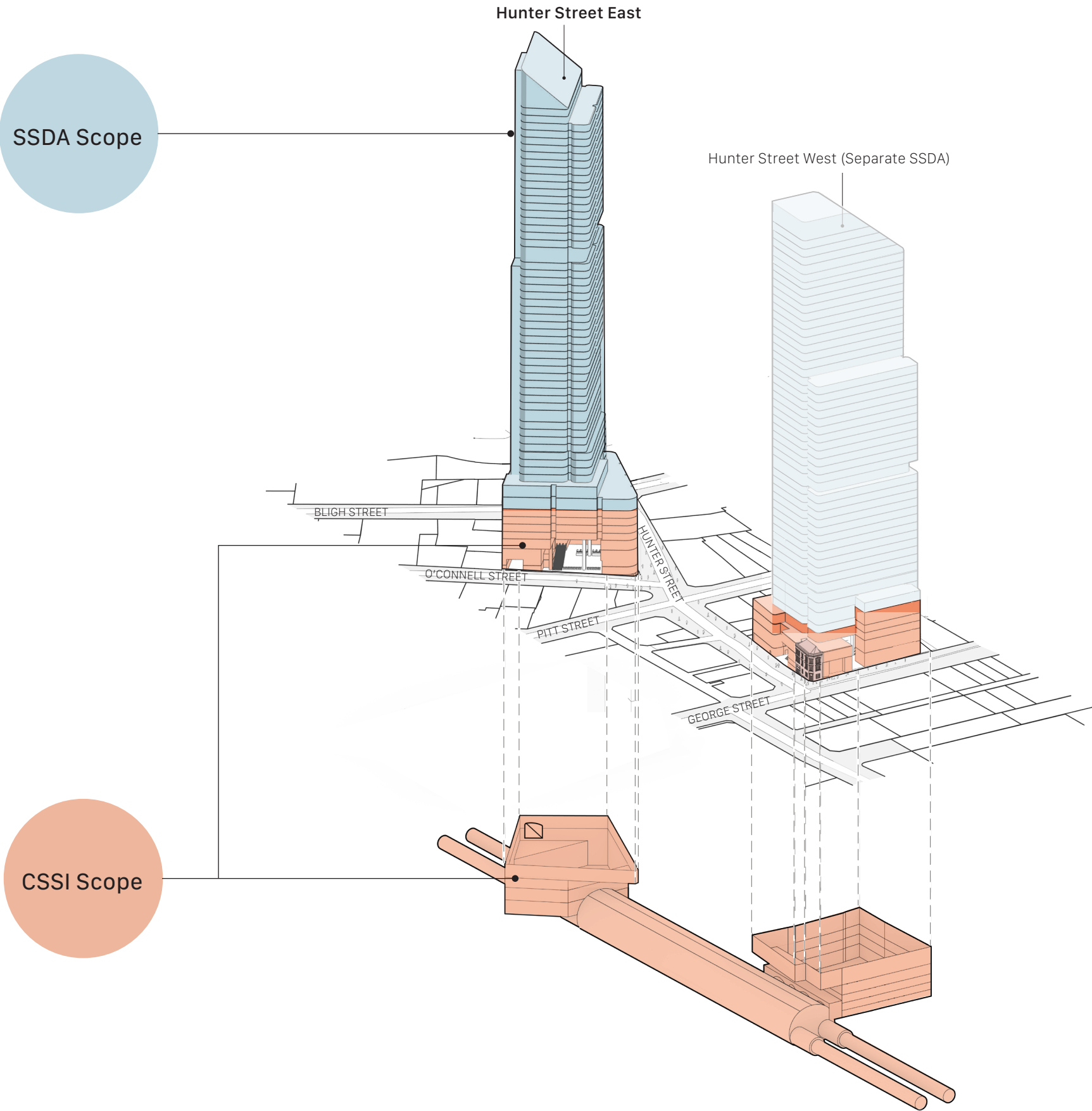




# Planning Approval Pathway

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 East 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 link will increase the pedestrian permeability of the site.

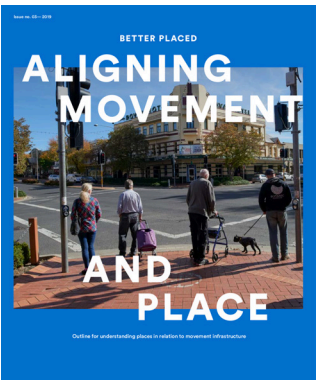
The provision of retail spaces, station and building entries on the ground level will positively contribute to the activation of the public domain. The proposal also considers and responds to the interface with Richard Johnson Square, enhancing opportunities for gathering and social interaction thereby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

The built form envelope is well considered within its setting and responds to the surrounding heritage items 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.

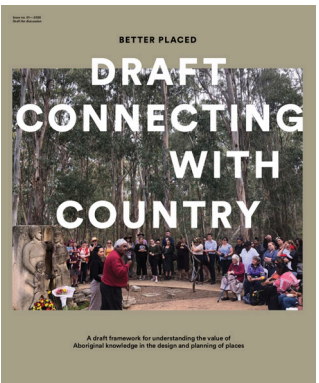
## Aligning Movement and Place



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

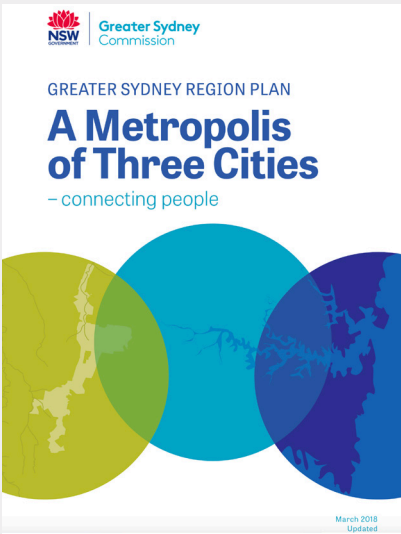
- The main principles are to:
- Deliver beauty and amenity
  - Deliver inviting public spaces and enhanced public life
  - Promote productive and connected places
  - Design sustainable and greener places
  - Deliver resilient and diverse places

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."*

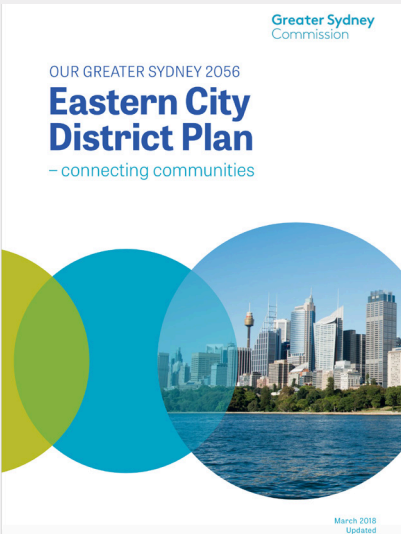
The proposal supports new infrastructure, being the new Sydney Metro network, through enabling residents, workers and visitors to the city to benefit from being well connected to services and jobs. The proposal integrates retail and commercial land uses which will deliver equitably enhanced opportunities 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 (81,000sqm of commercial floor space with an additional 1,400sqm 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 and the surrounding heritage items including Former 'Perpetual Trustee' Commercial Building, Former Wales House, Former 'NSW Club Building', the Former 'Bank of NSW', and Richard Johnson Square.

**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 eastern 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 eastern 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, 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.

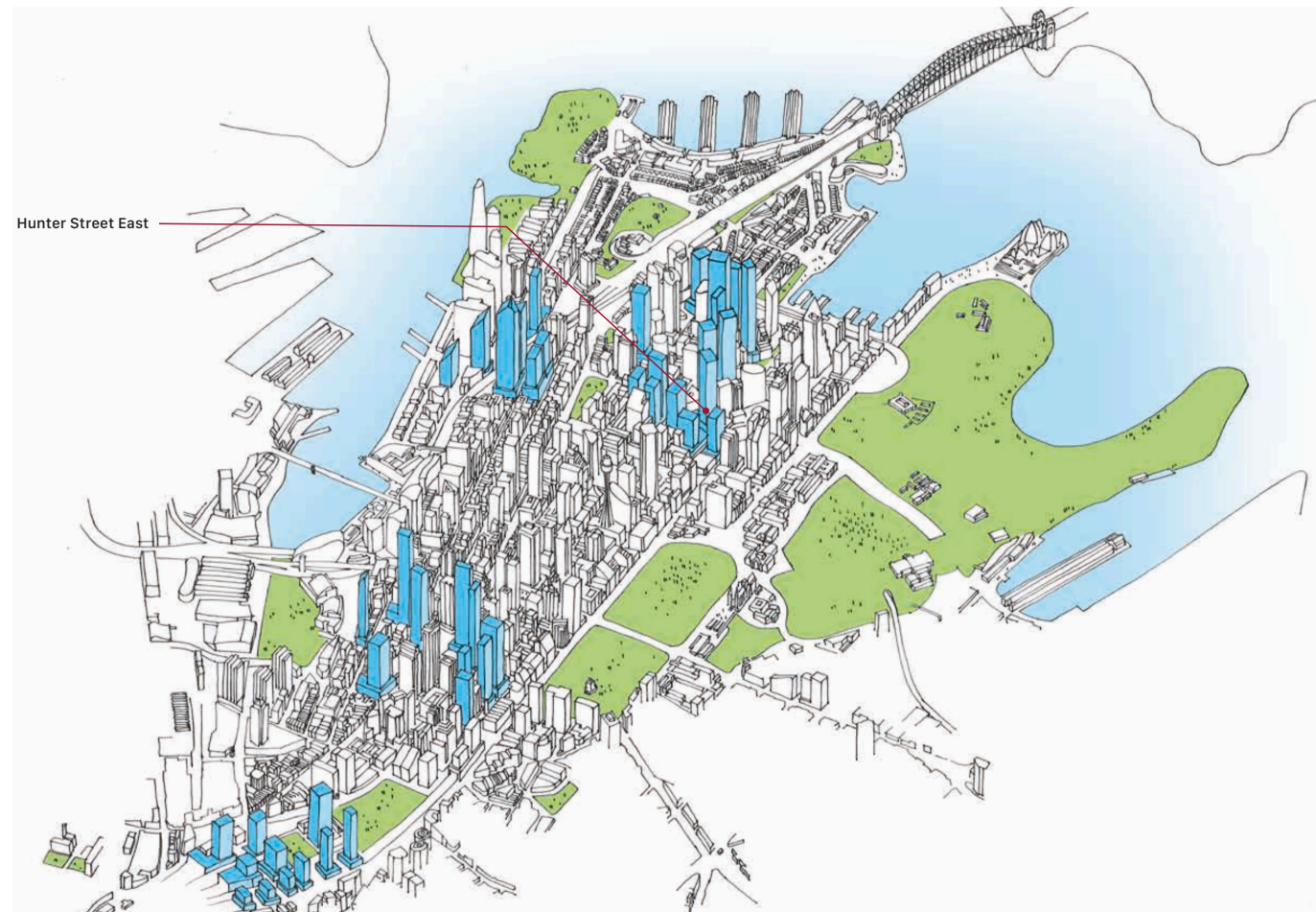
8. Move people more easily

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



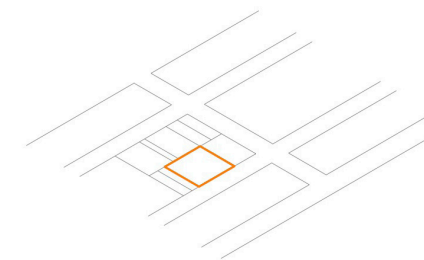
# Central Sydney Planning Strategy

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.

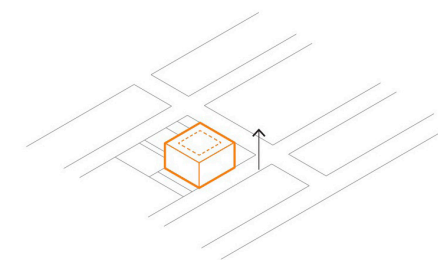


13. Tower Cluster 3D (Source: Central Sydney Planning Strategy)

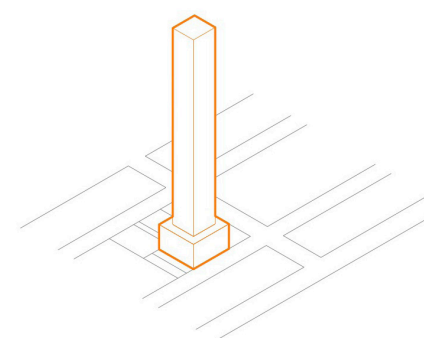
Steps in determining an envelope that are outlined within the strategy



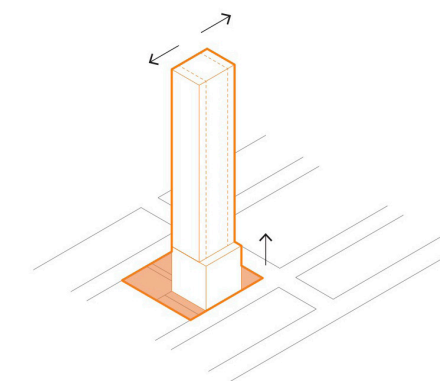
**Step 1:** identify a site(s) complying with the Guidelines minimum Site Area



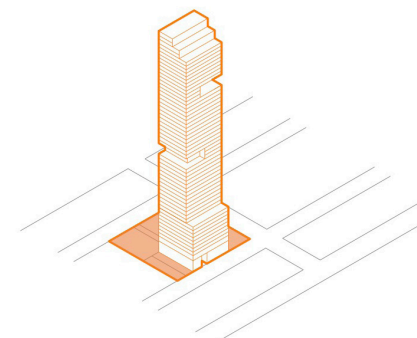
**Step 2:** define a podium form in compliance with Sydney DCP



**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)

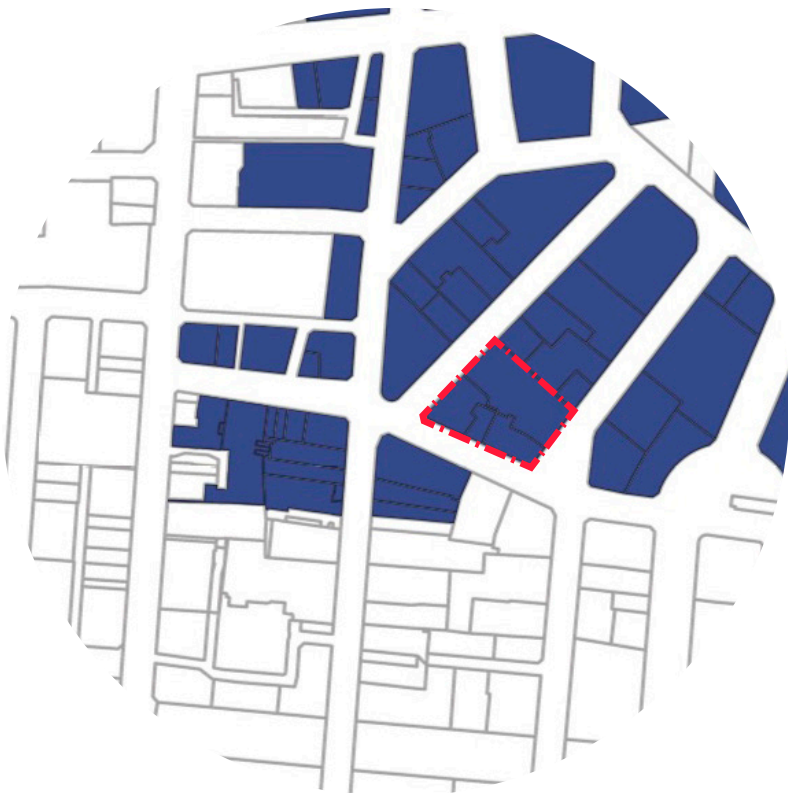
## Tower Cluster Areas

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.

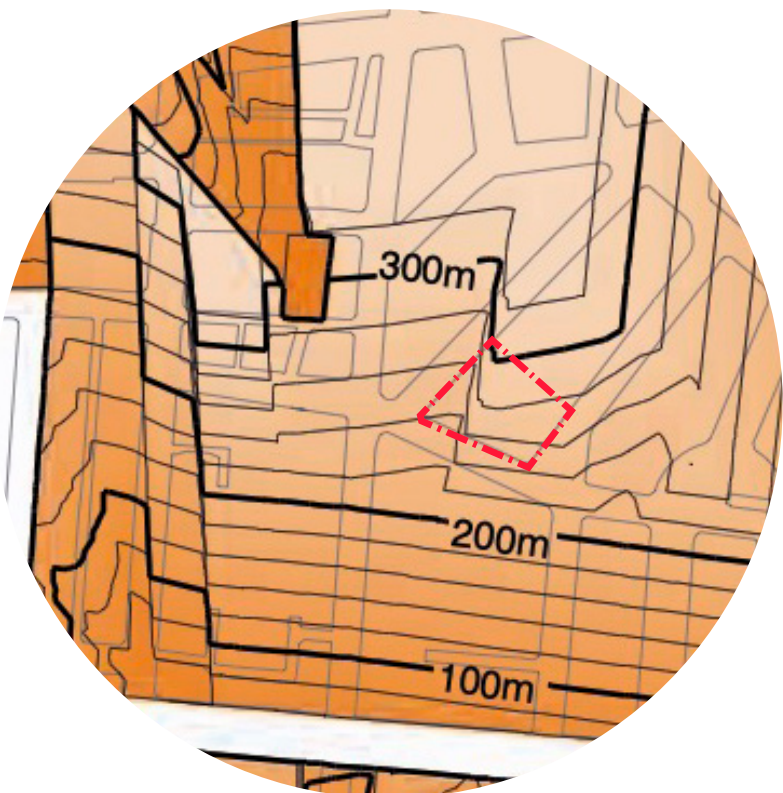
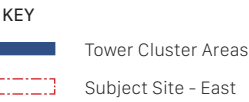
Development within the tower cluster areas benefit from a new planning pathway for additional building heights and densities above existing maximum limits to increase growth opportunities for employment floor space, promote the efficient use of land and encourage innovative design. The current planning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

## Key LEP Controls

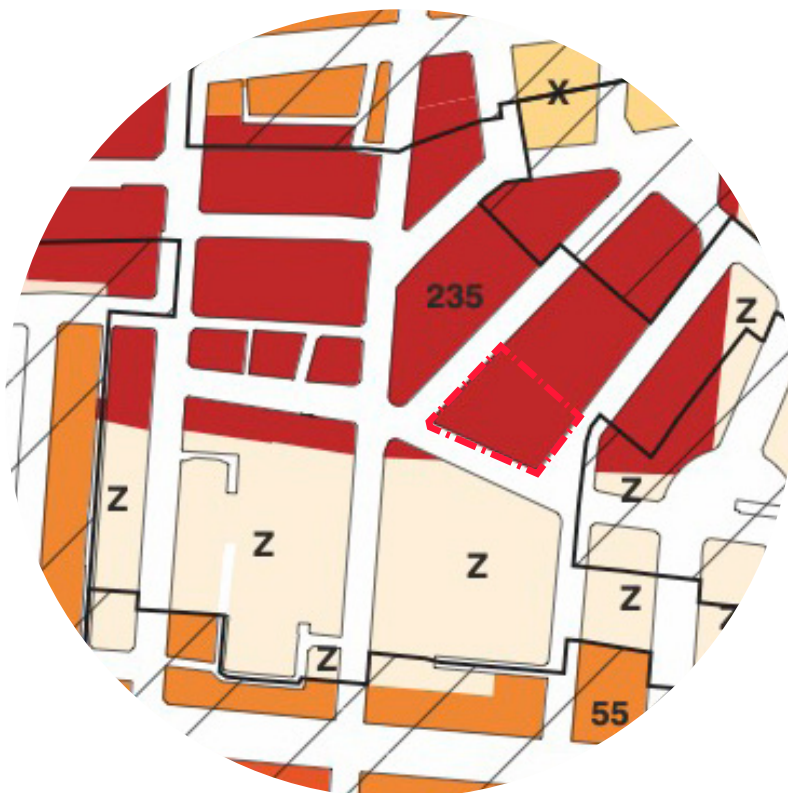
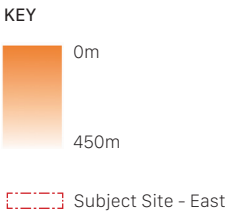
The amendments to the Sydney LEP include the following key maps which apply to the land which is the subject of this report.



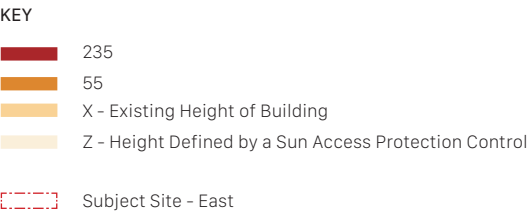
14. Tower Cluster Map



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



16. Height of Building Map



The Hunter Street site is mapped with the Tower Cluster Area. Whilst the State Significant Development Application request does not rely on the Tower Cluster provisions, it remains aligned with the overarching strategic intent of the Central Sydney Planning Strategy, to deliver high quality employment generating floor space.







# Site Context and Survey

## Hunter Street East

Hunter Street eastern site (the site) is currently partially occupied by the Sydney Metro City and Southwest construction site. The remainder of the site is currently occupied by commercial office buildings and a range of ground floor business premises including retail, restaurants and faces.

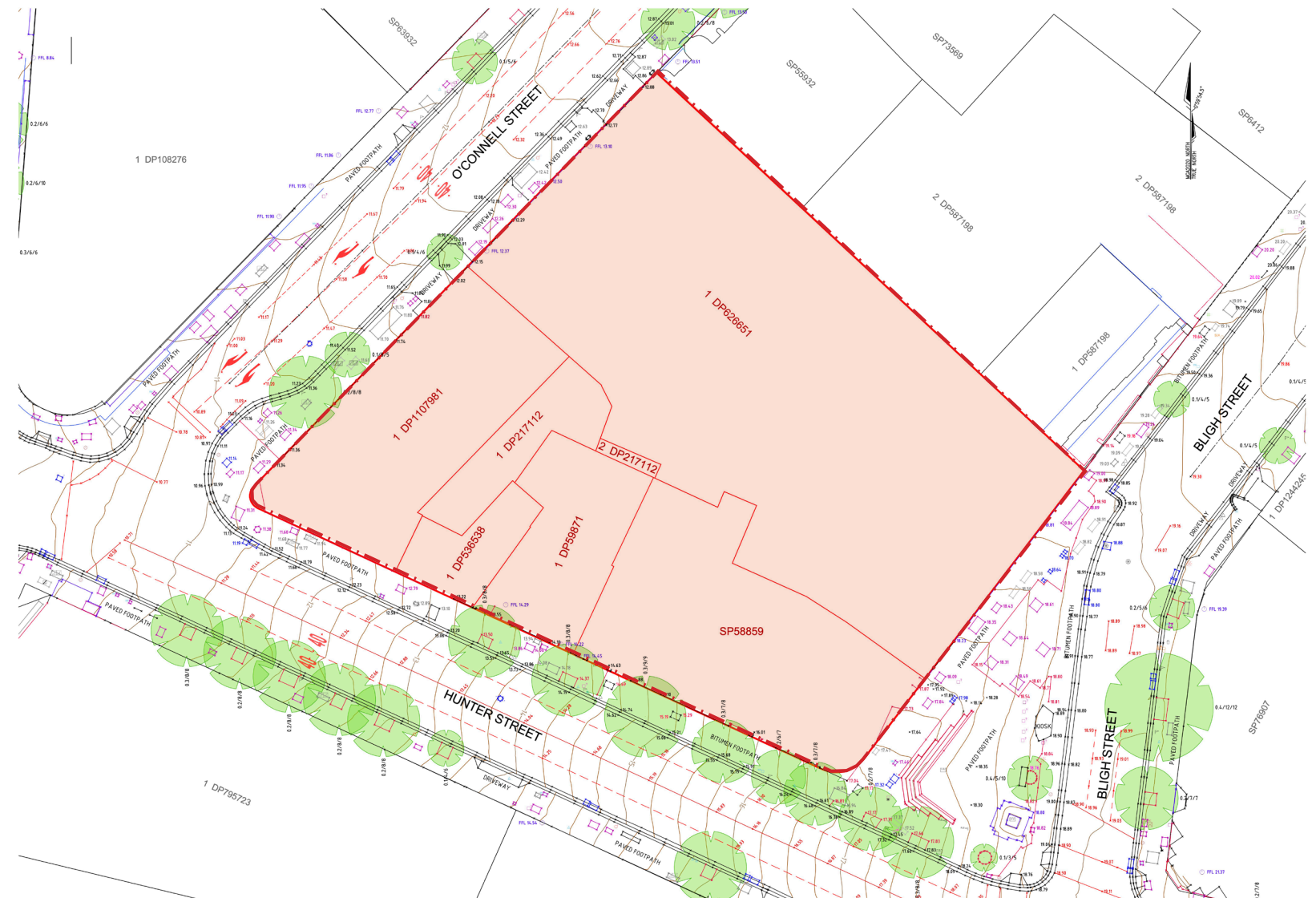
The site features a steep gradient running from east down to west along Hunter Street, noting that there is approximately a 8m level difference between Bligh and O'Connell Street. The lowest point on the site at the corner of O'Connell and Hunter Street is at RL 11.31 while the highest point on the site at the northeast corner at Bligh Street is RL 17.04 .

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

- **28 O'Connell Street**  
A 19-storey commercial office building which was completed in 1972.
- **48 Hunter Street**  
A 13-storey commercial office building completed in 1961.
- **33 Bligh Street**  
Demolished in late 2015 to be utilised as a construction site for the Sydney Metro City and Southwest.
- **37 Bligh Street**  
A 14-storey strata-titled commercial office building which includes several retail tenancies at ground floor.



17. Existing Development - Hunter Street East



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

**Hunter Street East**  
Site Area - 3694.5m<sup>2</sup>

# Surrounding Development

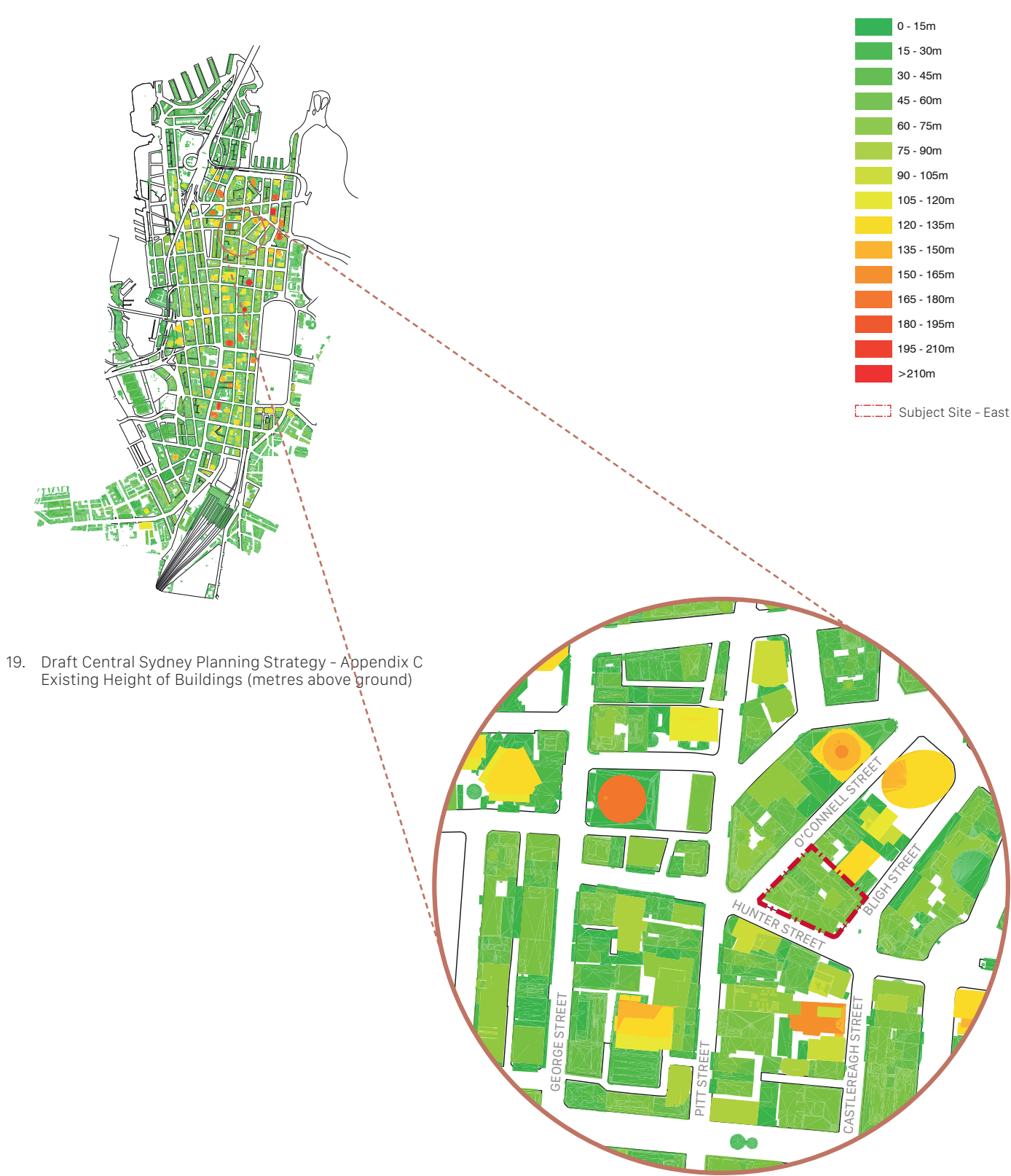
The Sydney CBD is a highly developed commercial core with a wide range of commercial, retail, health, government and community-based uses, as well as high density residential developments.

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, as well as the World Heritage Sydney Opera House and iconic Sydney Harbour Bridge.

- North of the site is a major commercial area comprising high density commercial towers along Pitt Street, and Bridge Street, including the 1 Bligh Street tower and 1 O'Connell Street tower. 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 site, Richard Johnson Square is located to the immediate east at the northwest corner of Bligh and Hunter Streets. The square includes a four-sided sandstone obelisk installed in 1925 in memory of Richard Johnson. Further to the east are major commercial towers along Hunter Street, including Chifley Tower, 8 Chifley Square, Aurora Place and Deutsche Bank Place. Beyond Hunter Street, the State Library of NSW and the NSW Parliament House front onto Macquarie Street, and beyond that lies the public open space of The Domain.

- South of the site, the land use remains predominantly multi-storey commercial offices but also includes cafés, bars and nightclubs. 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 site is 27 O'Connell Street, it is the 10-storey Radisson Blu Plaza Hotel which comprises traditional heritage architecture and a sandstone façade. Further to the west, the land use remains predominantly high-density commercial offices, anchored by Wynyard Station. George Street contains the Sydney Light Rail (L2 Randwick Line and L3 Kingsford Line) and is a major north–south axis through the CBD, and along with Pitt Street connects Circular Quay, Wynyard, Town Hall and Central. 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 eastern site only.

The site is located on the corner of O'Connell Street, Hunter Street and Bligh Street adjacent to the new Martin Place Station which forms part of the Sydney Metro City and Southwest, Australia's biggest public transport project connecting Chatswood to Sydenham and extending to Bankstown.

### 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. Hyde Park
- 15. Royal Botanic Gardens

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



20. Existing Urban Context



# Site Development

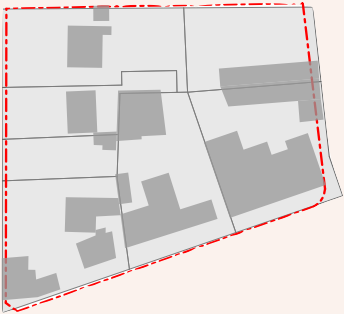
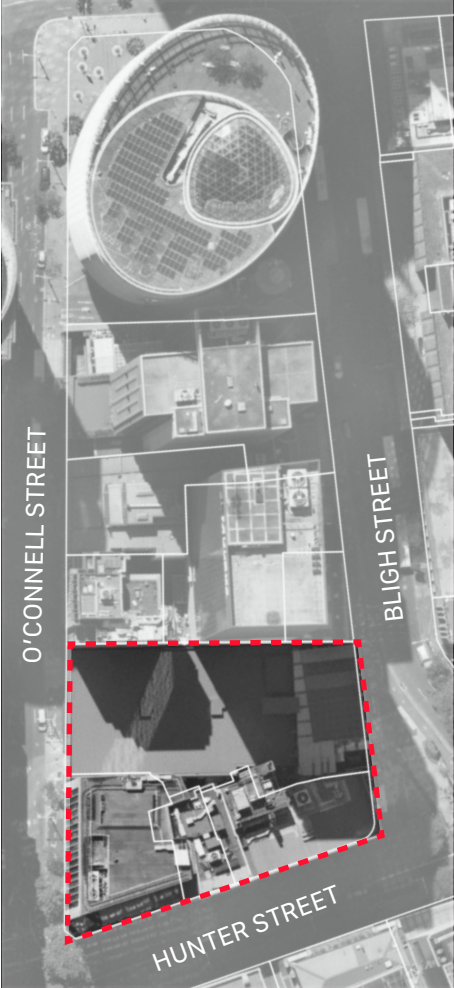
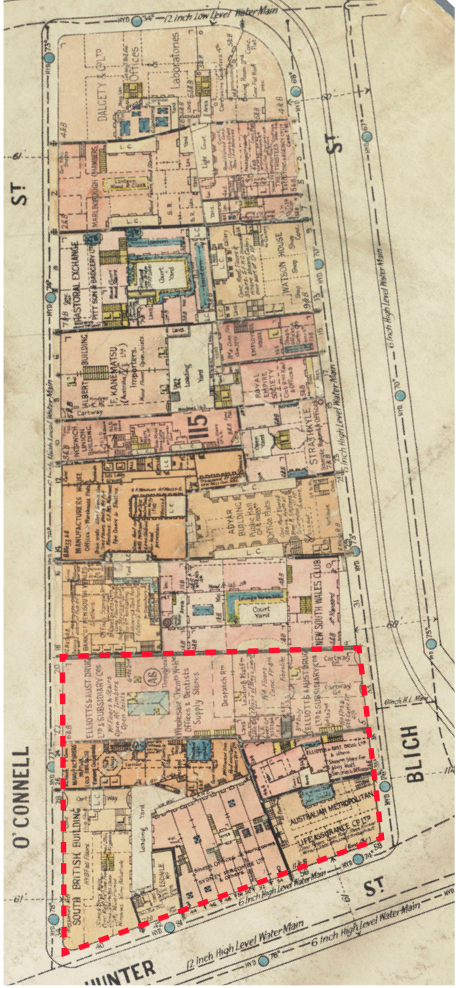
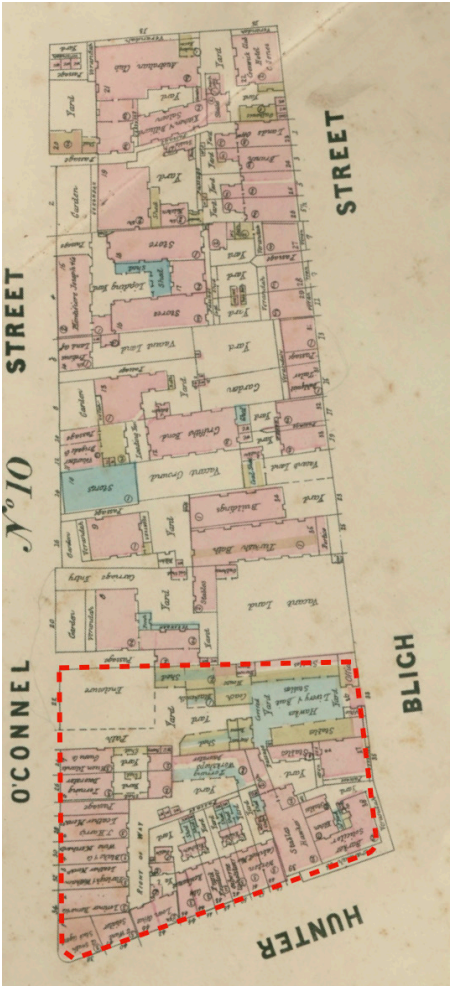
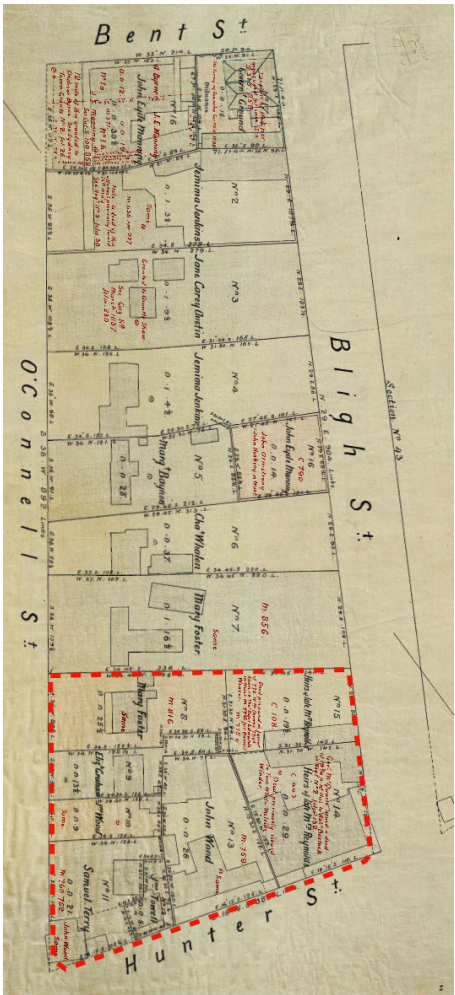
## Historical Evolution - Hunter Street East

The site between Bligh, Hunter and O’Connell Street has historically been a series of readily identifiable discrete but adjoining buildings.

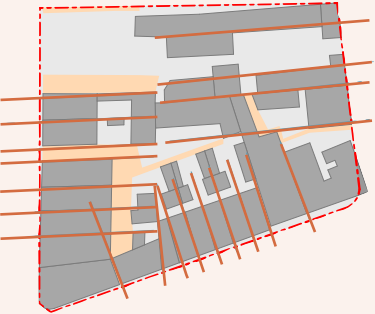
The Tank Stream, topography and the location of the Governor’s House played a role in defining the street orientation especially of Bligh and O’Connell Street. There is a large level change between Bligh and O’Connell Street. An original service lane passed between these streets.

The lot pattern, always orthogonal to Bligh and O’Connell Street was subject to subdivision and then consolidation. In the late 19th century these small lots were serviced by rear lanes and the types of business appeared to be service industries such as stables, farriers etc.

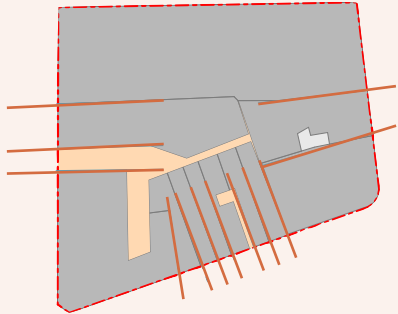
The Former NSW Club, designed by William Wardell and constructed in 1884, adjusted the alignment of the western streetwall of Bligh Street, further reinforced with the demolition of the Adyar building at 25-29 Bligh Street, and the demolition of 33-35 Bligh Street.



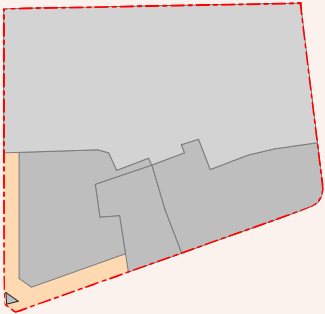
1833



1880



1917-1939



CURRENT

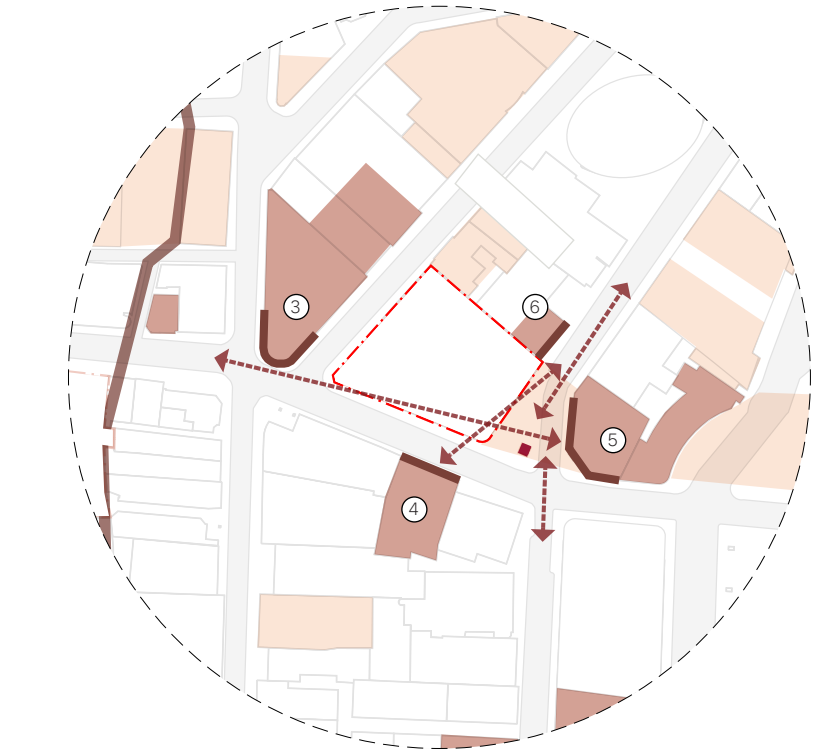


Heritage Building Prominence

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 is located in proximity to the State heritage items, including Former 'Perpetual Trustee' Commercial Building, Former Wales House, Former 'NSW Club Building' and Local items including the Former 'Bank of NSW', and Richard Johnson Square located directly adjacent to the eastern boundary.

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



21. Key Heritage Views

KEY

State Listed Heritage Items

Local Heritage Items

Subject Site Boundary

Tank Stream

View Lines

SSDA West Site



22. Surrounding Heritage Items



Item Number	1808	1766	1656	1809	1915	1810	1673	1675	1676
Heritage Items	"NSW Sports Club"	Former Skimmers Family Hotel	Tank Stream	"Grand Hotel"	Former Wales House	Former "Perpetual Trustee" Commercial Building	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. Richard Johnson Square, 1925. The Site of first church in Australia opened in 1798. Richard Johnson Square is located immediately adjacent to the east of the Hunter st East site. The memorial was constructed in the centre of the intersection at the junction of Bligh and Hunter Streets in 1925.



26. View looking west along Hunter St near corner of Pitt and O'Connell st, 1870-75.



27. View looking East along Hunter st, 1954. Subject Metro East site is situated.



28. View looking East along Hunter st, 1980s. Subject Eastern Metro site is situated.



29. View from Hunter St looking north along Bligh st with Richard Johnson Memorial in foreground, 1940s.

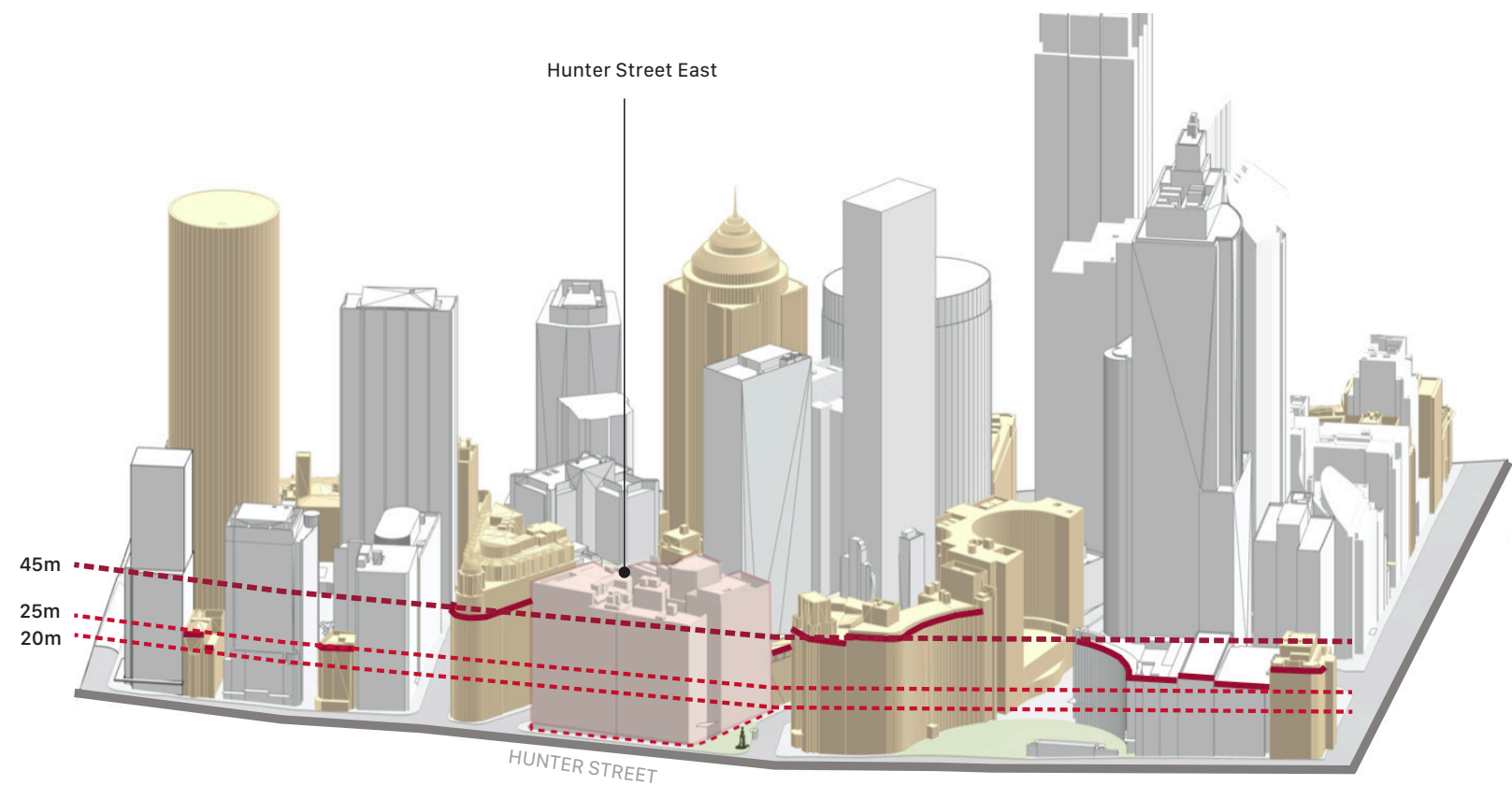


# Contextual Analysis: Existing Streetscape

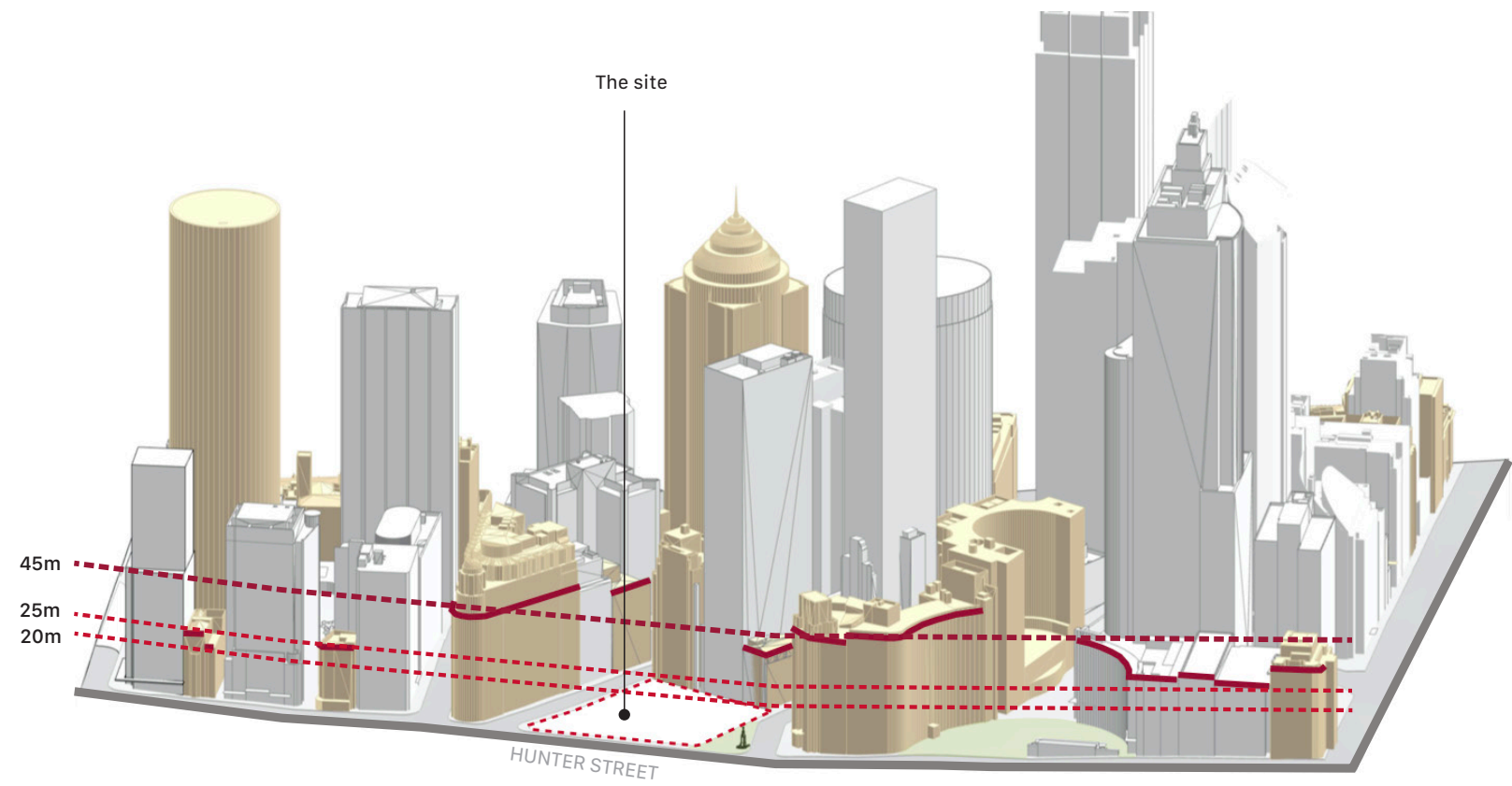
## Hunter Street Streetscape (North)

Hunter Street East has a key interface with Hunter Street. The surrounding buildings along the streets have varying streetwall heights. The Former Wales House (64-66 Pitt Street) and Former City Mutual Life Assurance building (10 Bligh Street) play a key role in defining the streetscape. The predominant streetwall height is 45m and the secondary streetwall heights are 20m and 25m.

The predominant streetwall height is 45m and the secondary streetwall heights are 20m and 25m.

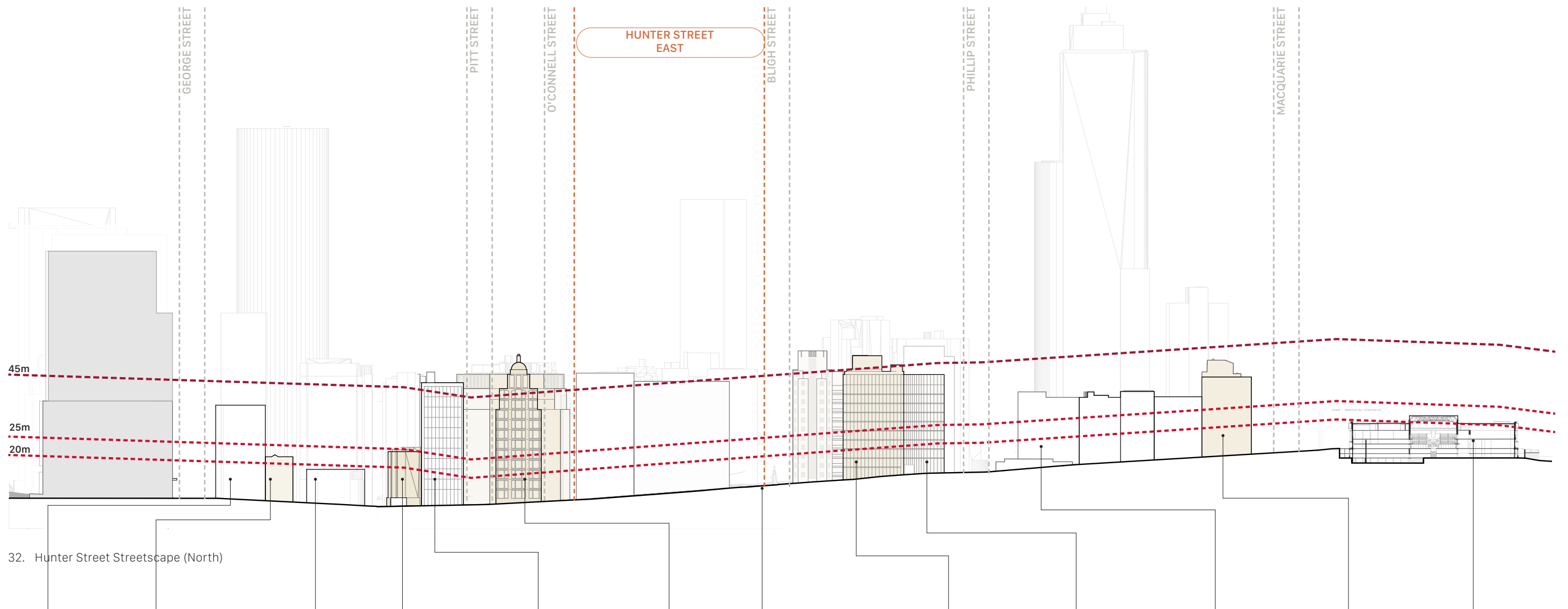


30. Axonometric View with the Existing Building



31. Axonometric View without the Existing Building

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



32. Hunter Street Streetscape (North)



280 George Street 10-14 Hunter Street 20 Hunter Street 22 Hunter Street 34 Hunter Street 64-66 Pitt Street Richard Johnson Square 10 Bligh Street 1 Chifley Square 2 Chifley Square 175 Macquarie Street State Library NSW



Bligh and Castlereagh Street Streetscape

Hunter Street East is located to the eastern end of Bligh Street with a key interface to Richard Johnson Square. The Former NSW Club (31 Bligh Street), adjoining the site provides key datum lines. The predominant streetwall height is 18m and the secondary streetwall height is 30m.

The predominant streetwall height is 18m and the secondary streetwall height is 30m.

KEY

Key Streetwall Datums

Predominant Streetwall Height

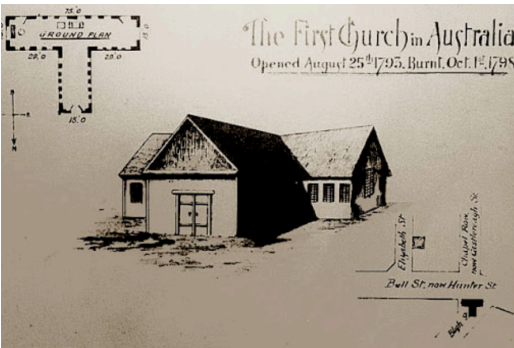
Secondary Streetwall Height

Heritage Items

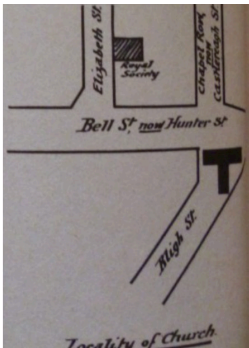
Richard Johnson Square

Richard Johnson Square and the monument/memorial commemorates the first Christian Service held in NSW. The monument/memorial was completed in 1925 and the square was designed by Clarke Gazzard in 1974 .

*"The lots on the angled streets were neither bought out nor resumed, and remained as an interruption within the city grid, blocking the extensions of Castlereagh and Elizabeth streets to the quay. The discordant geometry was resolved over time by a series of small squares: Farrer Place, Richard Johnson Square and later Chifley Square."* - Public Sydney



33. First Church In 1793



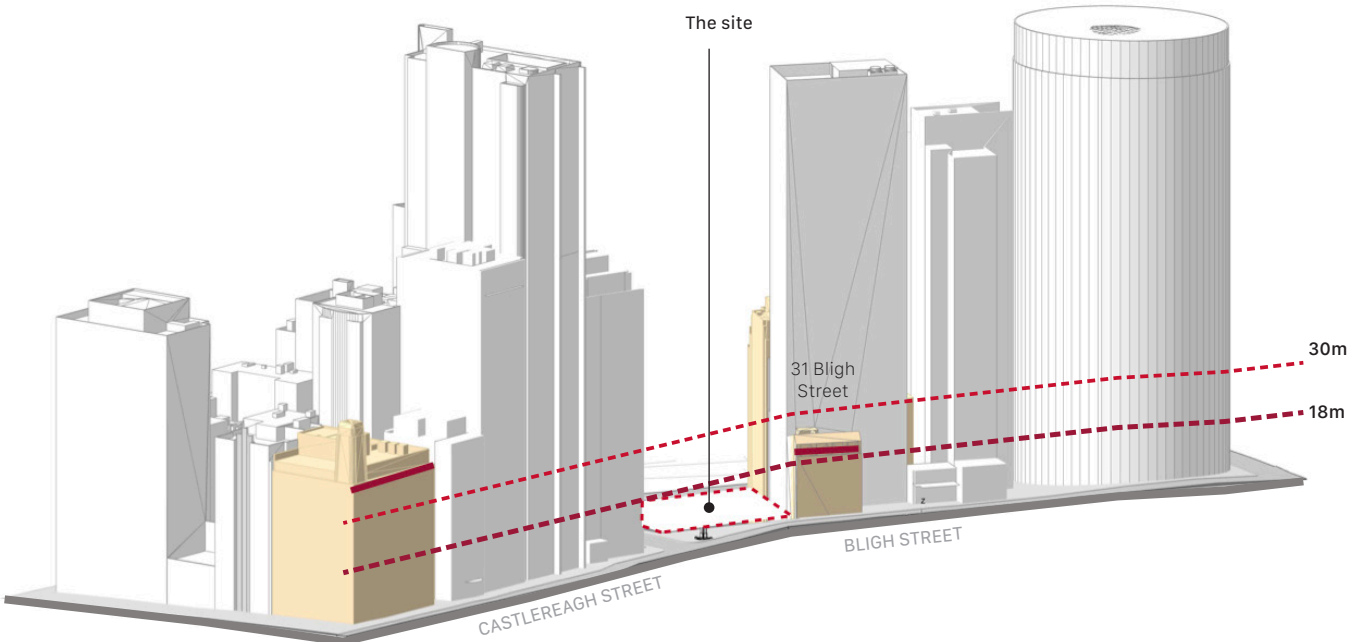
34. Richard Johnson Square 1940



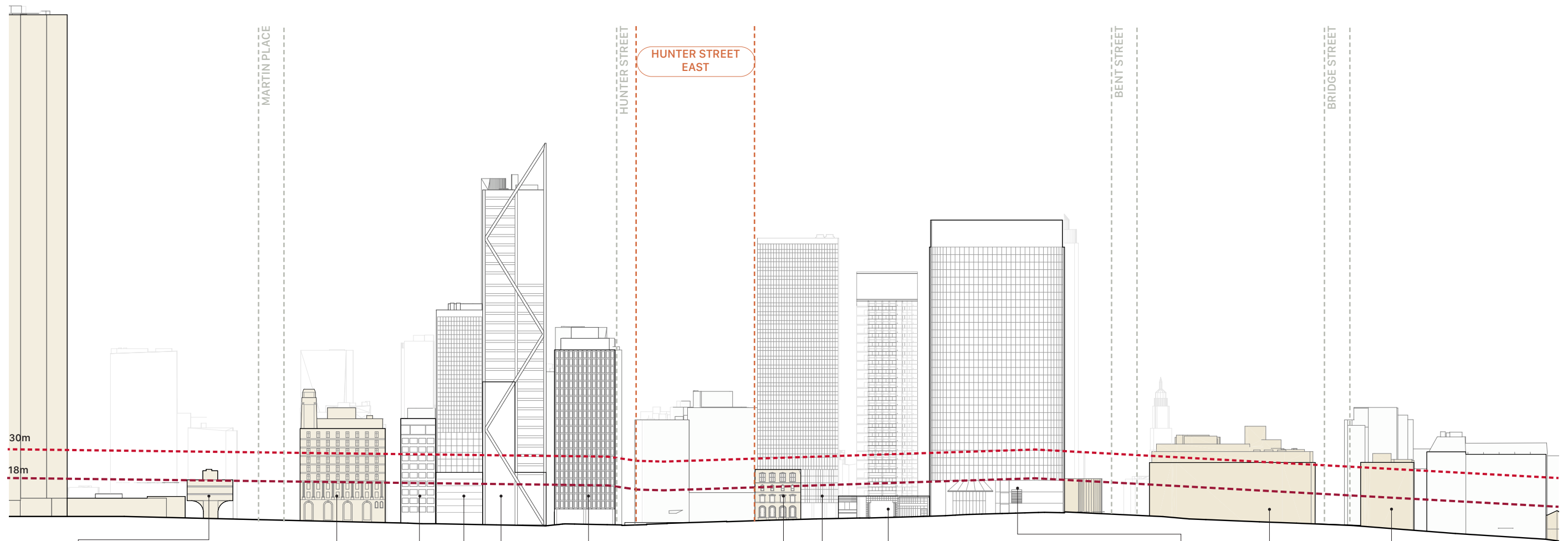
35. Existing Monument



36. Axonometric View with the Existing Building



37. Axonometric View without the Existing Building



38. Bligh and Castlereagh Street Streetscape



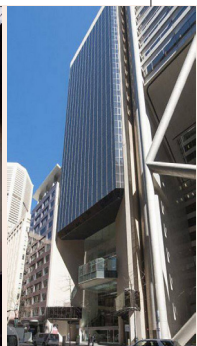
19-29 Martin Place



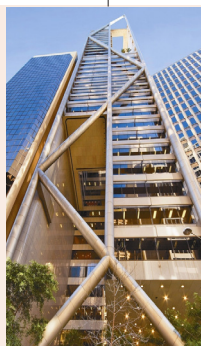
44 Martin Place



17 Castlereagh Street



15 Castlereagh Street



9 Castlereagh Street



1 Castlereagh Street



31 Bligh Street



25 Bligh Street



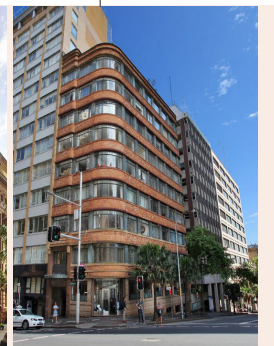
15-23 Bligh Street



1 Bligh Street



Department of Education Building



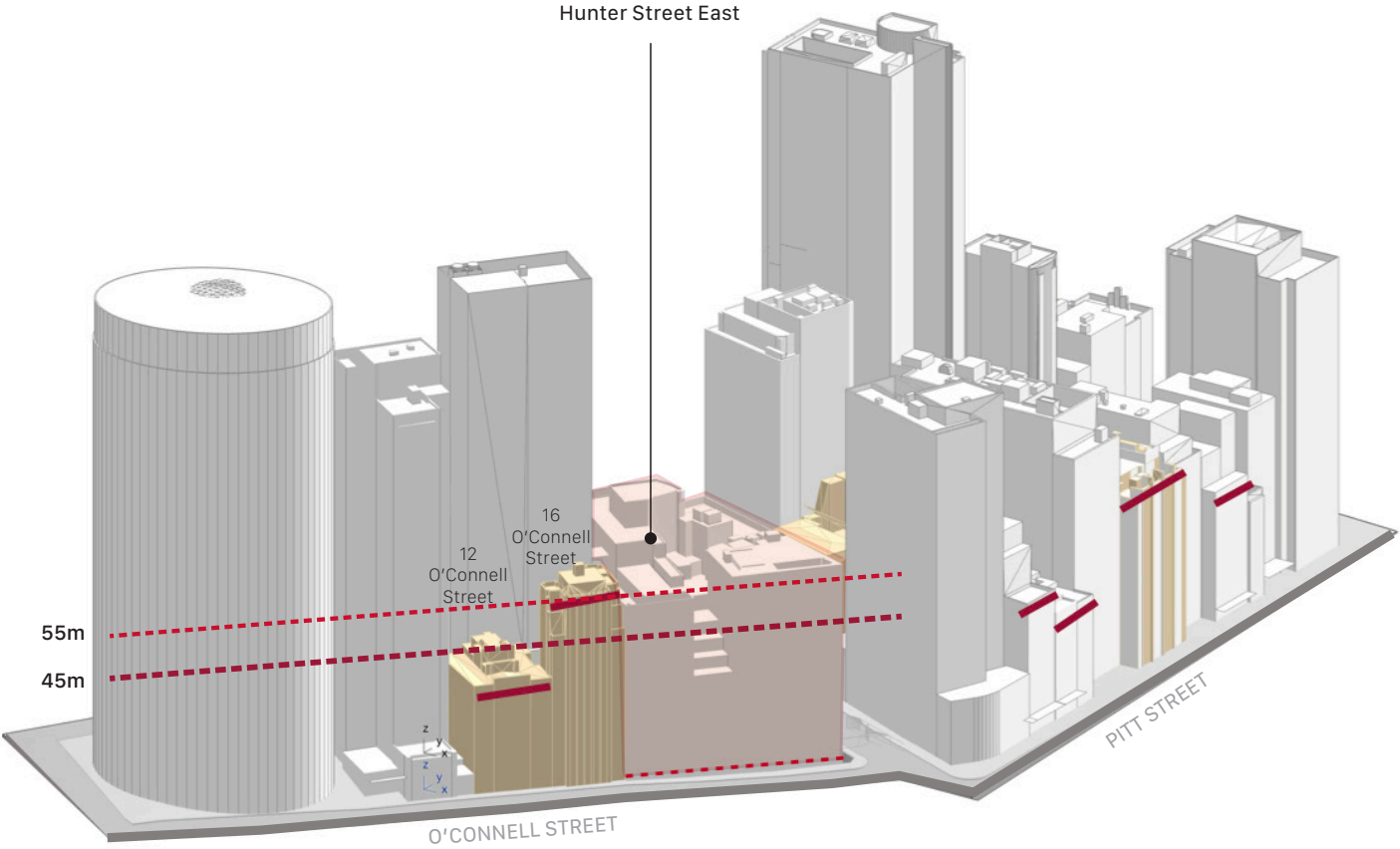
44 Bridge Street



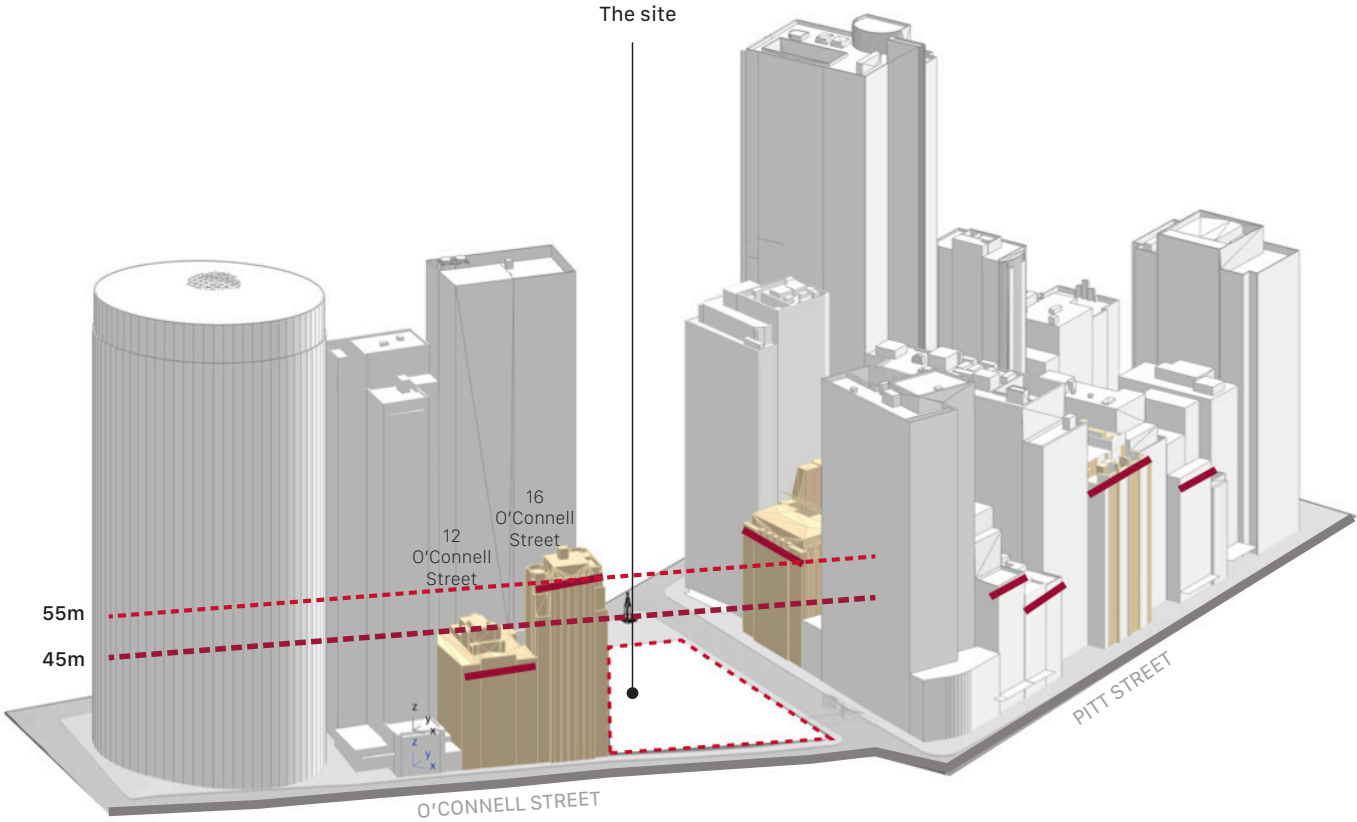
O'Connell and Pitt Street Streetscape

Hunter Street East has an important interface and address to O'Connell Street. The datum lines of 12 O'Connell and the Former Bank of NSW (16 O'Connell Street) assist in framing the streetscape with reference to the prevailing streetwall heights along Pitt Street. The predominant streetwall height is 45m and the secondary streetwall height is 55m.

The predominant streetwall height is 45m and the secondary streetwall height is 55m.

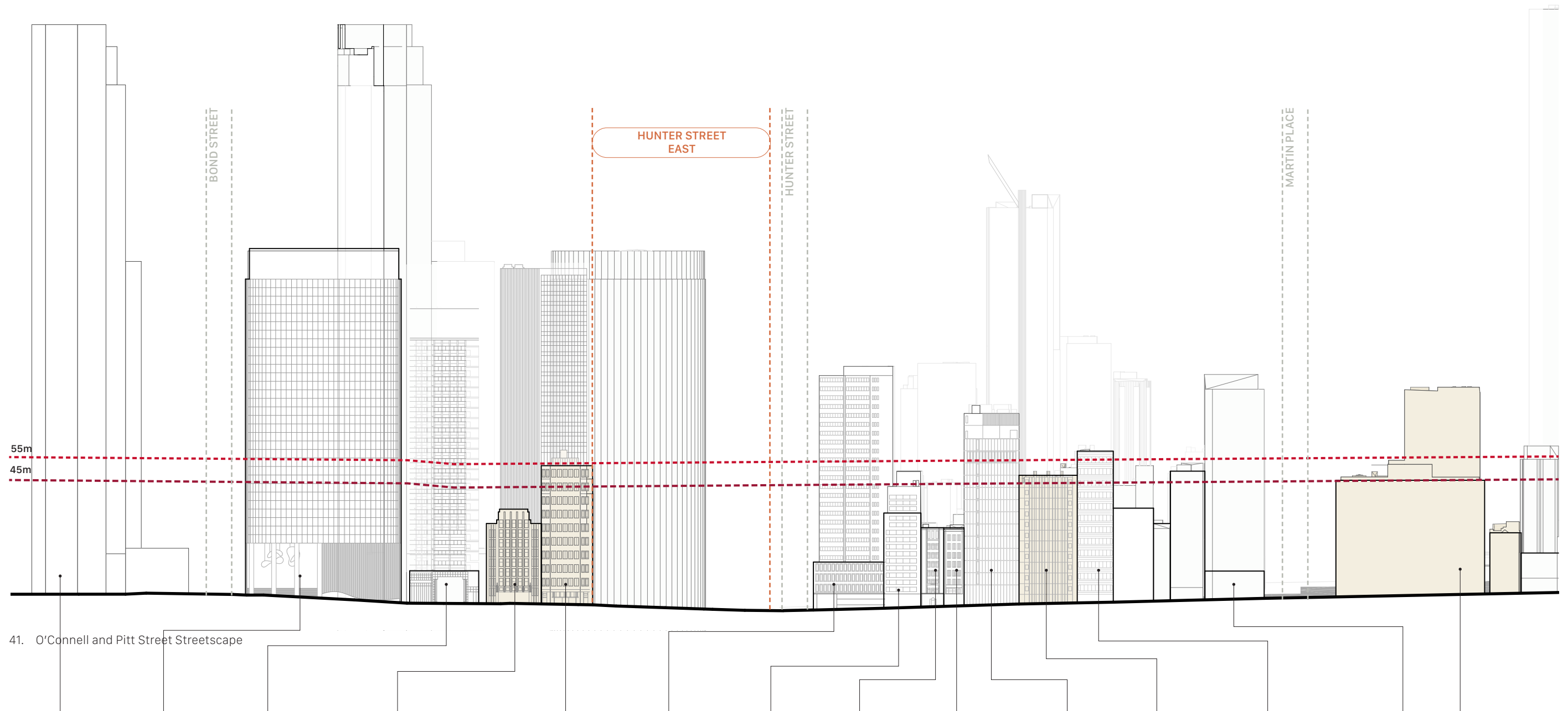


39. Axonometric View with the Existing Building



40. Axonometric View without the Existing Building

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

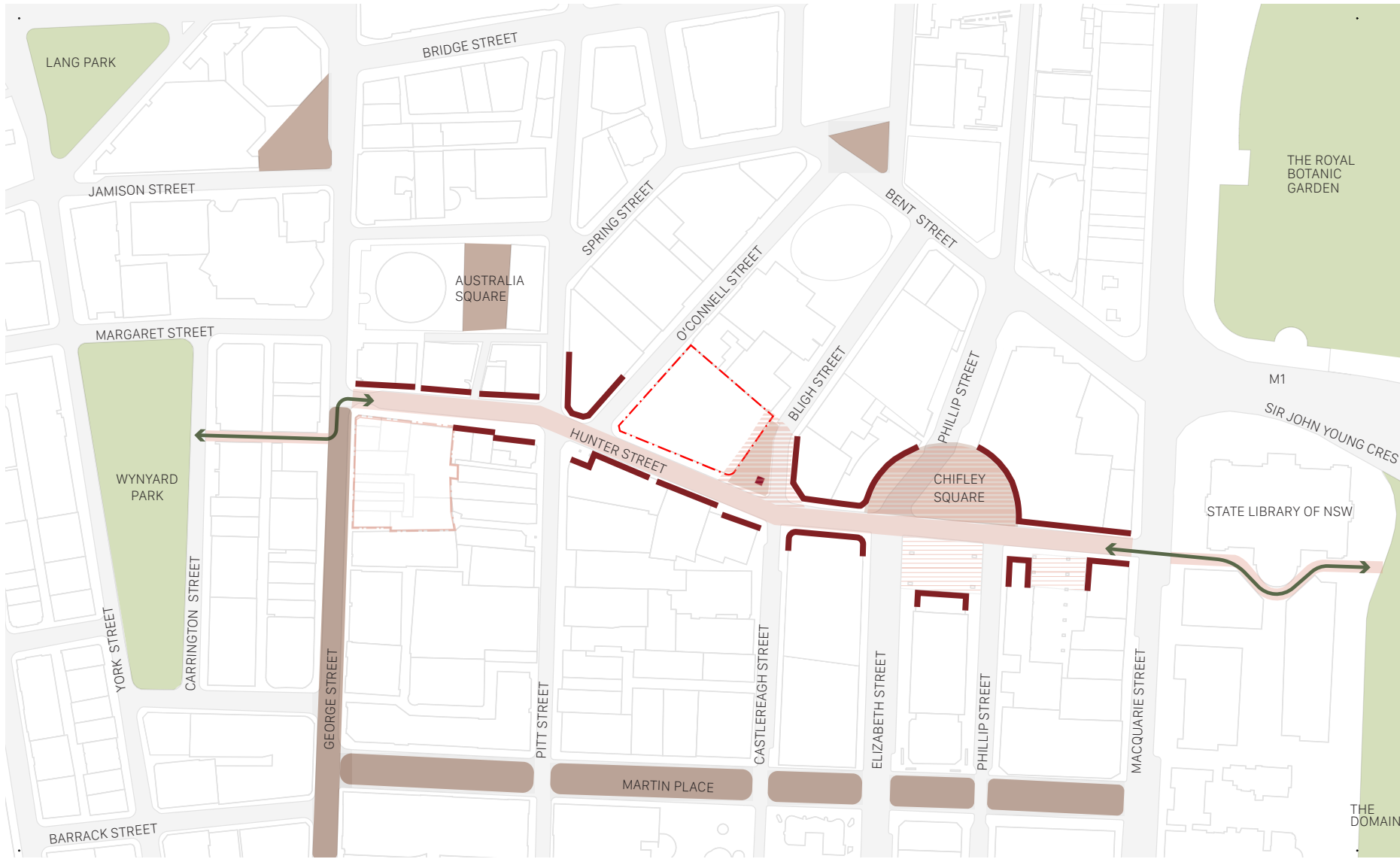


Governor Phillip Tower   1 Blight Street   6 O'Connell Street   12 O'Connell Street   16 O'Connell Street   68 Pitt Street   70 Pitt Street   72 Pitt Street   74 Pitt Street   76-78 Pitt Street   80-82 Pitt Street   84 Pitt Street   20 Martin Place   5 Martin Place

# 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.



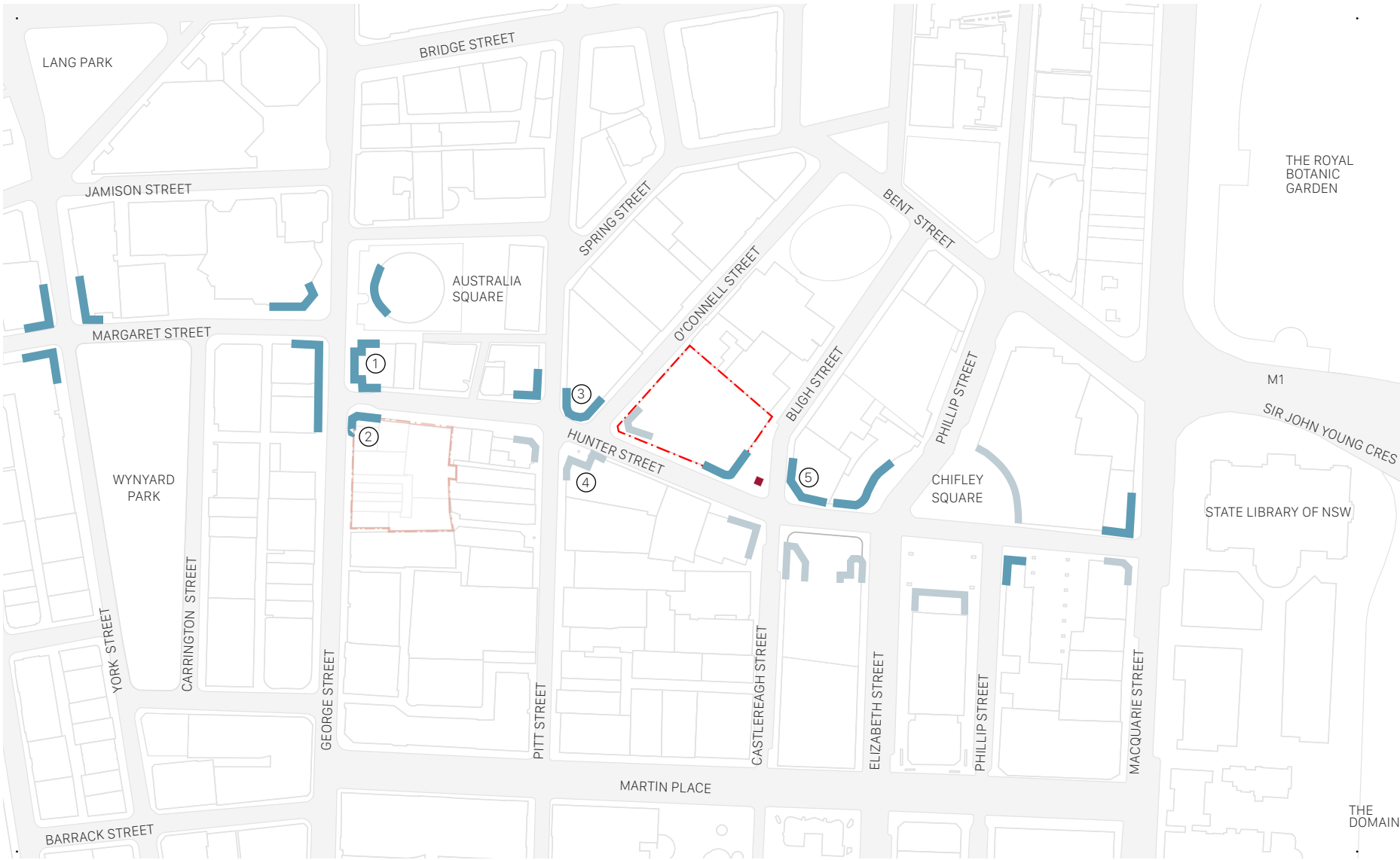
42. Streetwall Articulation

KEY  
Subject Site Boundary Built Form Framing the Street Existing Connections Public Space SSDA West Site



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.



43. Corner Interface

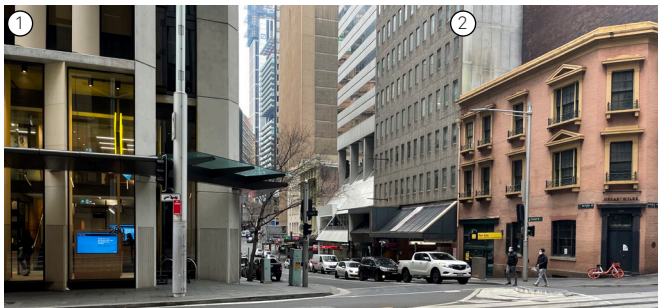
KEY

Subject Site Boundary

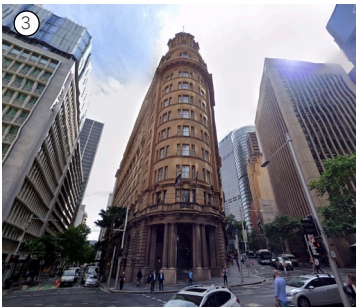
Built Form framing the Corners

Recessed Built Form at Ground level

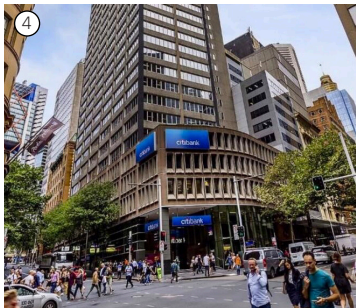
SSDA West Site



8 Hunter Street and Former Skinners Family Hotel



Radisson



27-29 Hunter Street



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.



44. Public Plazas, Open Spaces and Street Trees

KEY

Subject Site Boundary

Public Space

Street Trees

Parks

SSDA West Site



Australia Square

Hunter Street East

Richard Johnson Square

Chifley Square

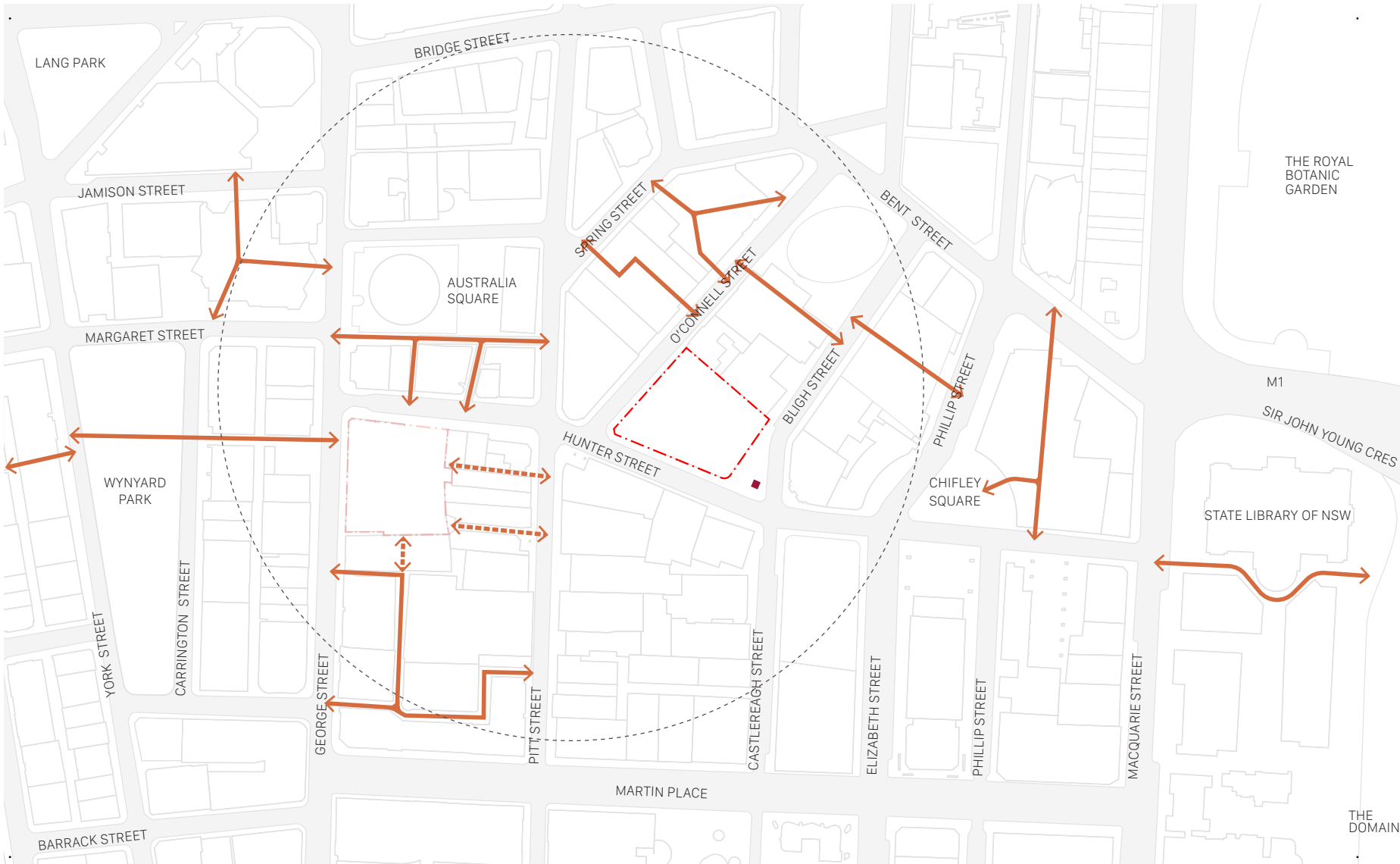
8 Chifley Square

Through Site Links

The study area has a number of through site connections that assist in improving the pedestrian movement.



45. SLEP 2012 Through Site Links Map



46. 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 East metro 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 — Amenity and Landscape

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



#### Principle 6 — 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.

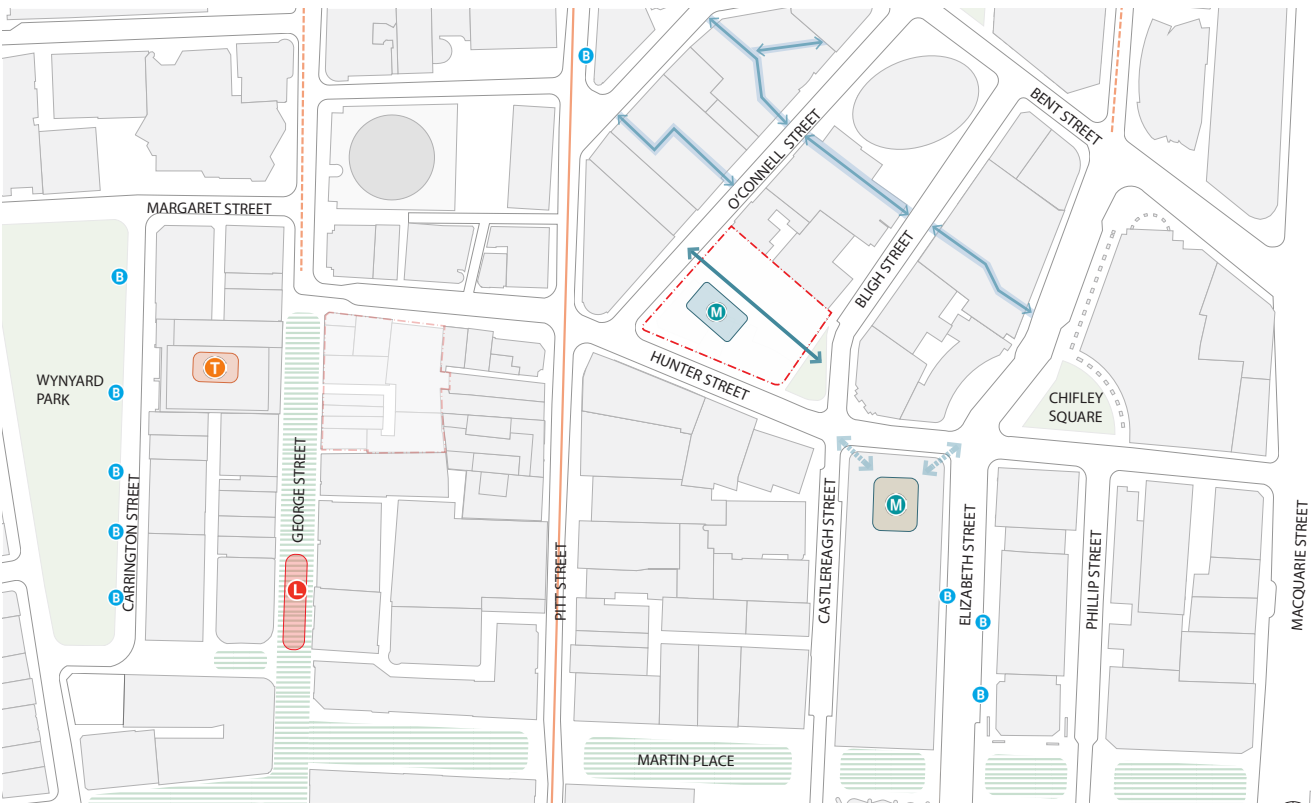
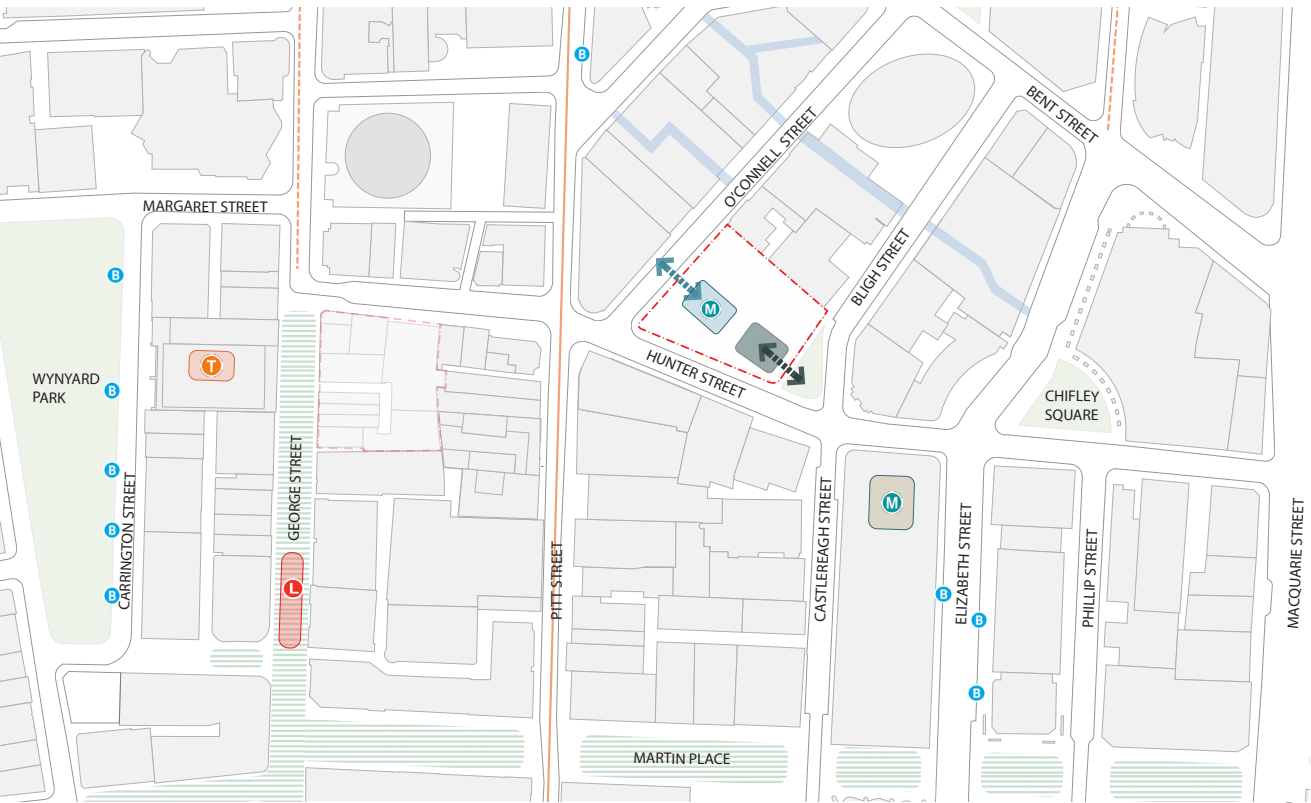


# Movement and Connectivity

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 site specific 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 each 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 Metro 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.



49. A view of Sydney Cove New South Wales



50. 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.

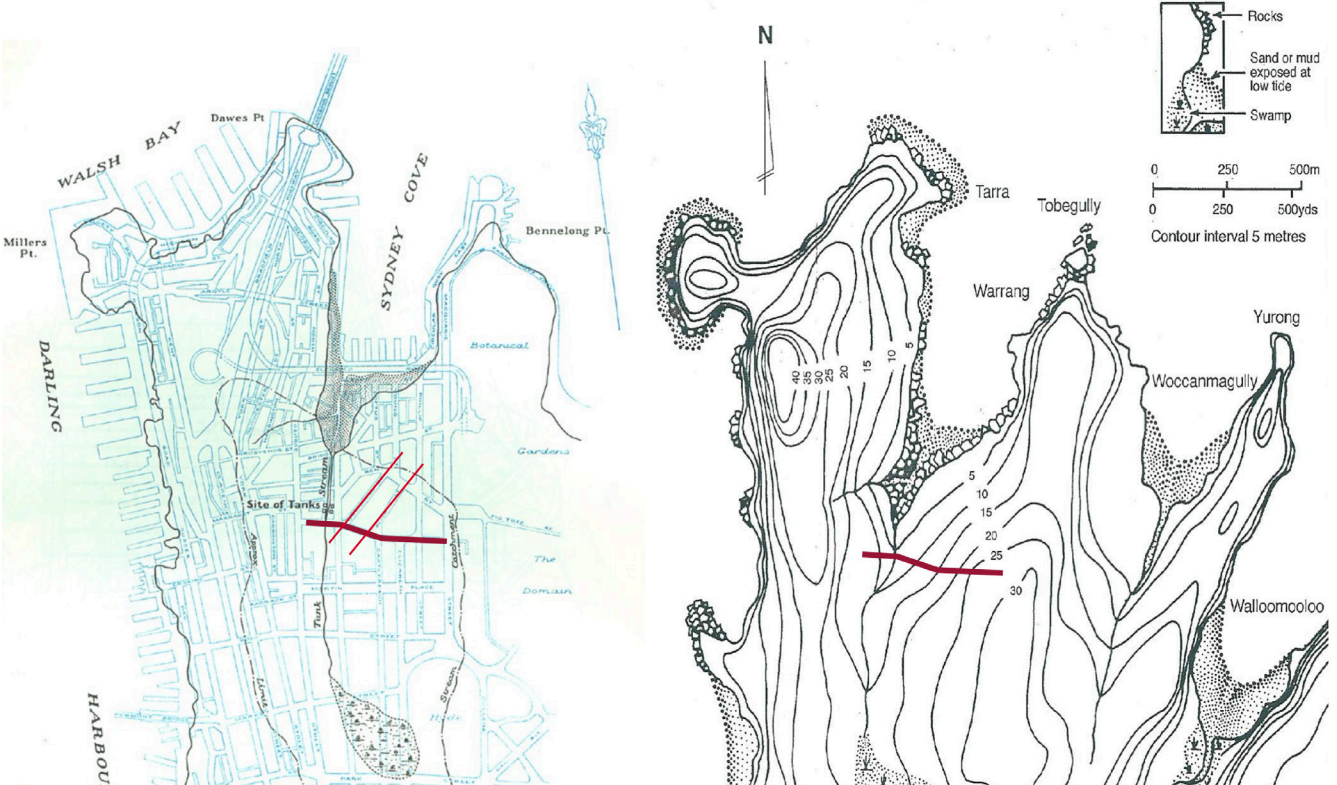
The best documented Aboriginal site along the Tank Stream was found during archaeological excavations in the late 1990s, ahead of the redevelopment of Angel Place, north of Martin Place between Pitt and George Streets.  
*Source: Murawin Sydney Metro West Cultural Stories August 2021*



51. 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.

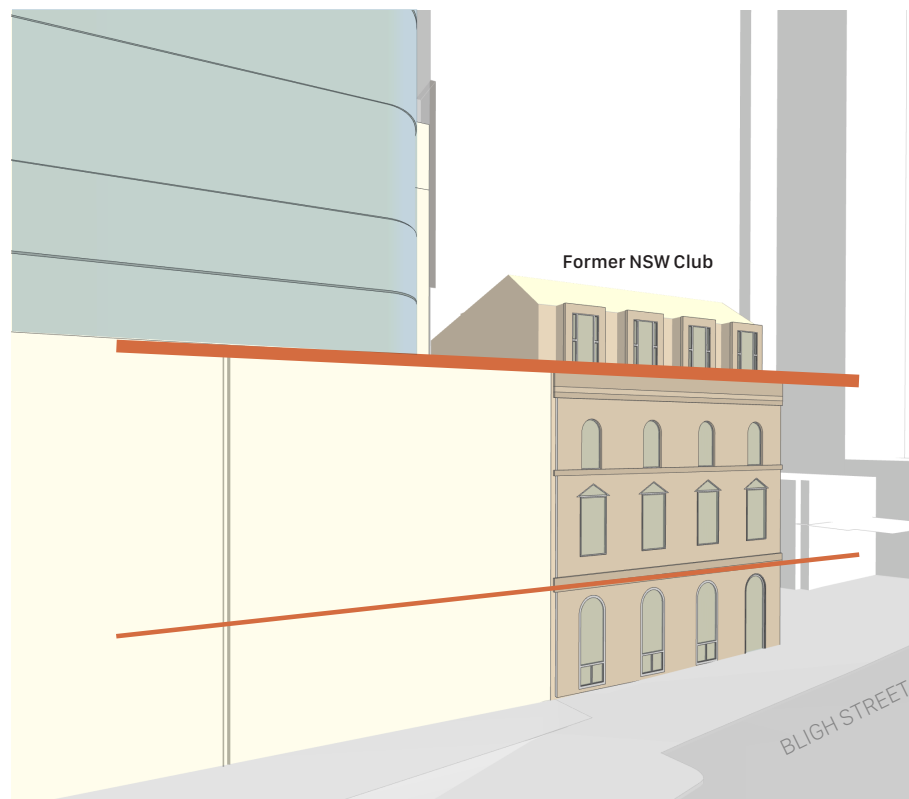


52. Overlay Map (left) Early Topographical Map (right)

# Heritage and Place Character

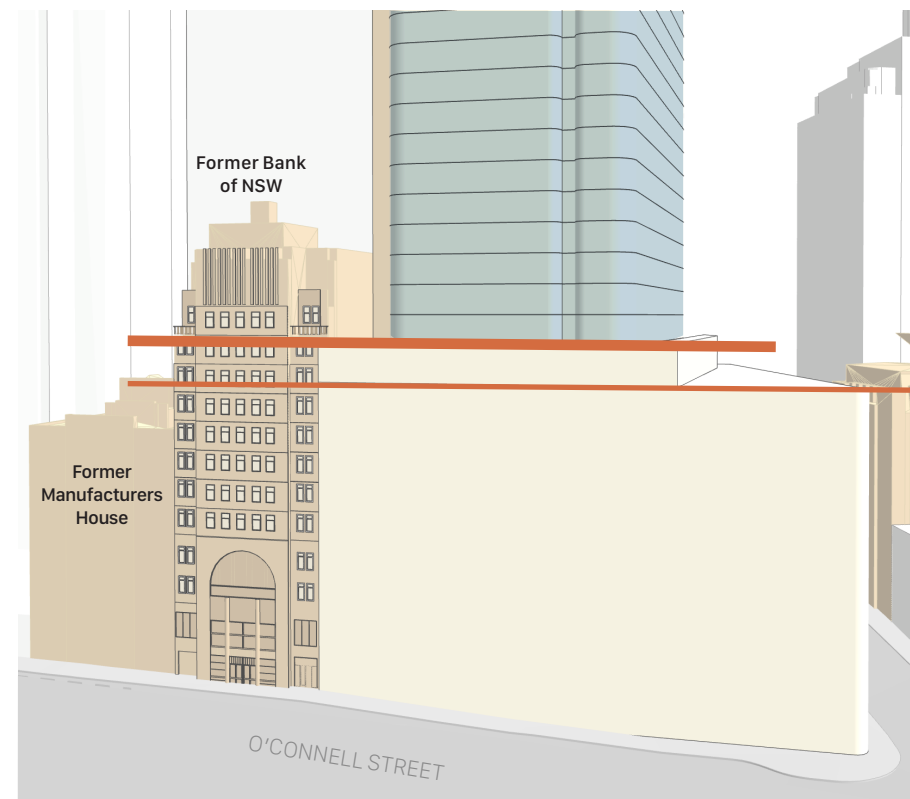
The response to heritage and place character was captured within the site specific Planning Proposal and is not subject to this application. Future applications must consider the guidelines established in the Hunter Street Station Over Station Development Design Guidelines. The site is surrounded by 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 built form on the site should consider align to the parapet and cornice of the Former NSW Club (31 Bligh Street), Former Wales House (64-66 Pitt Street) and the Former Bank of NSW (16 O'Connell Street). It should also respond to the vertical rhythms of the heritage item.



53. Bligh Street Heritage Interpretation(Hunter Street East)

— Respond to vertical and horizontal alignment of Former NSW Club



54. O'Connell Street Heritage Interpretation (Hunter Street East)

— Respond to vertical rhythm of Former Bank of NSW and horizontal alignment of Former Wales House and Former Bank of NSW

KEY

- Horizontal Alignment
- Heritage Items
- Podium Envelope
- Indicative Tower Form

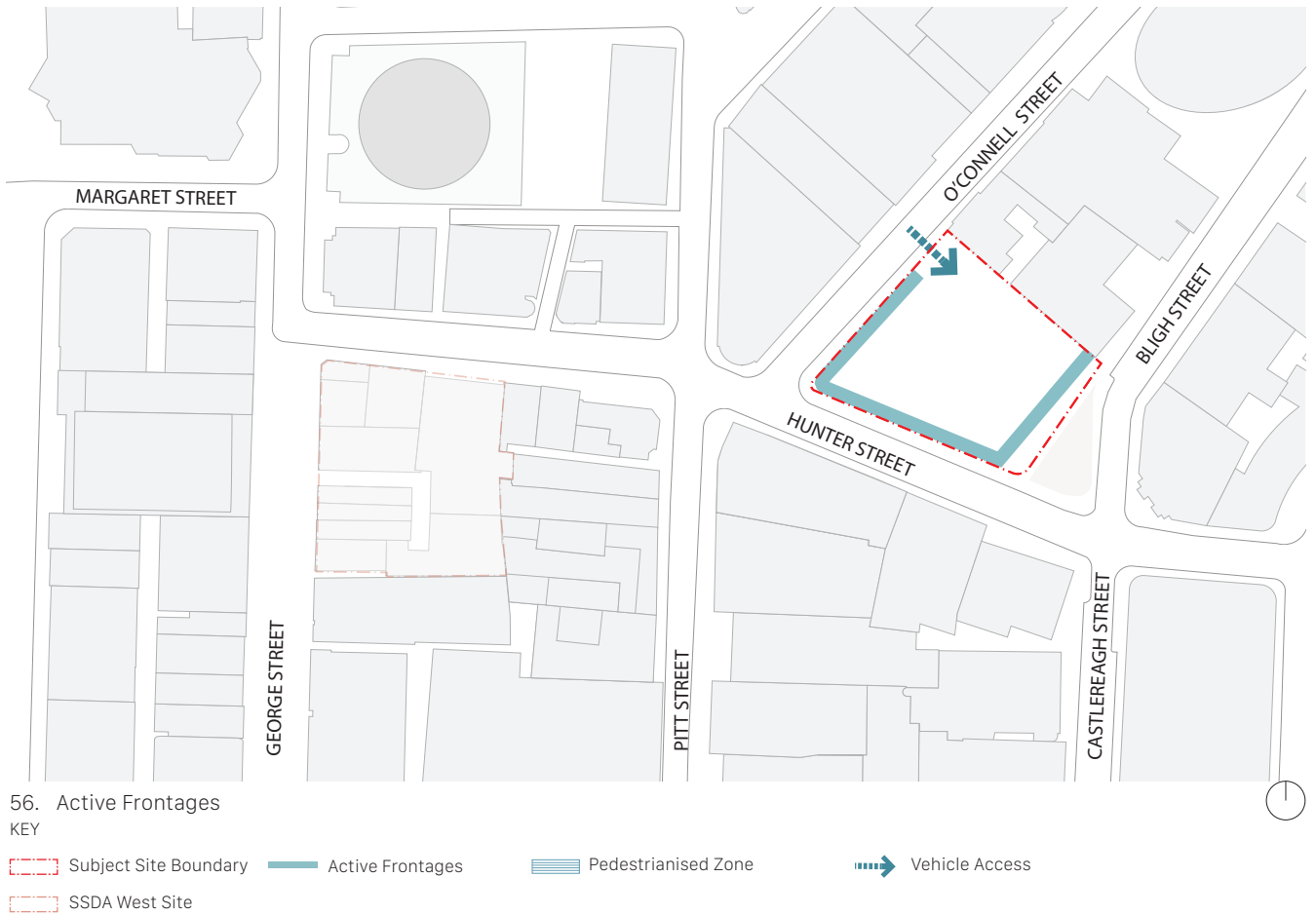
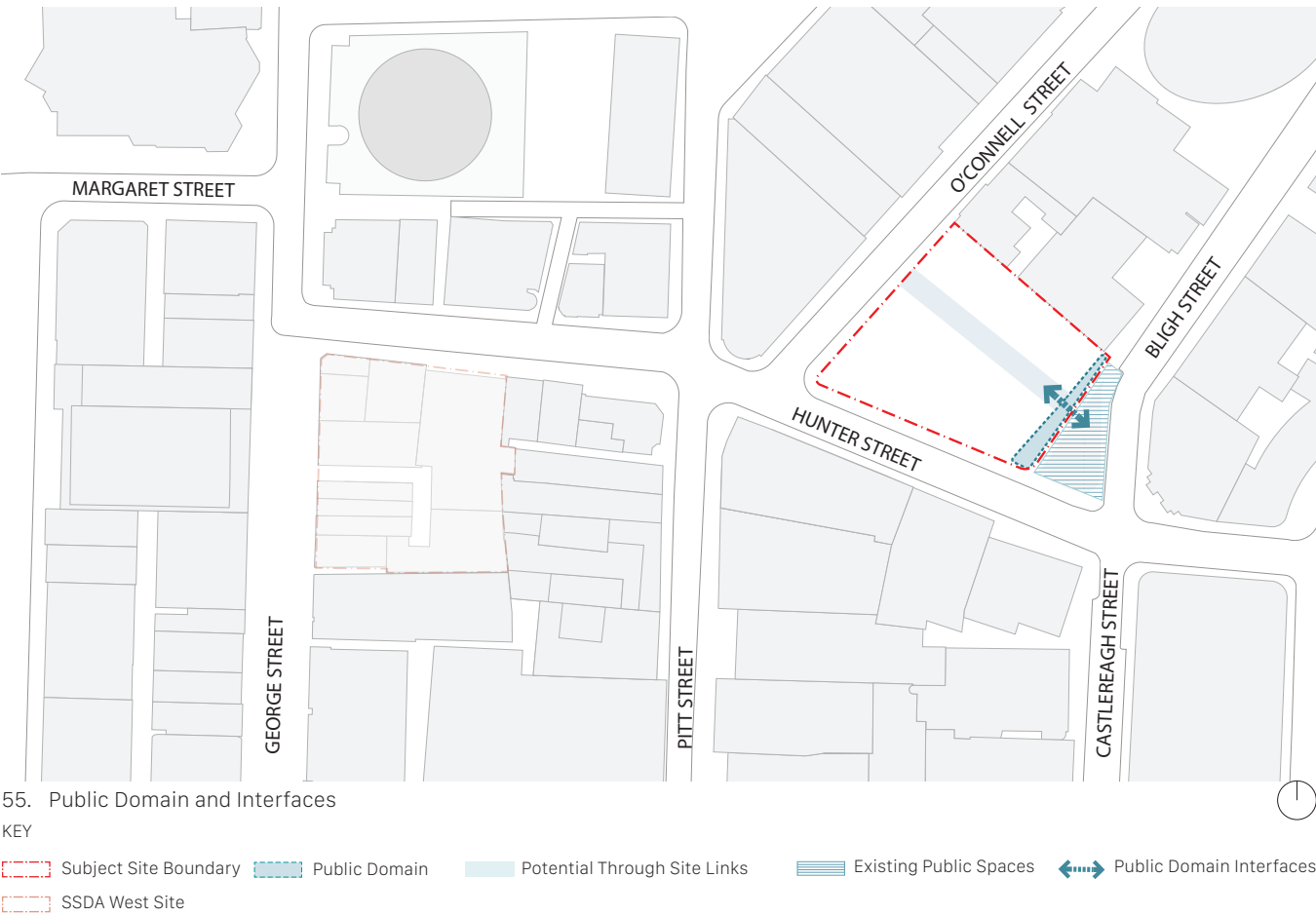


# Public Space

The public space was captured within the site specific 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 Hunter Street and Richard Johnson Square. 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.



# 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



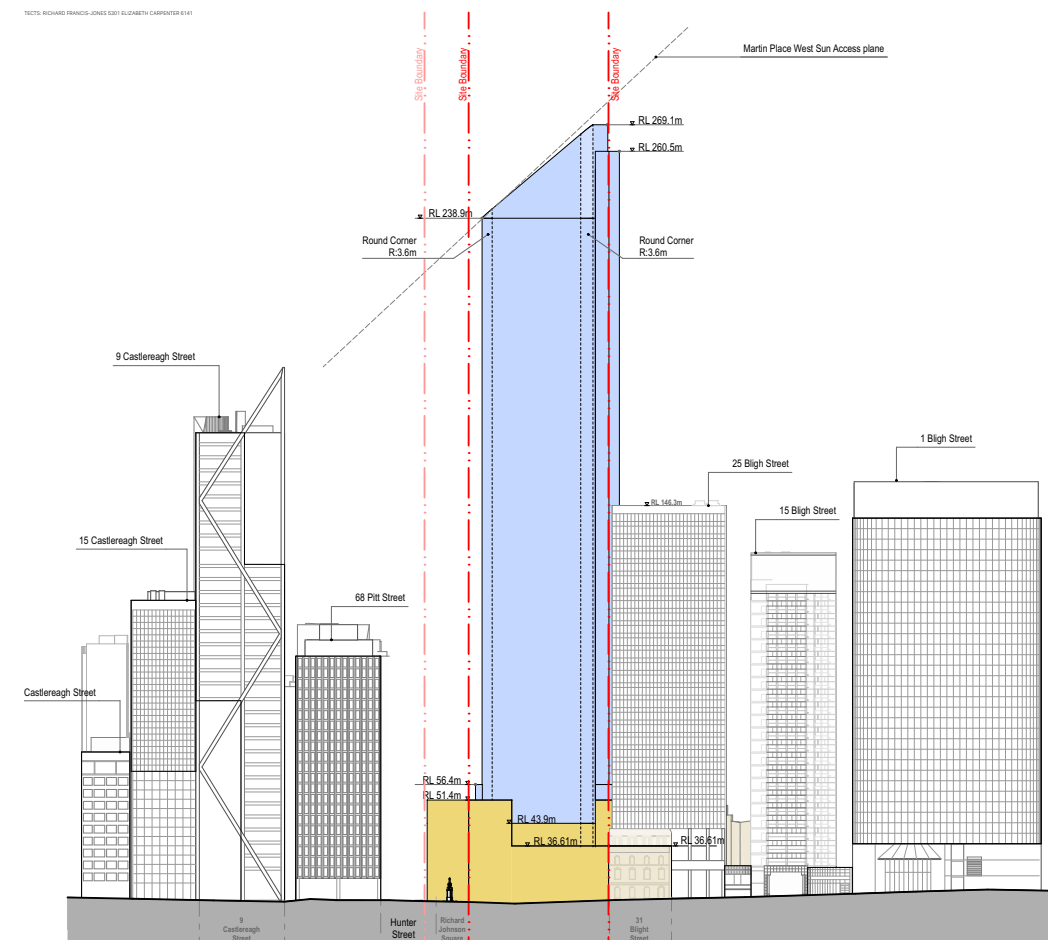
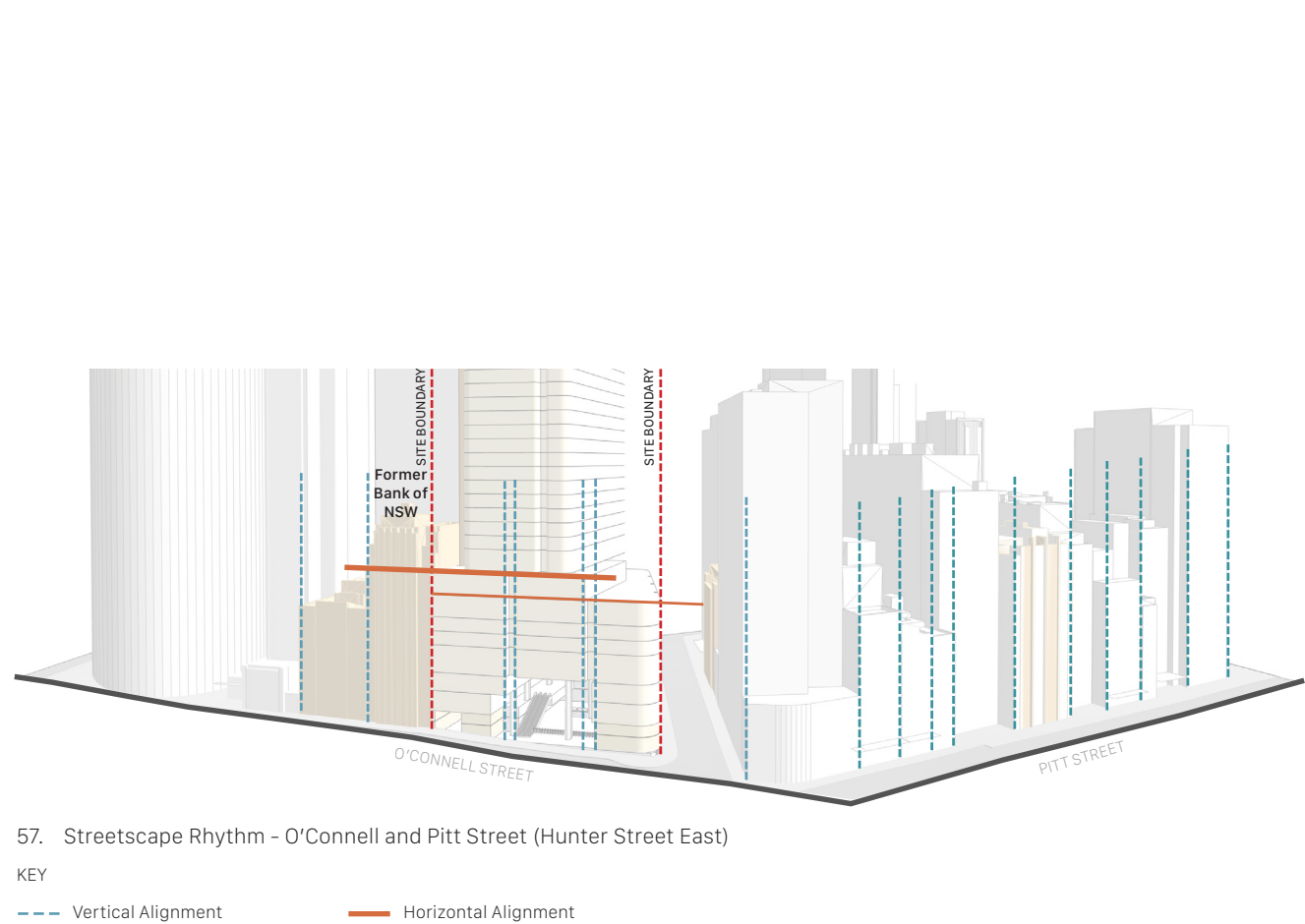


# Streetwall Scale, Articulation and Tower Setbacks

The built form should respond to the key datum lines of the significant heritage items and rhythm of the surrounding buildings.

The 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 East proposal should respond to the vertical rhythms of Former NSW Club (31 Bligh Street), Former Bank of NSW (16 O’Connell Street) and the existing fine grain pattern along O’Connell and Pitt Street.

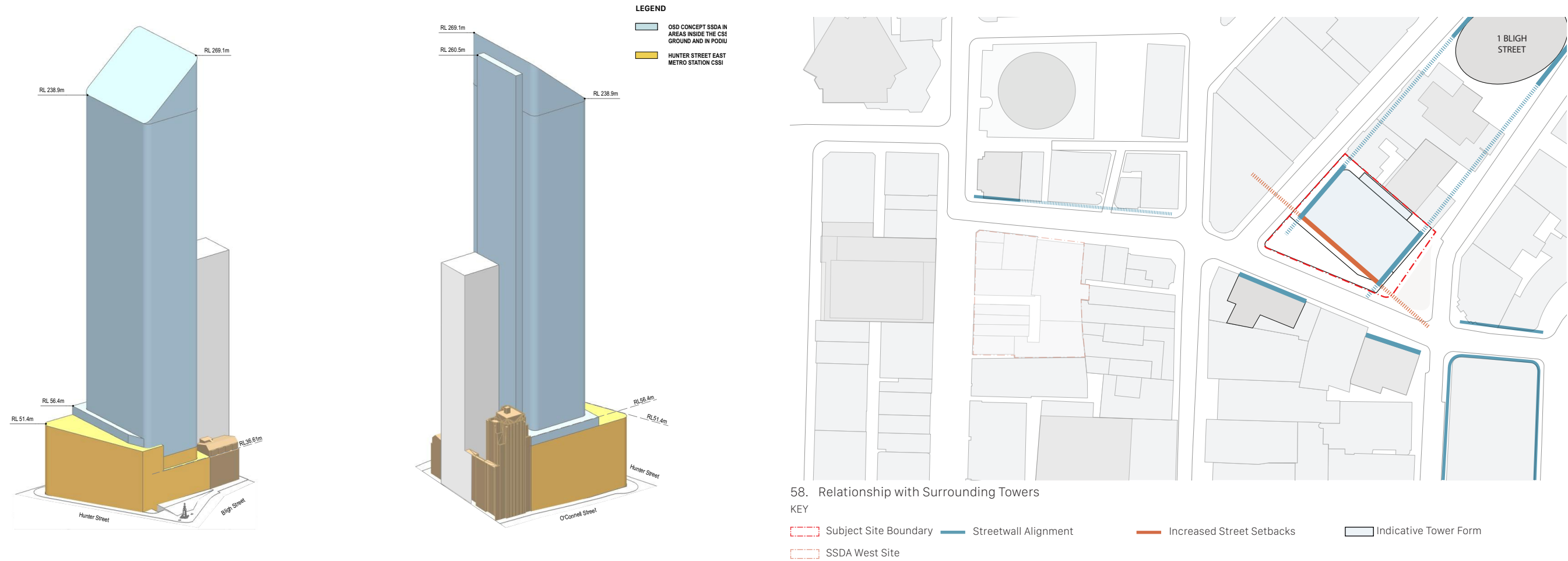


Setbacks should respond to prevailing street alignment and emerging urban context

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 East should consider and respond to the alignment of 1 Bligh Street. It should also improve east-west visual connection with the sky and maintain the visibility to Australia Square.

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















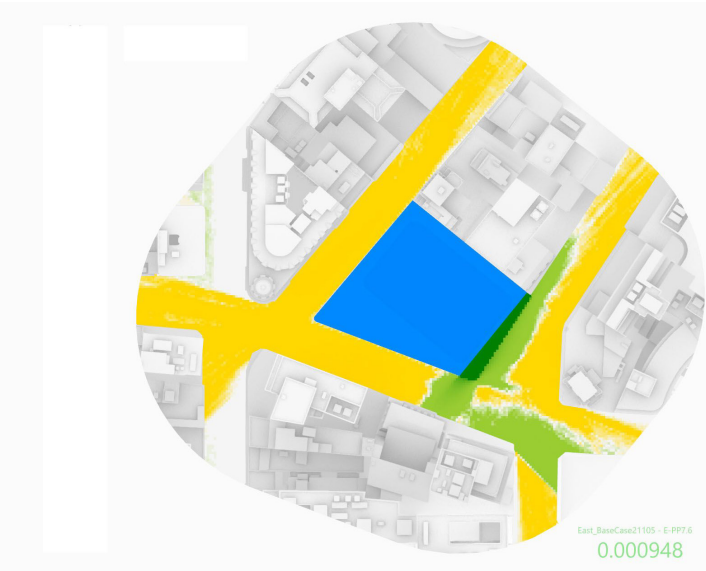
# Height Control

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

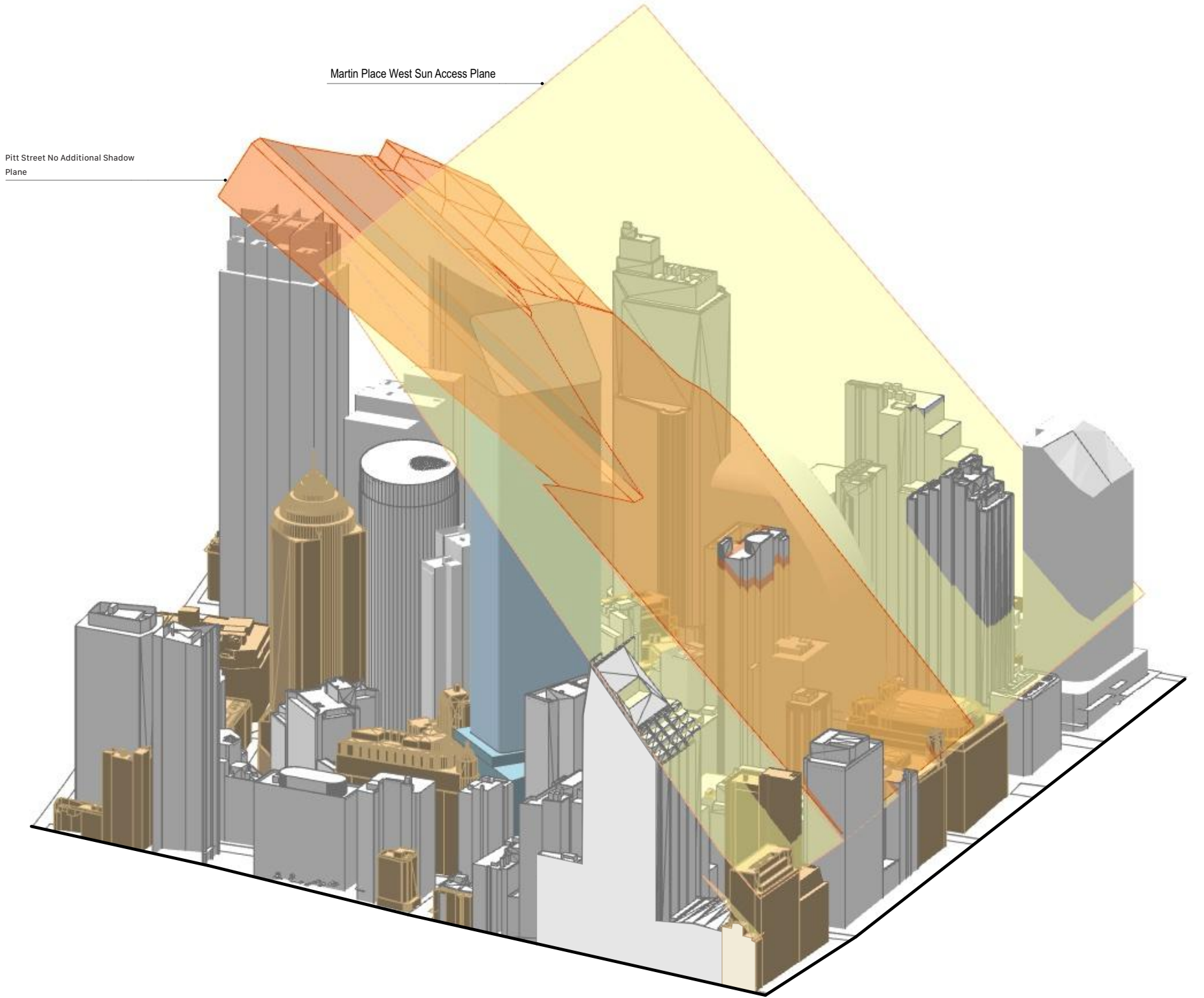
The height of the proposed planning envelope is RL269.1m (257.7m above ground), which is below the Martin Place Sun Access Plane and the Pitt Street Mall No Additional Overshadowing plane.

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 **0.000948%**, 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'.



59. Sky View Factor Analysis Plan - 75m Radius Analysis extent





# 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.

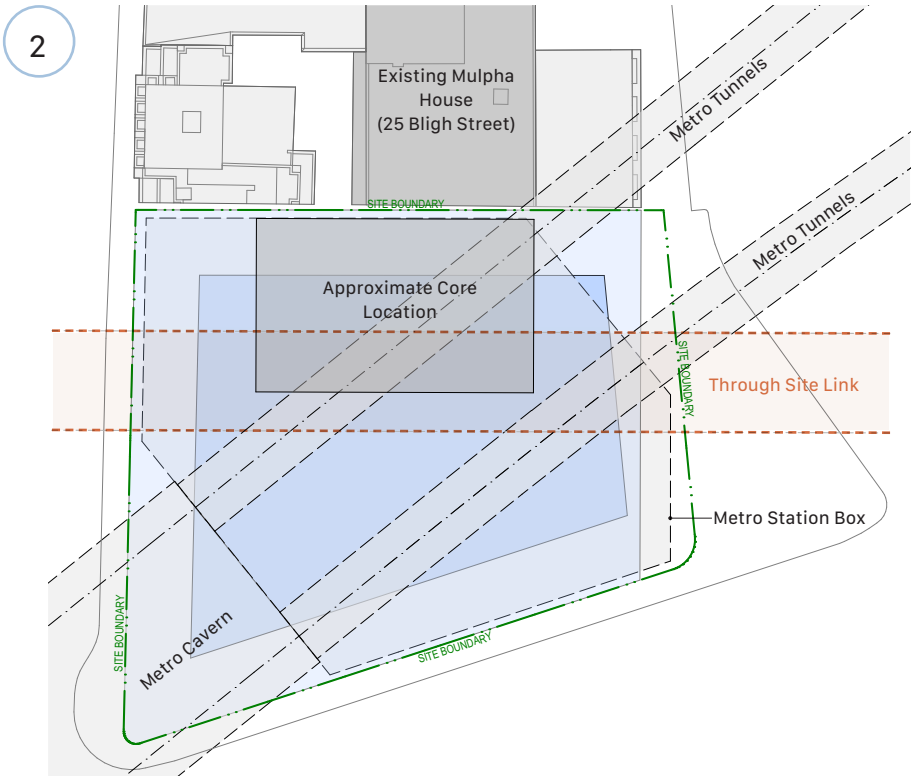


60. DCP Setback

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

- Street Setbacks :
- ( Building height greater than 120m )
- O`Connell Street Setback : 8m
  - Hunter Street Setback : 8m
  - Bligh Street Setback : 8m

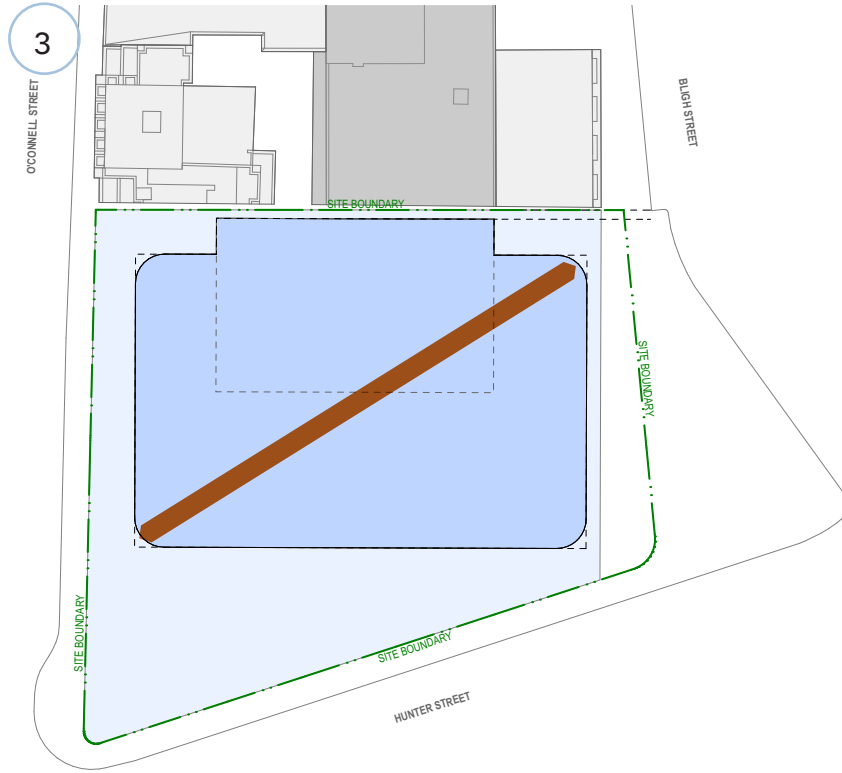
- Side and Rear Setbacks :
- ( Building height greater than 240m )
- Northern boundary : 8m



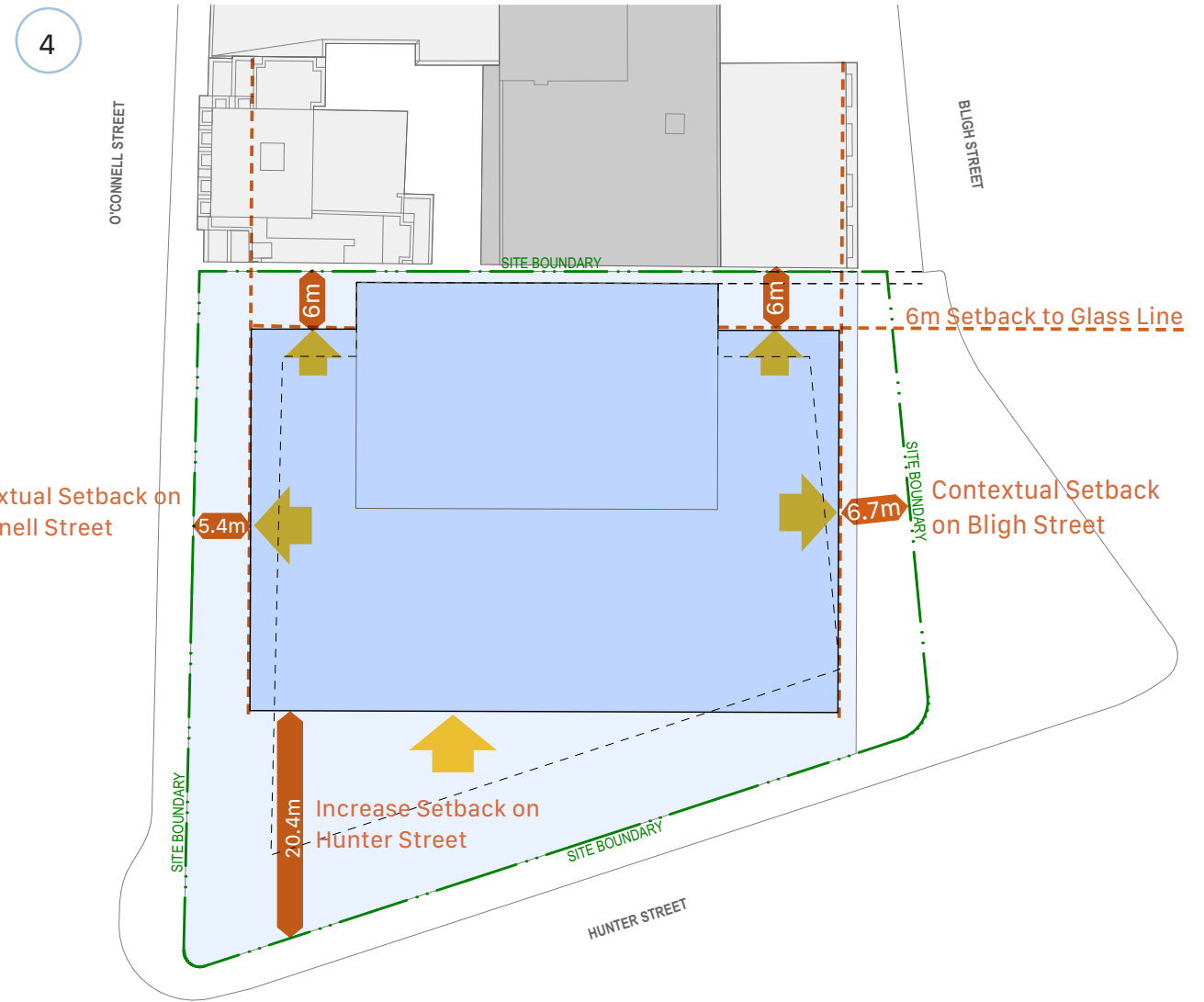
61. Station Constrains

The metro station box and rail track passing through the middle of the site, which constrain the potential tower core and structure locations.

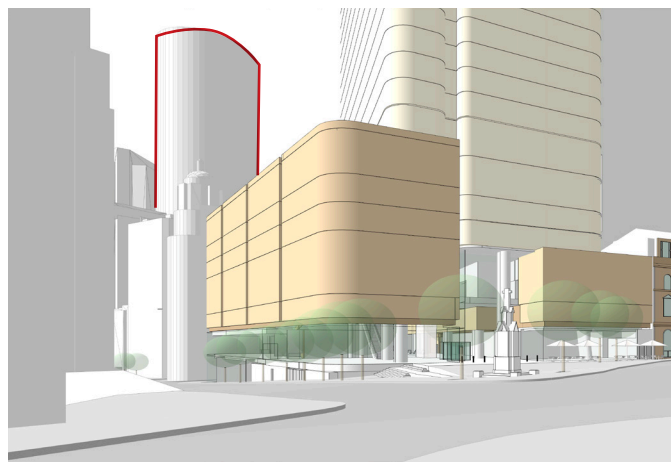
The building core location is pushed towards the northern boundary to accommodate the proposed metro station box and the rail track.



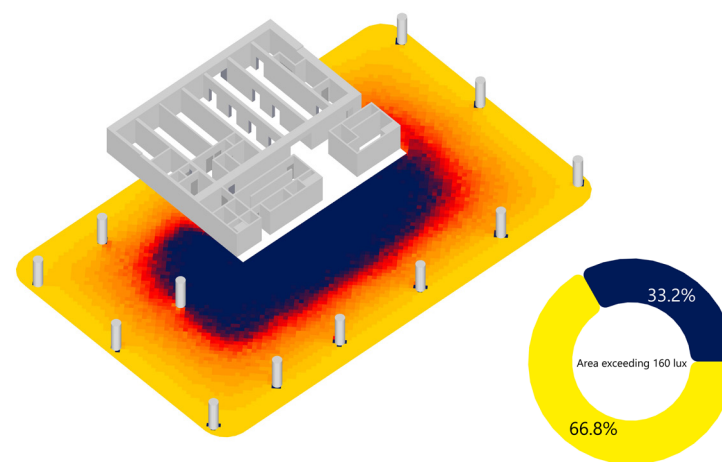
62. Round Corners



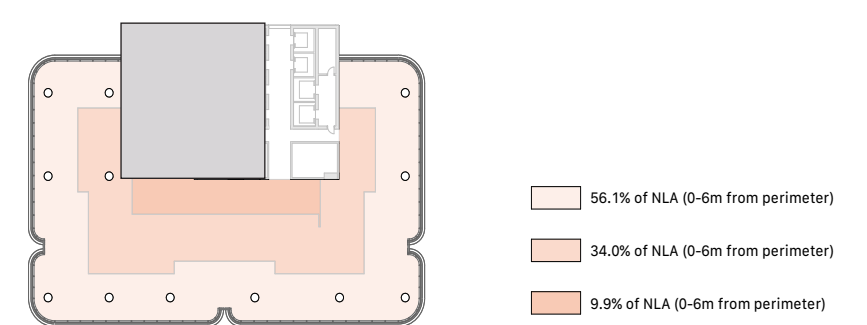
66. Floor Plate Regularization



63. Showing increased view to the sky and Australia Square Tower (Local Heritage Item) visible in the round



64. Daylight Analysis ( Refer details in Appendices ,



65. Floor Plate Analysis ( Refer details in Appendices )

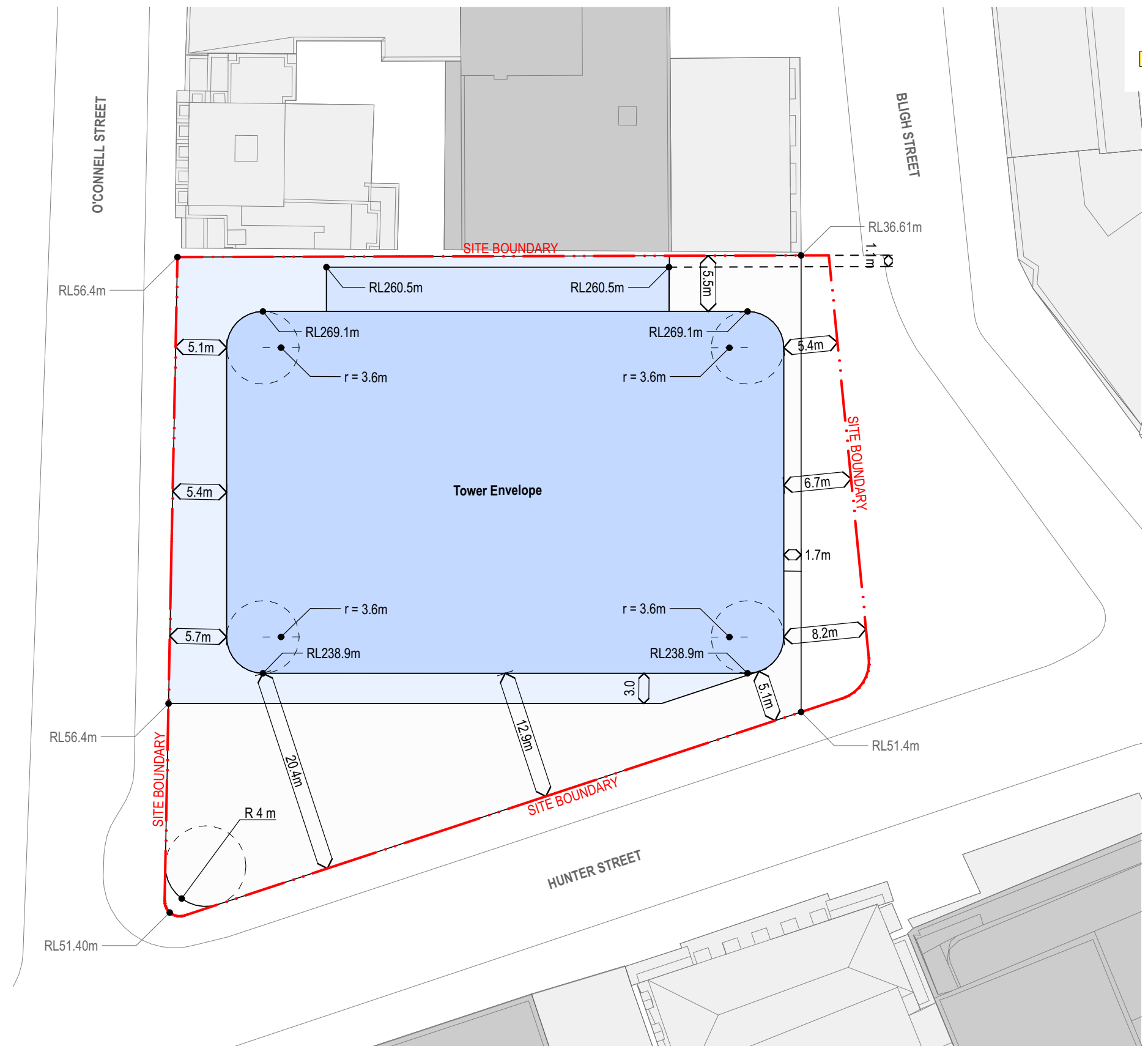


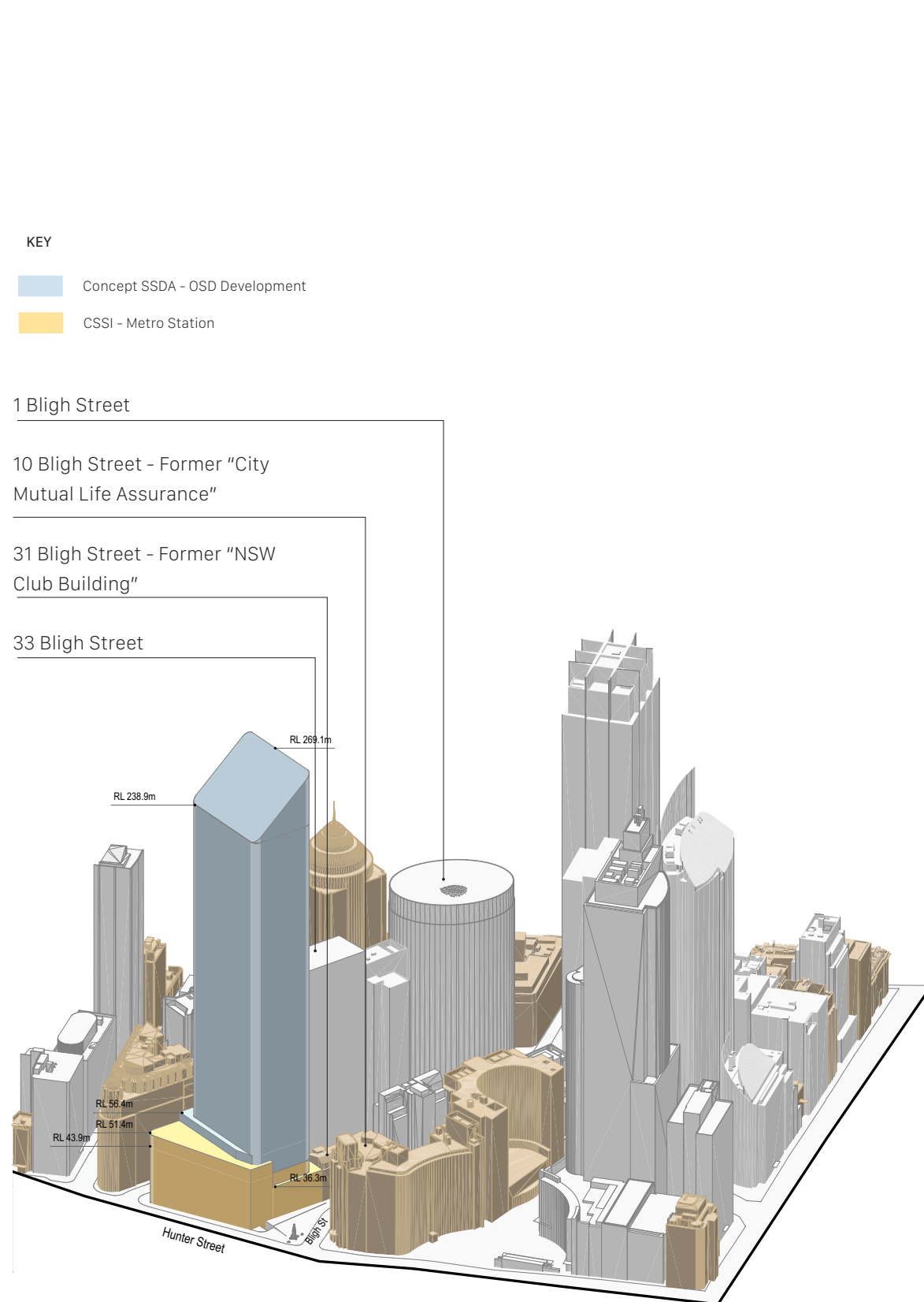
# Envelope and Setbacks

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

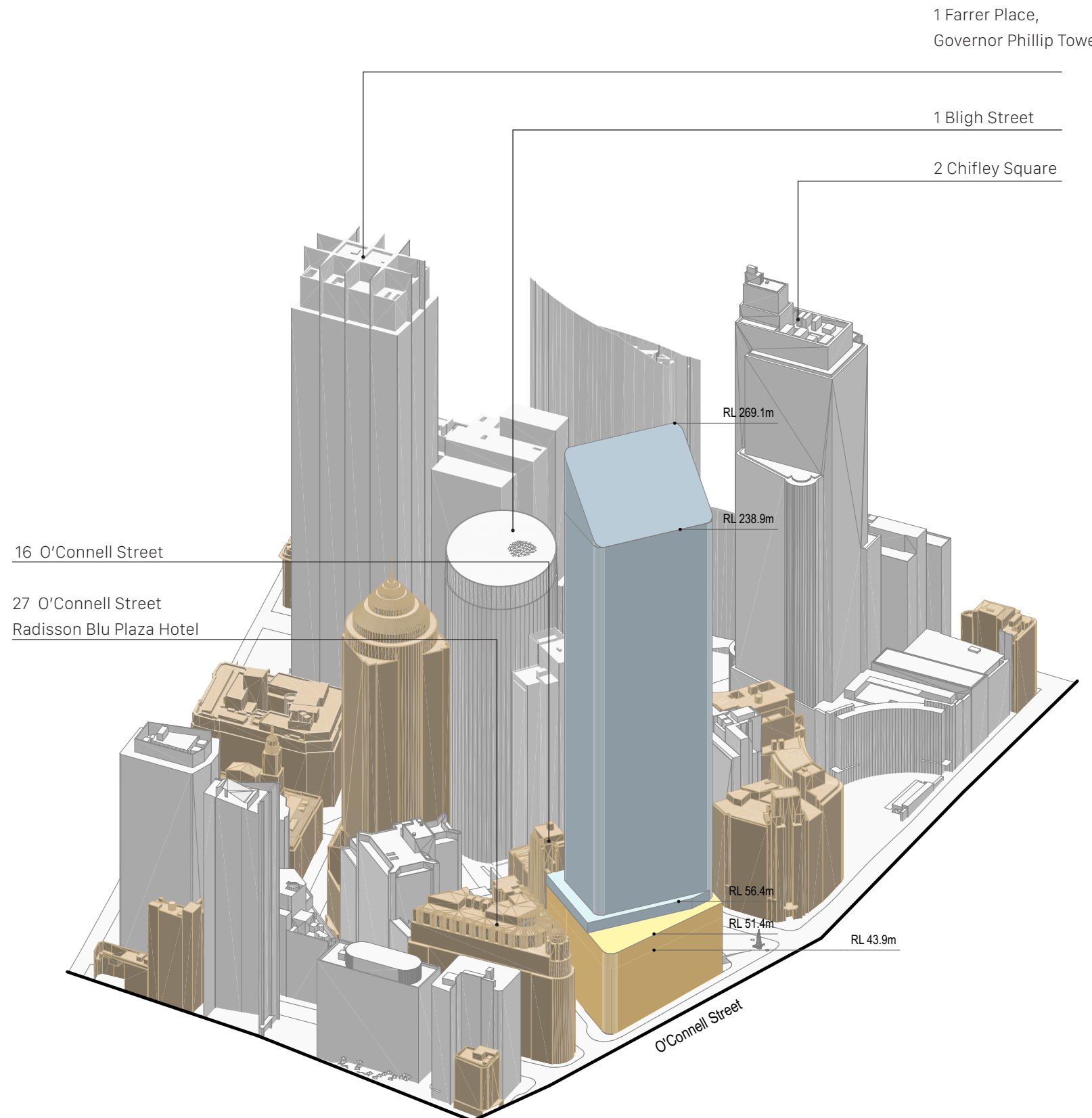
The proposed planning envelope has been defined by a careful analysis of the urban context including: the ground plane, street walls, setbacks, sun access, daylight access and wind conditions.

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





68. Proposed Envelope - Southeast View

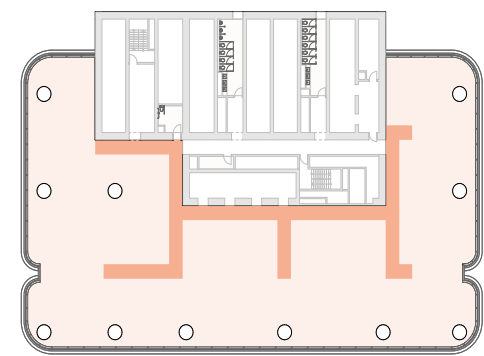


67. Proposed Envelope - Northwest View

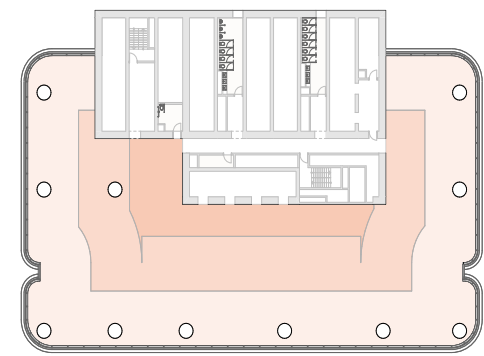


# Tower Articulation

The reference scheme floorplate with the Northern perimeter core protects the floorplate from high solar loads on the North while preserving western and easterly views. The following diagrams show the floorplates visual connectivity, daylight, subdividability and efficiency.



Circulation Area: 9.5% of NLA



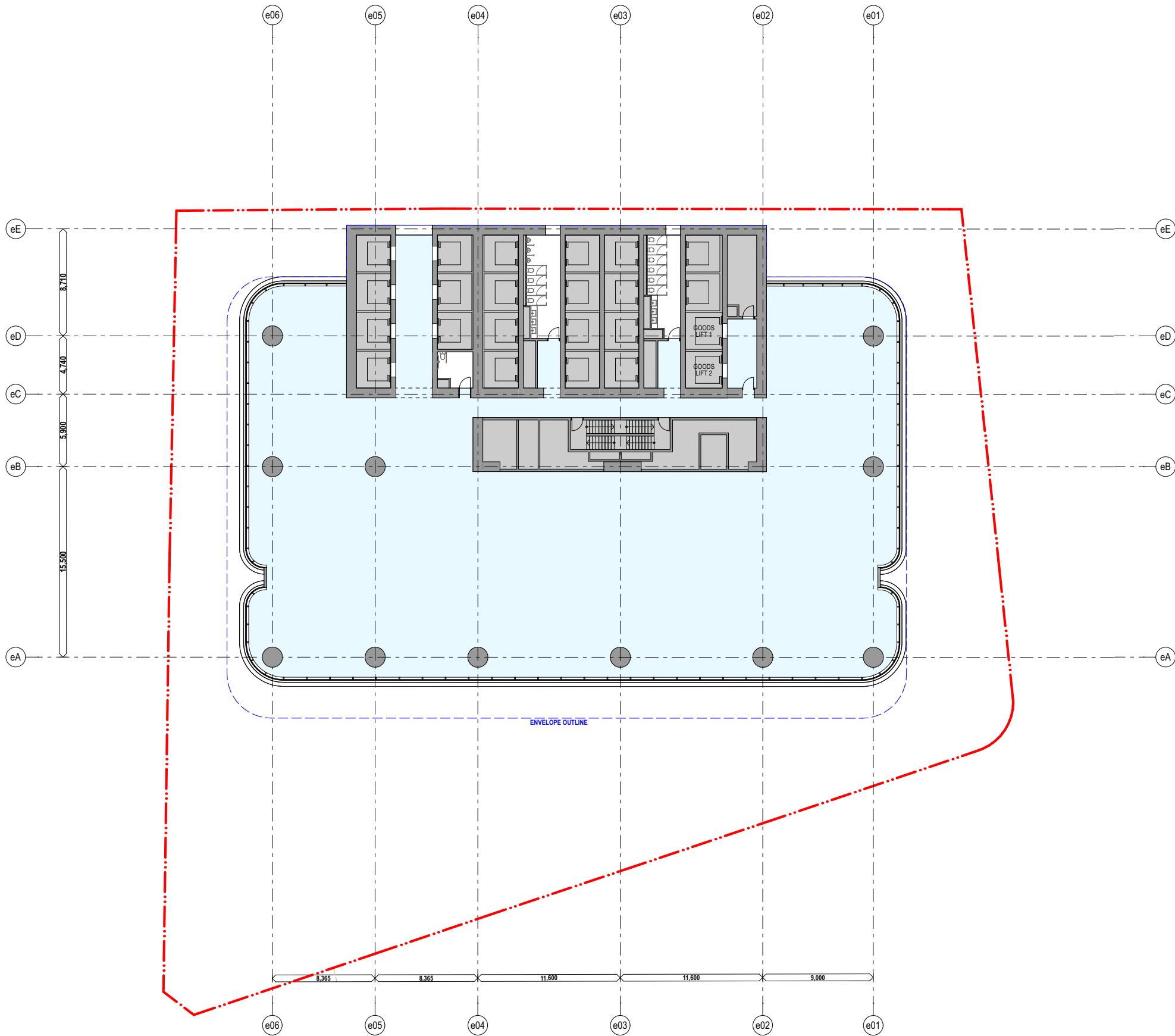
Tenant Efficiency: 89.1% of NLA (within 7.5m)

- 56.6% of NLA (0-6m from perimeter)
- 31.2% of NLA (0-6m from perimeter)
- 12.2% of NLA (0-6m from perimeter)

KEY

- Commercial
- Plant
- Envelope Outline

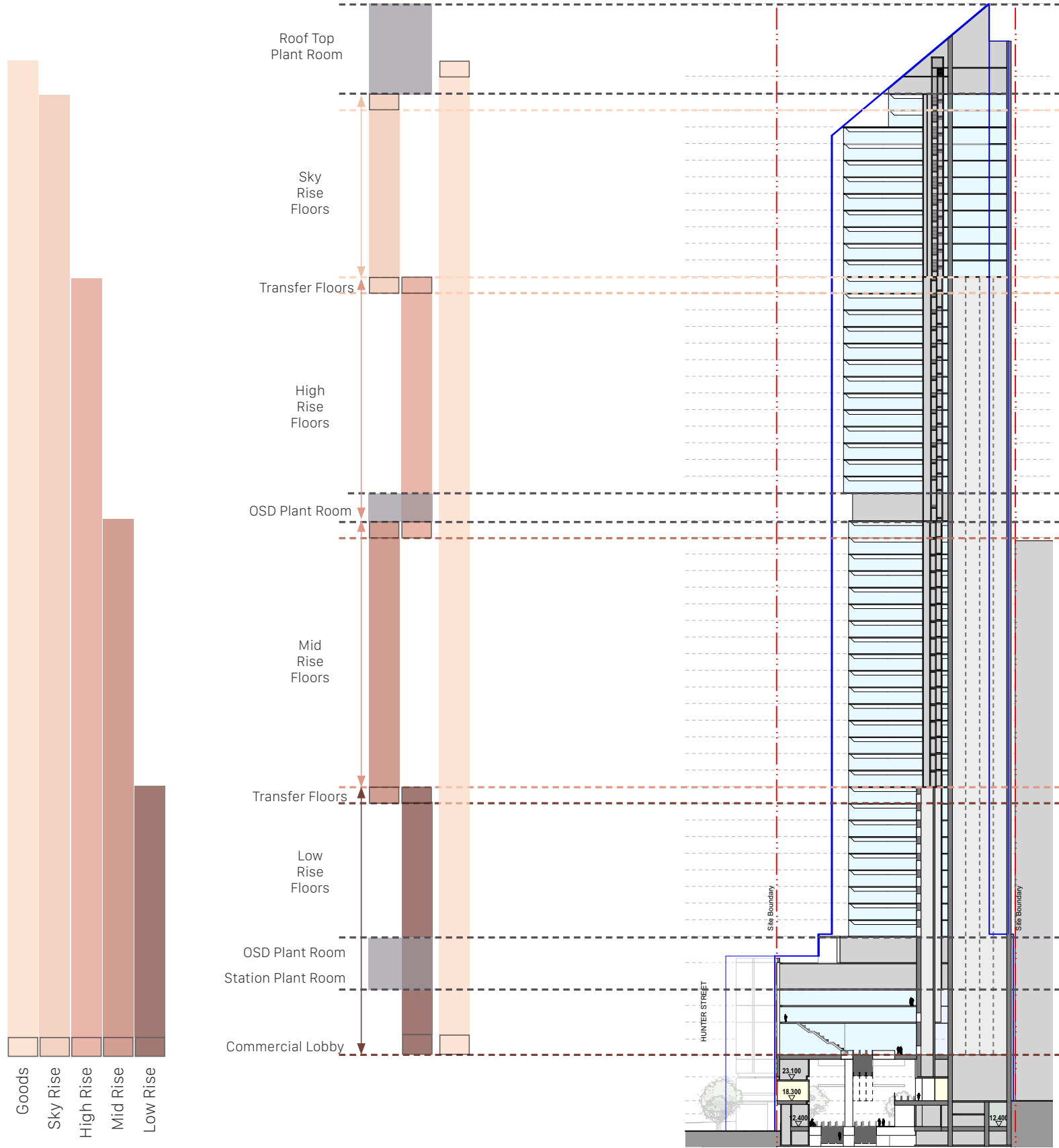
69. Reference Design - Mid Rise Plan



# Vertical Transportation

## Hunter Street East

- 24x Commercial Lifts
  - Low Rise : 4 Lifts Serving Level 2 to 3, 6 to 14
  - Mid Rise : 7 Lifts Serving Level 15 to 30
  - High Rise : 8 Lift Serving Level 32 to 44
  - Sky Rise : 5 Lifts Serving 45 to 55
- 2x OSD Good Lifts
  - Goods : 2 Goods Lift Serving Ground Level to Level 57
- 2x DDA lobby Lifts
- 2x End of Trip Lifts
- 3x OSD lift lobby escalators
- 1x Metro Goods lift





# Concept Reference Design Massing

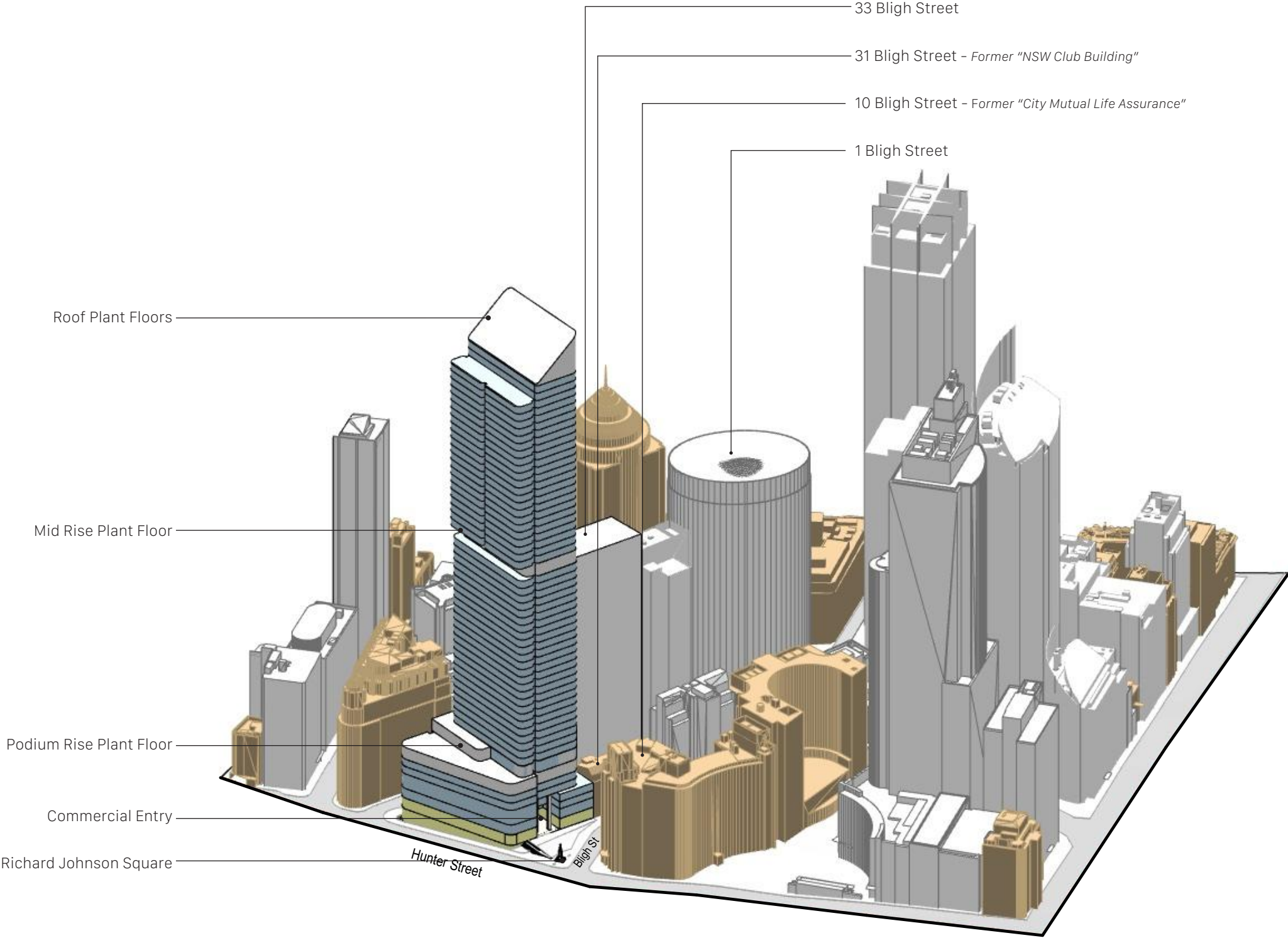
The Concept SSDA seeks consent for building envelopes above the Hunter Street East metro station. An indicative concept reference design has been prepared illustrating how the site could potentially be developed within the proposed building envelope. The final detailed design of the scheme will be the subject of a competitive tendering process and a future Detailed SSDA.

The concept reference design for a commercial tower fits within the proposed planning envelope and contains for the podium and tower commercial uses as proposed under the concept OSD SSD.

This proposed OSD 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 15% of the envelope outline measured on a floor by floor basis and the efficiency of the commercial tower is 78.4% GBA to GFA.



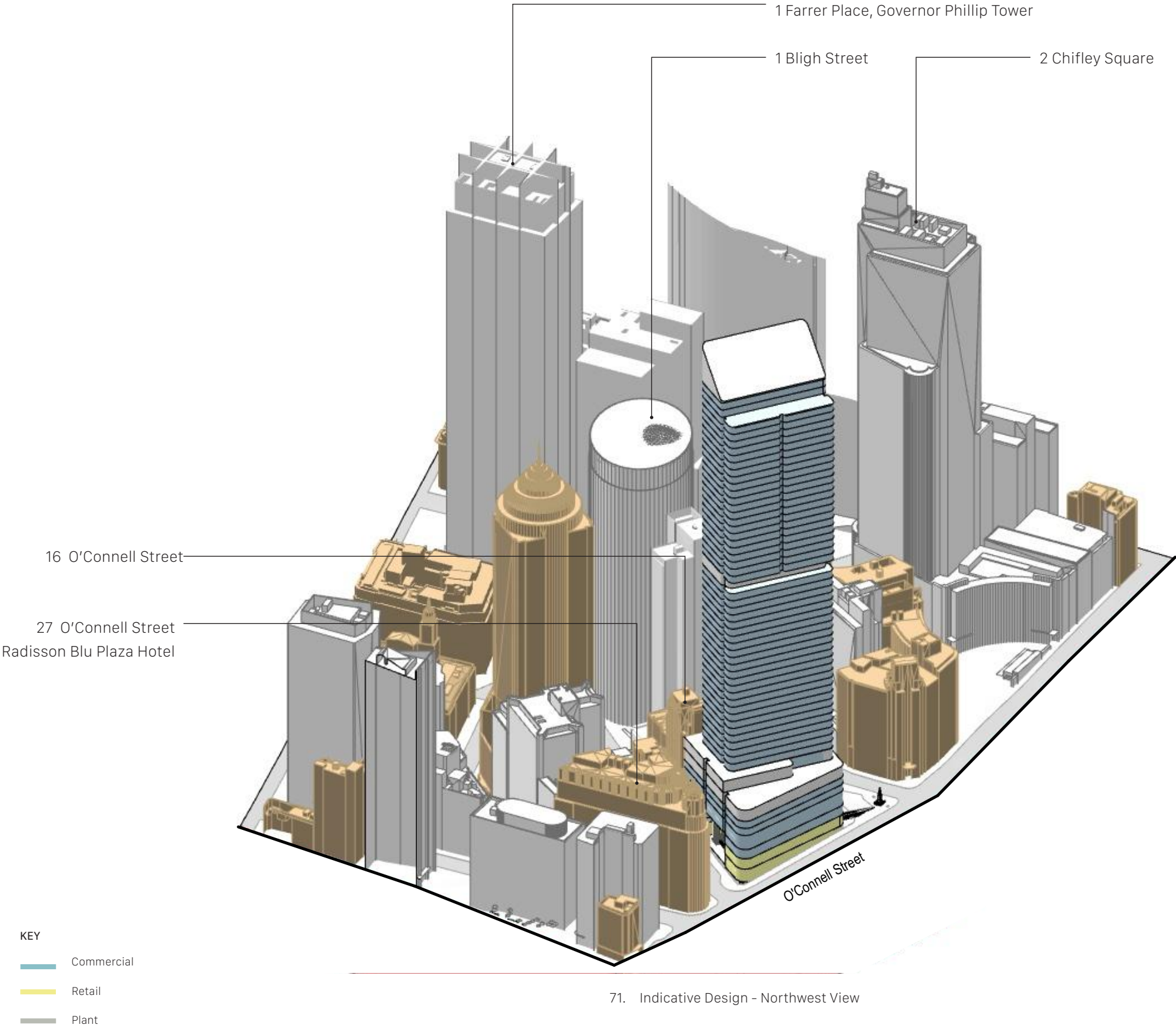
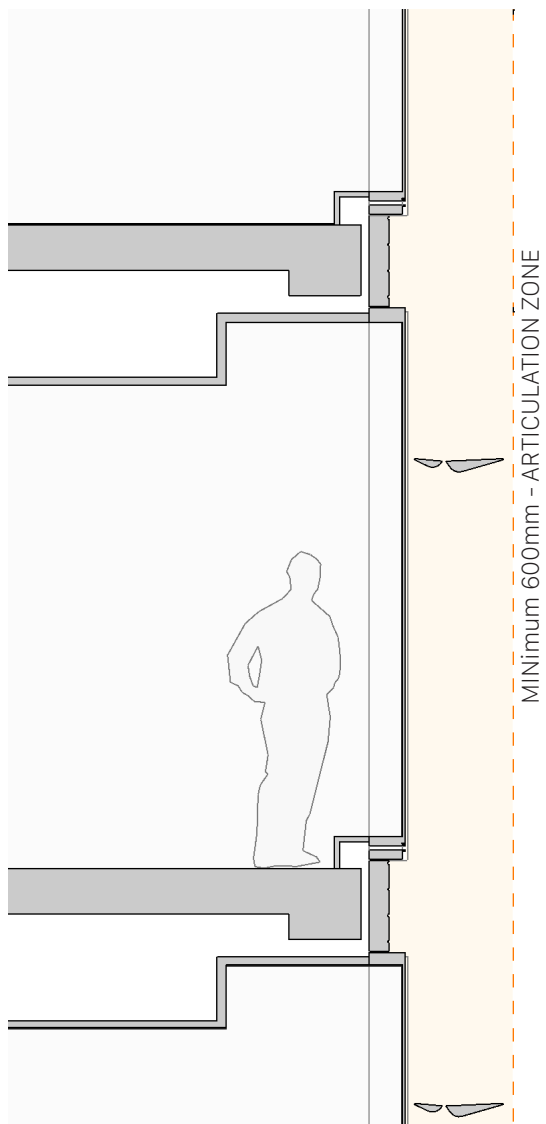
70. Indicative Design - Southeast View

- KEY
- Commercial
  - Retail
  - Plant

The Concept SSDA seeks consent for a building envelope that has been designed to accommodate all of the following building elements:

- External sun shading devices
- Architectural features
- Screens
- Building Signage

The reference designs demonstrates how a future detailed design can fit within the proposed building envelope including all elements outlined above.



71. Indicative Design - Northwest View





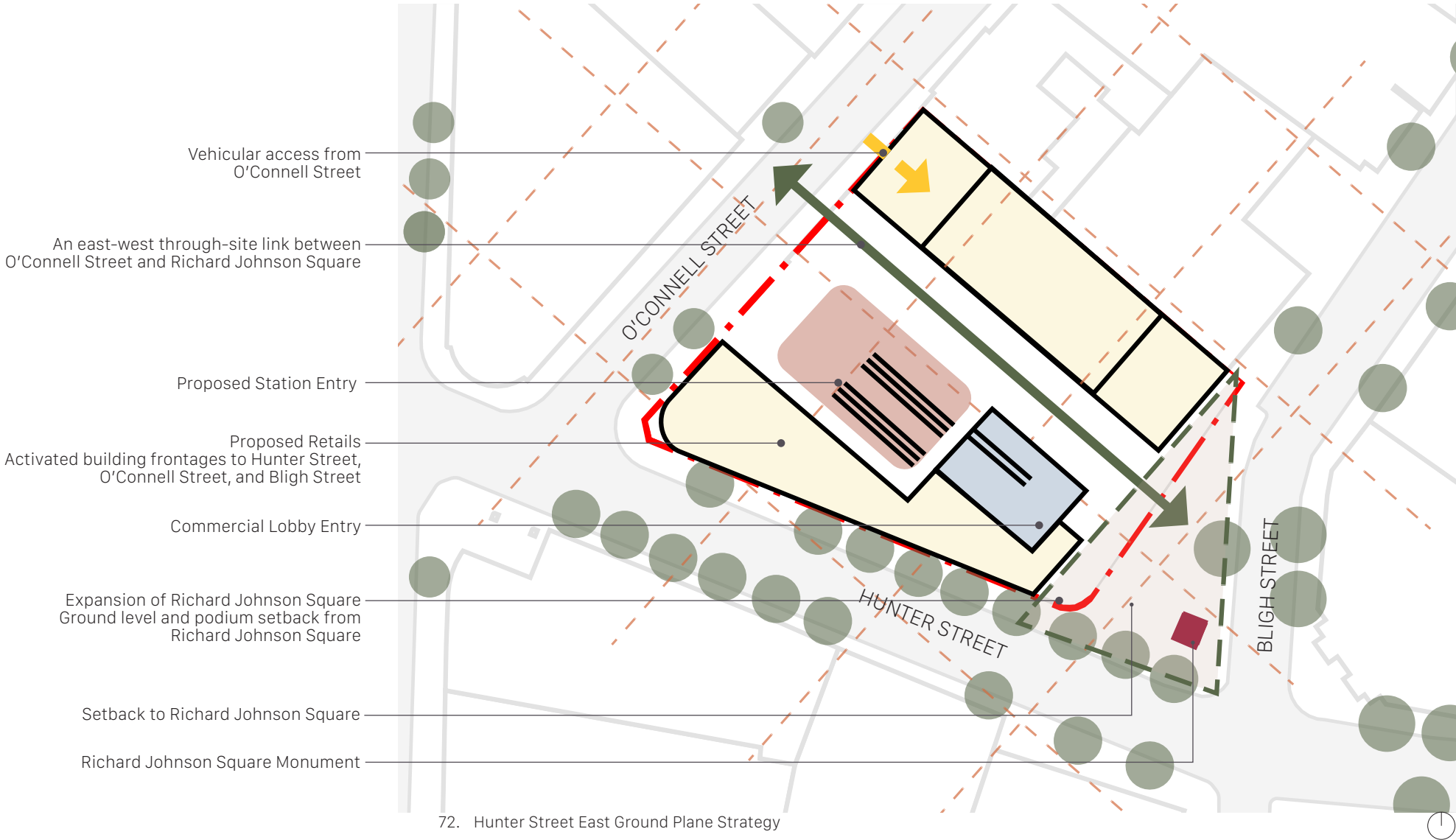


# Ground Plane Strategy

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 the streets and the through-site links, and vehicular access to the site for car parking and service vehicles.

The ground planes strategy forms part of a contextual background supporting the SSDA but is not included within the scope of subject SSDA.

- KEY
- Street Trees
  - Richard Johnson Square Monument
  - Proposed Built Form
  - Station Entry
  - Proposed Service Vehicle Access
  - Commercial Lobby
  - Setback to Richard Johnson Square
  - Proposed Through Site Link
  - Proposed Public Open Space
  - O'Connell Street Grid



73. O'Connell Street



74. Hunter Street



75. Bligh Street



76. Richard Johnson Square



# Through Site Link

The site faces O’Connell Street, Hunter Street and Bligh Street. Hunter Street which runs along the southern edge of the site has a steep gradient.

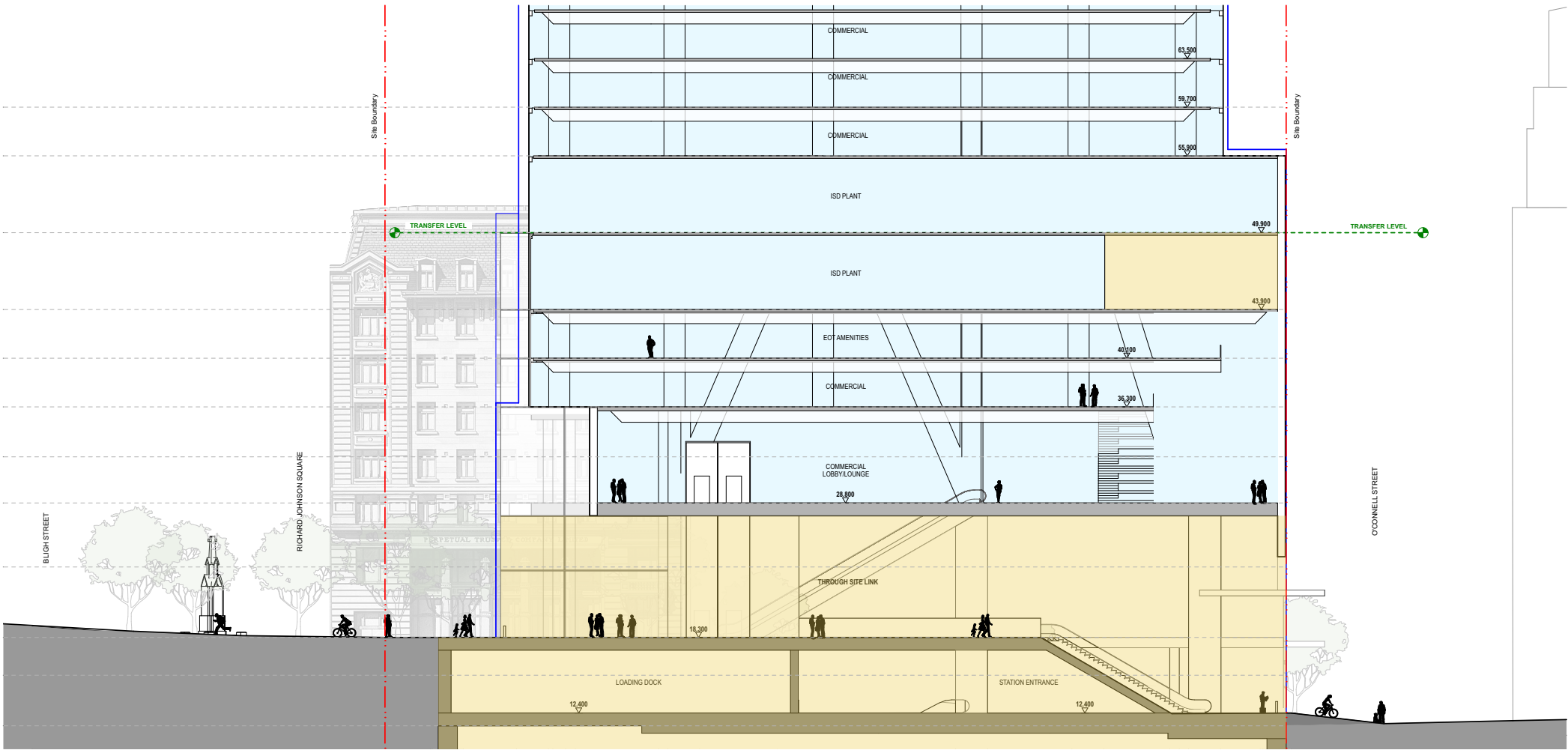
There is a 6-7m level difference between O’Connell and Bligh Street. The proposed through site link will provide equitable level-access between O’Connell and Bligh Streets via escalators and lifts, which improves accessibility between those two streets running in parallel with Hunter Street. It will also provide public access through the site, and activate the site with proposed retail and commercial entry along with the through site link.

The proposed through site link will be physically and visually well connected to Richard Johnson Square which is located at the corner of Bligh Street and Hunter Street.

KEY

Concept SSDA - OSD Development

CSSi - Metro Station



77. Through Site Link Section (v Design)



78. 200 George Street



79. 200 George Street



80. 151 Clarence Street - Barrack Place



81. 151 Clarence Street - Barrack Place

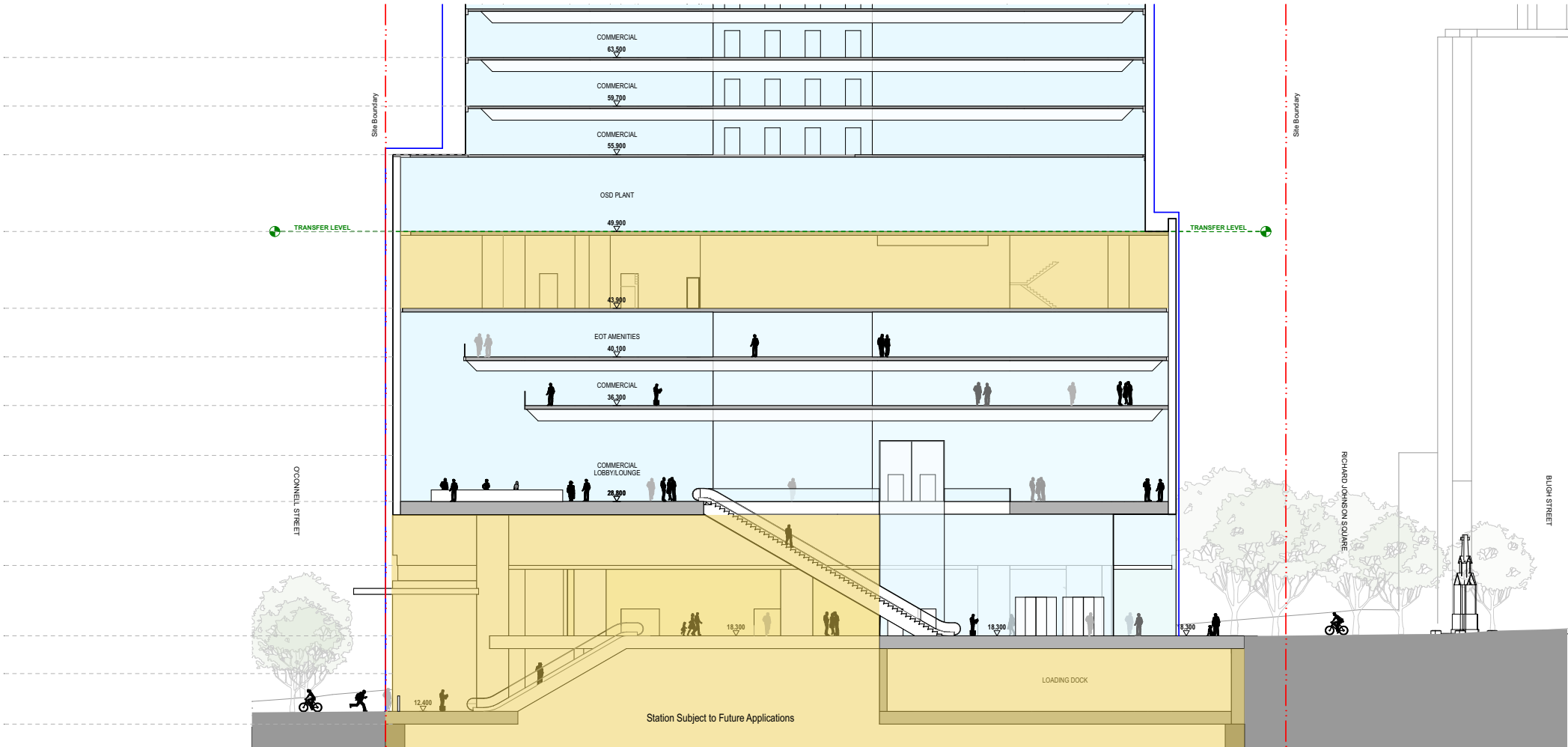
# OSD Lobby

The Hunter Street East OSD lobby is elevated above the station accessed via escalators and lifts from the entry located on the Bligh Street level. This entry is highly visible from Bligh Street and Richard Johnson Square located along the eastern boundary of the site. The commercial entry is accessed from the proposed through site link running in an east-west direction. The proposed OSD lobby is visually and physically well connected with above the co-working space and the EOT functions.

KEY

Concept SSDA - OSD Development

CSSI - Metro Station



82. Commercial Lobby Section (Concept Reference Design)



83. 200 George Street



84. 580 George Street



85. 161 Castlereagh Street



86. 388 George Street



# Public Art Strategy

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

Public Art initiatives

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

Potential locations for public art opportunities have been identified as follows:

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

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.



87. Opportunity for Public Art



88. Through Site Link



89. Soffit/Ceiling Art

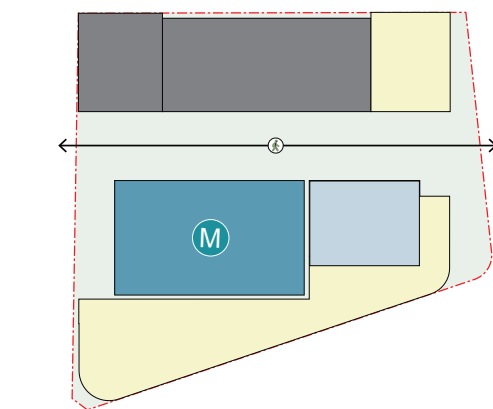


90. Commercial Lobby Art



91. Sculptural Art

## Ground Plane Reference Design

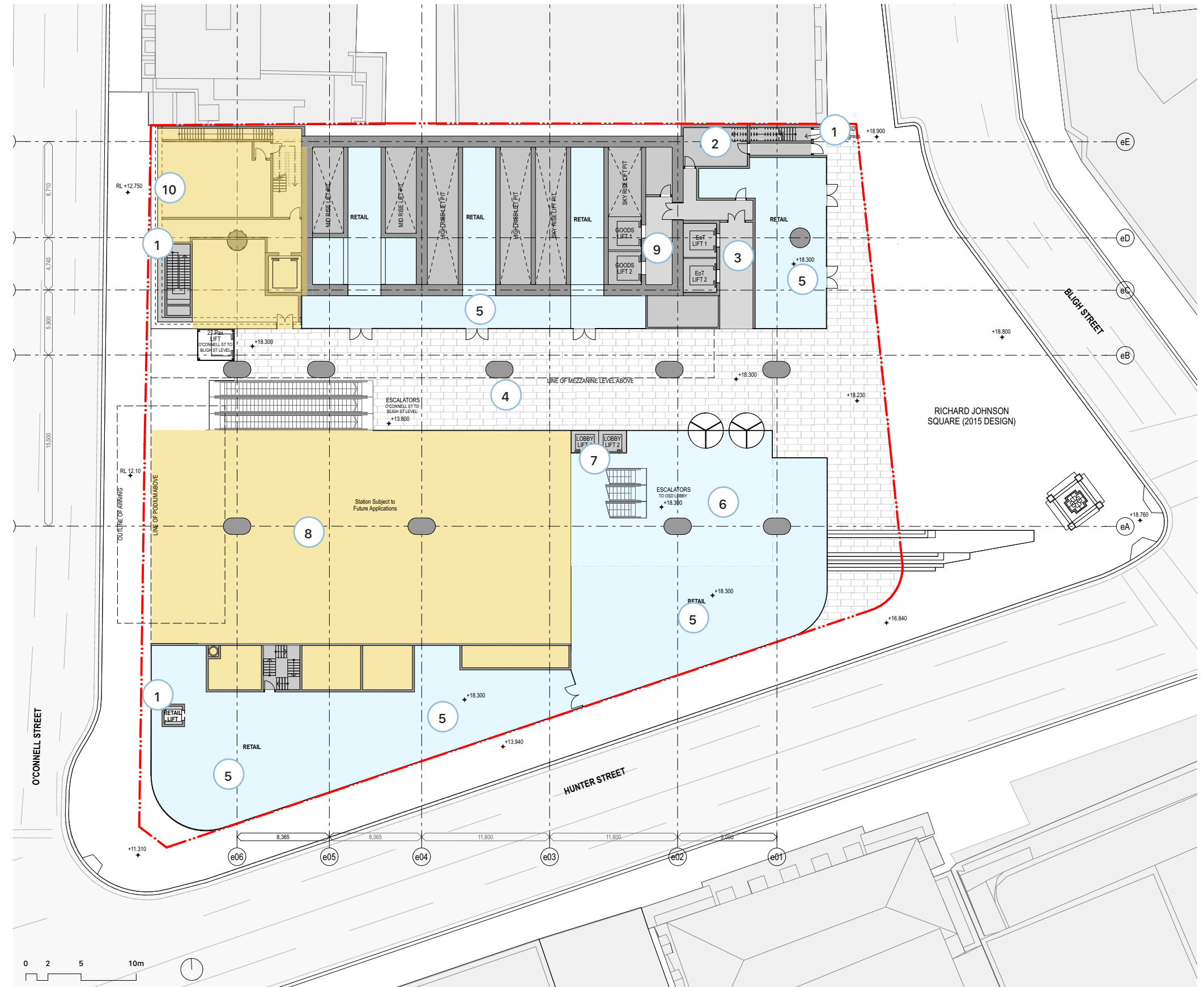


KEY

- Public Domain
- Retail
- Commercial
- Core/ Servicing
- Metro Station Entry/Exit
- Concept SSDA - OSD Development
- CSSI - Metro 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



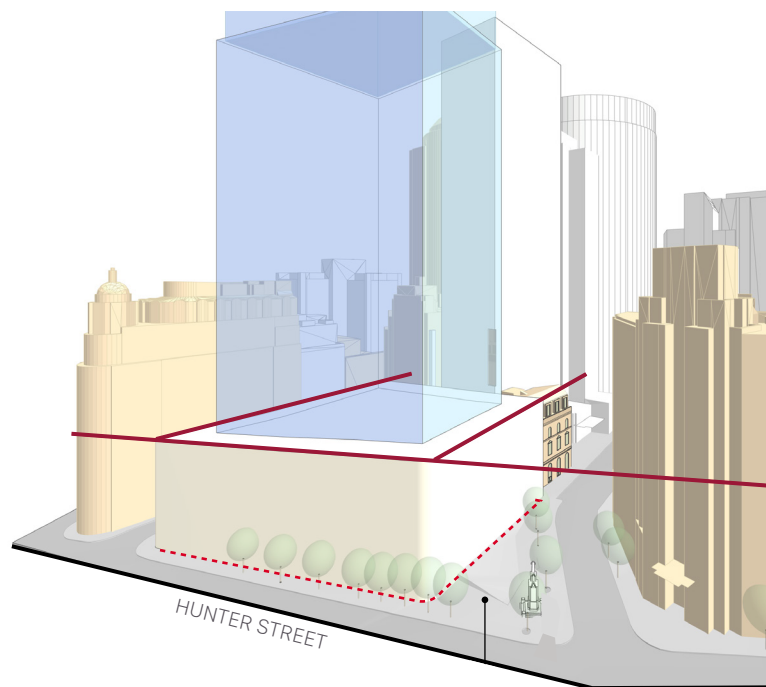
## 92. Combined Ground Floor Plan



# Podium Design Strategy

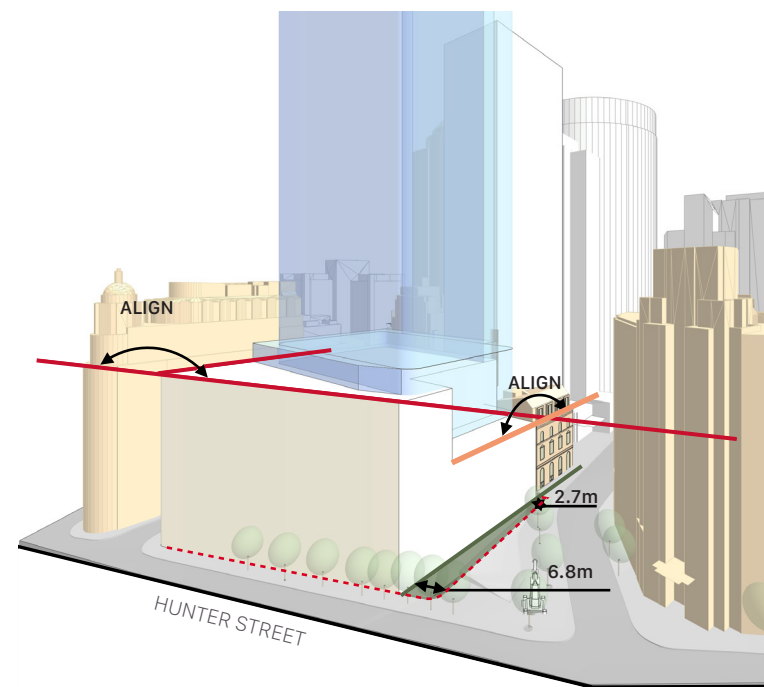
The proposed massing responds to the existing streetwall and key datum lines of the surrounding heritage items. The built form at the ground plane supports the expansion of Richard Johnson Square and provides clear sight lines for the through site link. The massing also responds to the street grids of O'Connell and Hunter Street.

The Podium Design Strategy forms part of a contextual background supporting the SSDA but is not included within the scope of subject SSDA.



93. Hunter Street and Bligh Street - DCP Compliant Streetwall Height

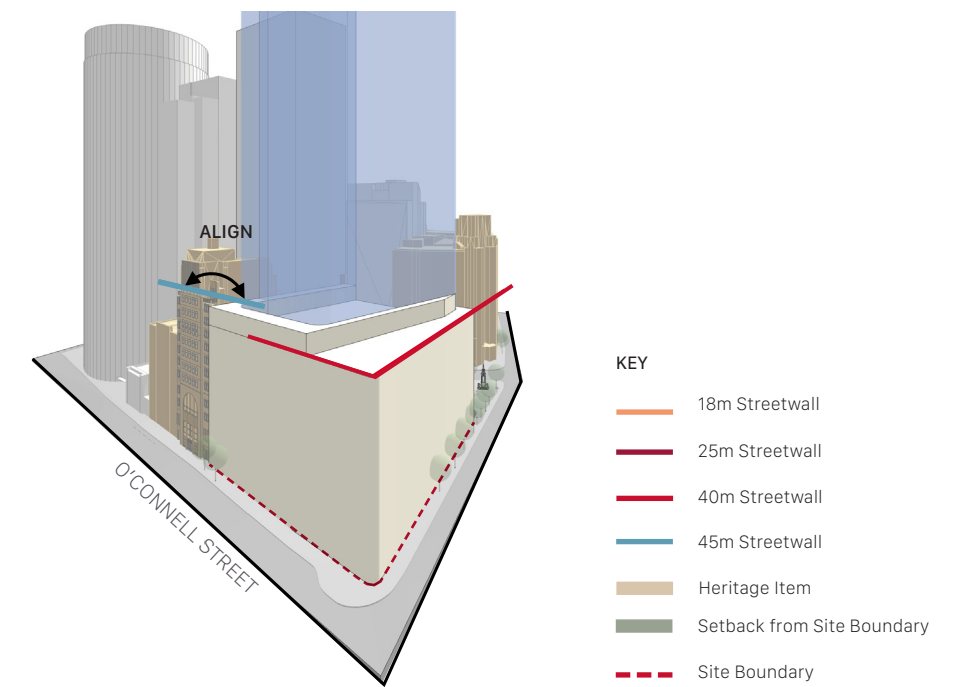
The Draft DCP controls outline a compliant podium street wall that is no greater than 25m above street level. However, the controls also offer the opportunity to vary street walls in response to context.



94. Hunter Street and Bligh Street - Proposed Responsive Streetwall Height

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

- **Hunter Street:** The proposed massing steps up in scale to align with the streetwall height of the Former Wales House (64-66 Pitt Street) at 40m.
- **Bligh Street:** The proposed podium massing steps back from the property boundary along Bligh Street to align with the existing street wall of the Former NSW Club (31 Bligh Street). This approach is extended to the street wall height by aligning the street wall to the key datum line of the heritage item.



95. O'Connell Street and Hunter Street - Proposed Responsive Streetwall Height

- **O'Connell Street:** The scale of Hunter Street is continued around the corner to O'Connell Street and steps up to respond to the key datum lines of adjacent heritage item, Former Bank of NSW (16 O'Connell Street).

# Streetwall Strategy

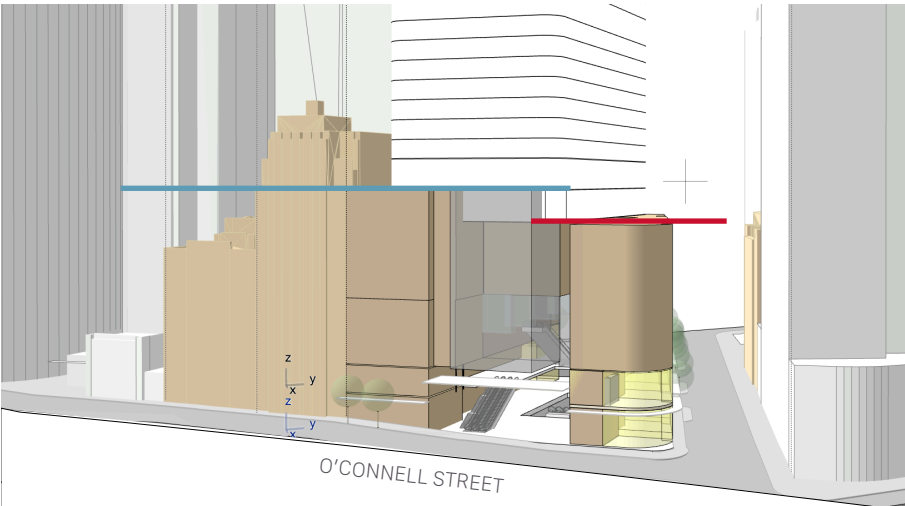
The detailed street wall strategy forms part of a contextual background supporting the SSDA but is not included within the scope of subject SSDA. Future applications must consider the guidelines established in the Hunter Street Station Over Station Development Design Guidelines.

The proposed built form assists in capturing the fine-grain fragmented nature of buildings along Hunter, O'Connell and Bligh Street.

The built form provides a positive reinforcement in terms of rhythm, scale and façade relationship to the surrounding heritage items. At the corner of O'Connell

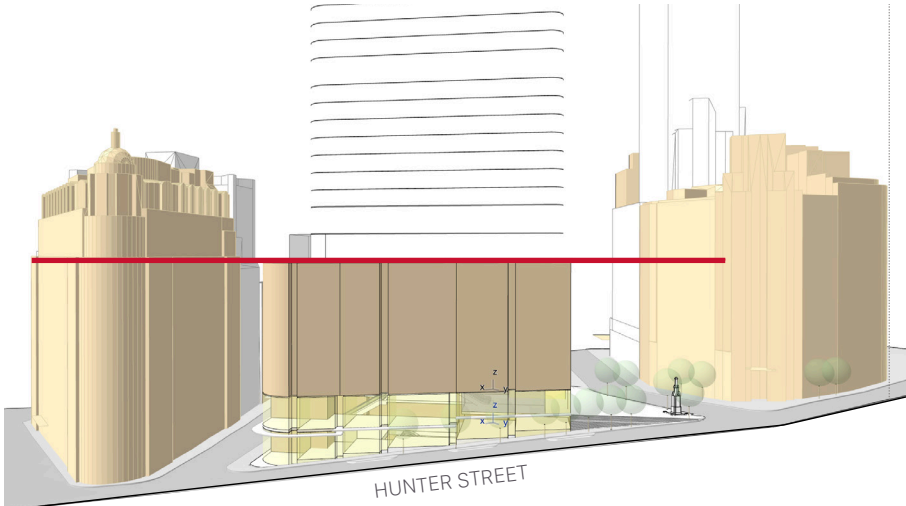
and Hunter Street, the proposed form holds the corner as a response to the existing corner interfaces of the immediate context.

The detailed street wall strategy forms part of a contextual background supporting the SSDA but is not included within the scope of subject SSDA.



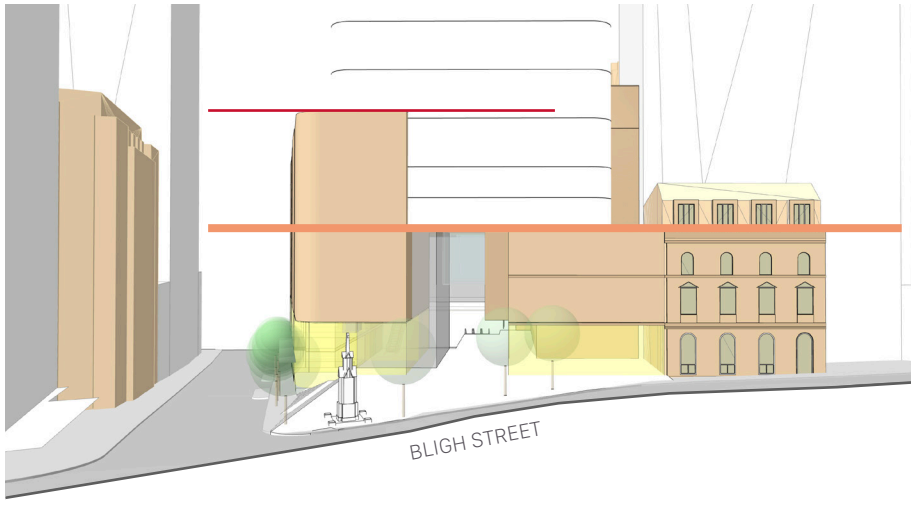
96. O`Connell Street - Proposed Responsive Streetwall Height

— Respond to horizontal alignment of Former NSW Club and Former Wales House



97. Hunter Street - Proposed Responsive Streetwall Height

— Respond to the horizontal alignment of Former Wales House



98. Bligh Street - Proposed Responsive Streetwall Height

— Respond to the horizontal alignment of Former Wales House and Former NSW Club

- KEY
- 18m Streetwall
  - 40m Streetwall
  - 45m Streetwall









# 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).

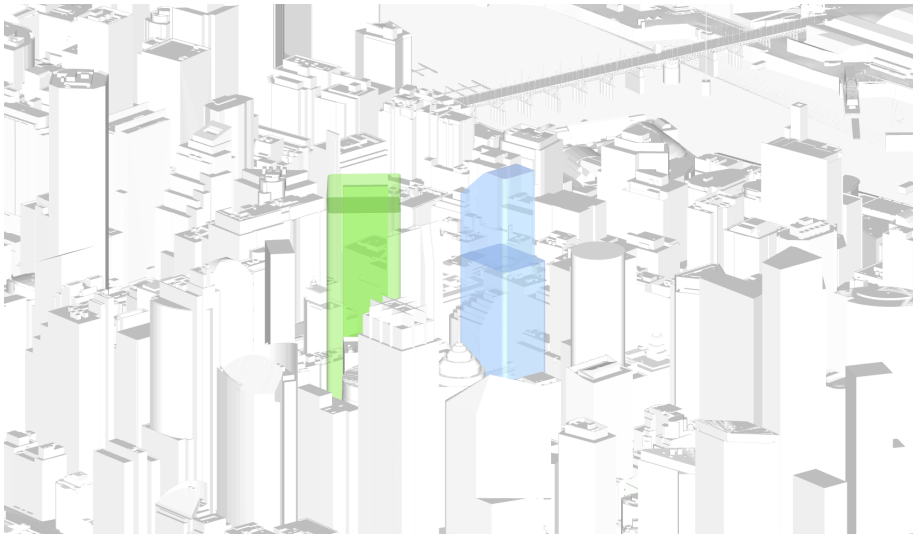
In the first step, hourly analysis has been undertaken to detect the potential overshadowing impact of the proposed envelopes. In the second step, 15 minute detailed analysis have been applied to the impacted times to measure their duration.

The results illustrate the following:

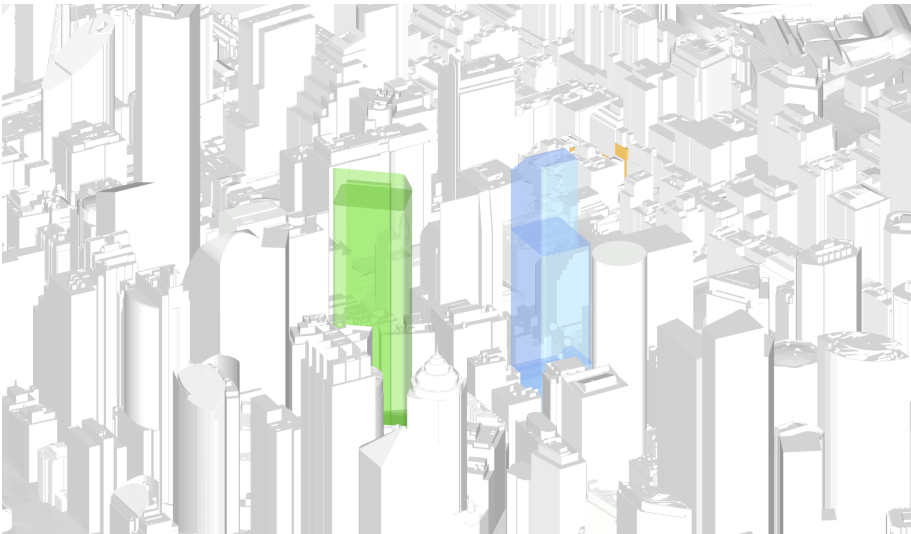
The proposed Hunter Street East building envelope will partially shade the western facade of 1 Hosking Place between 11:45pm and 12:15pm on 21 June (Figure. 160 & 161).

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).

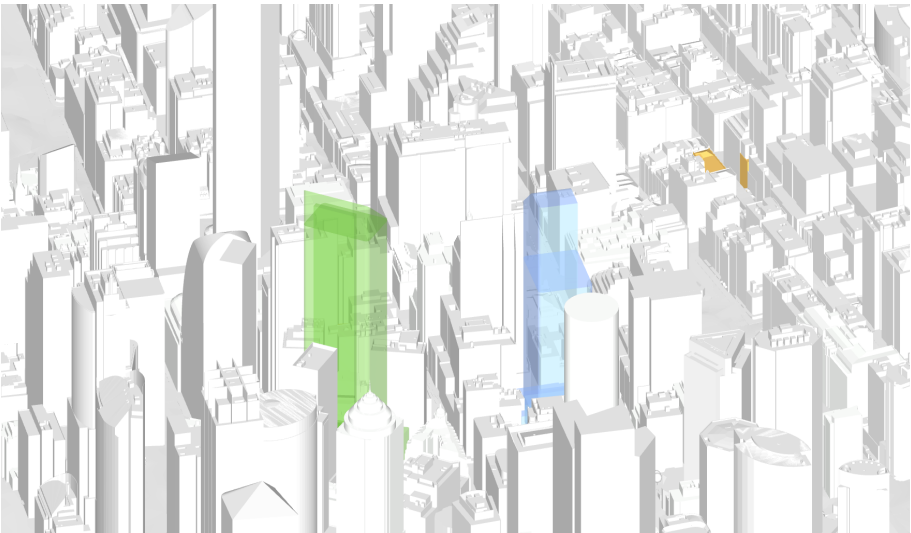
Winter Solstice - 21 June  
 Between 9am and 3pm  
 1 hour Intervals



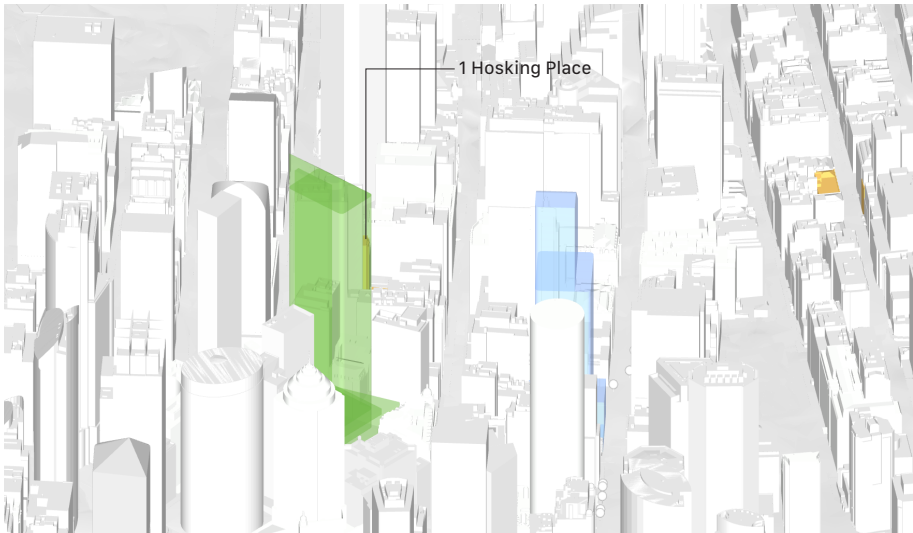
99. 9am AEST



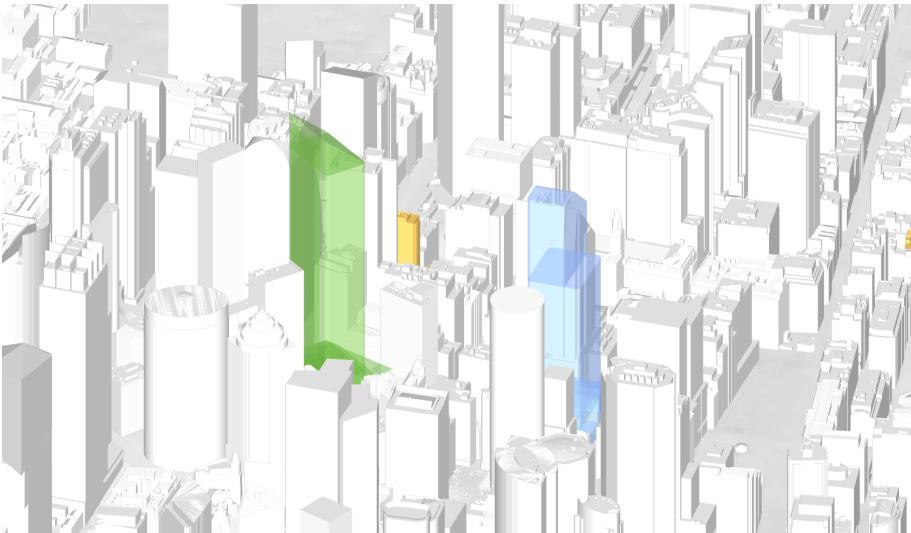
100. 10am AEST



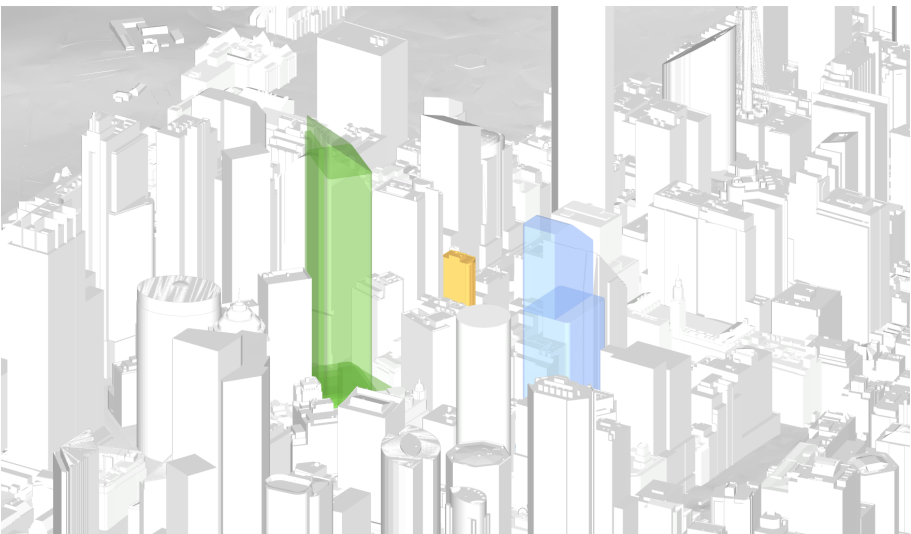
101. 11am AEST



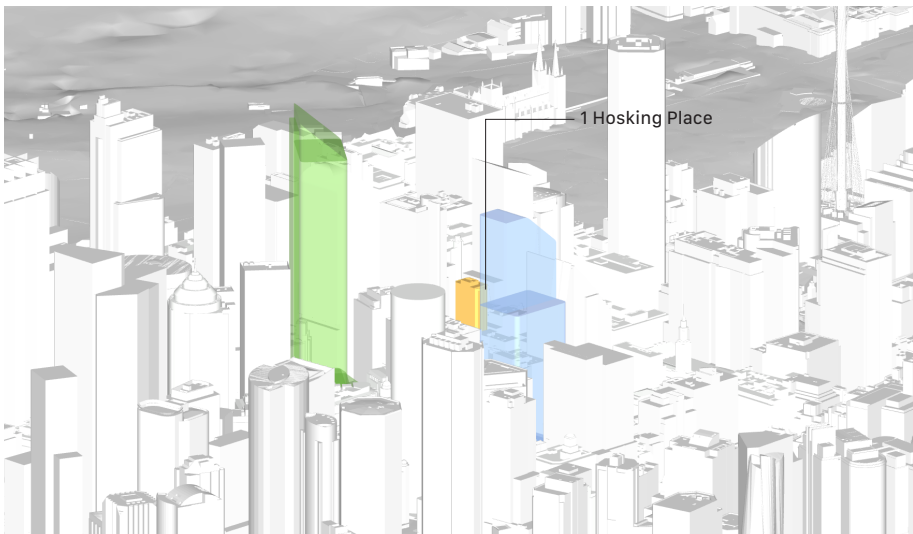
102. 12pm AEST



103. 1pm AEST



104. 2pm AEST

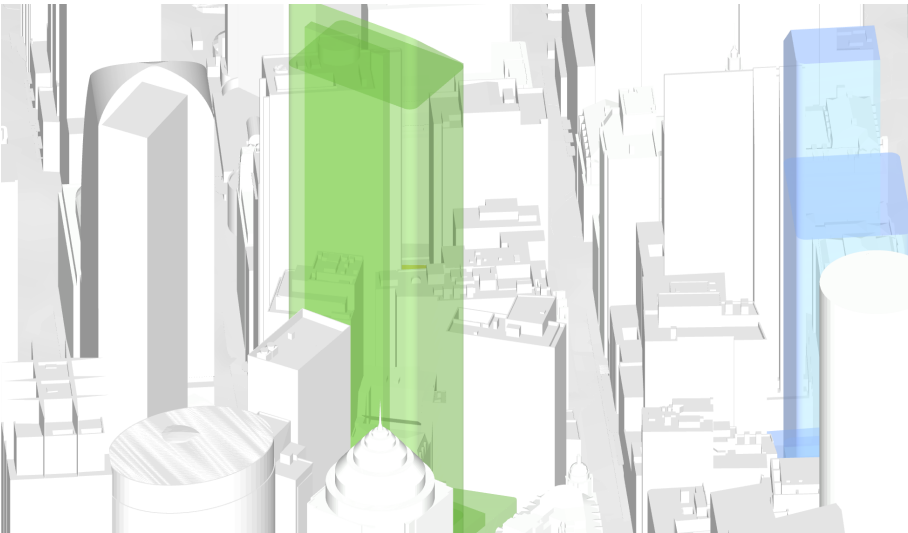


105. 3pm AEST

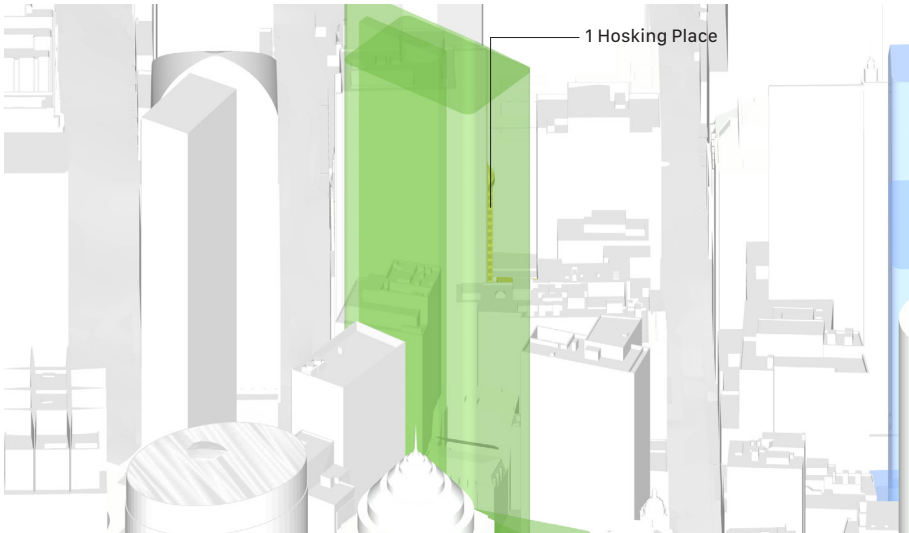
- KEY
- Proposed Hunter Street East Envelope
  - SSDA West Envelope
  - Surrounding Residential Buildings



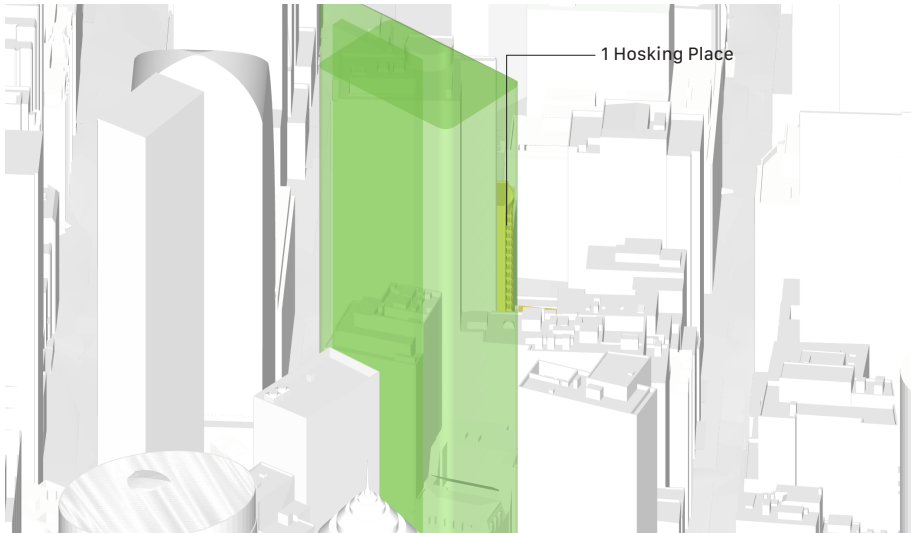
Winter Solstice - 21 June  
Between 11:30pm to 12:30  
15 minutes Intervals



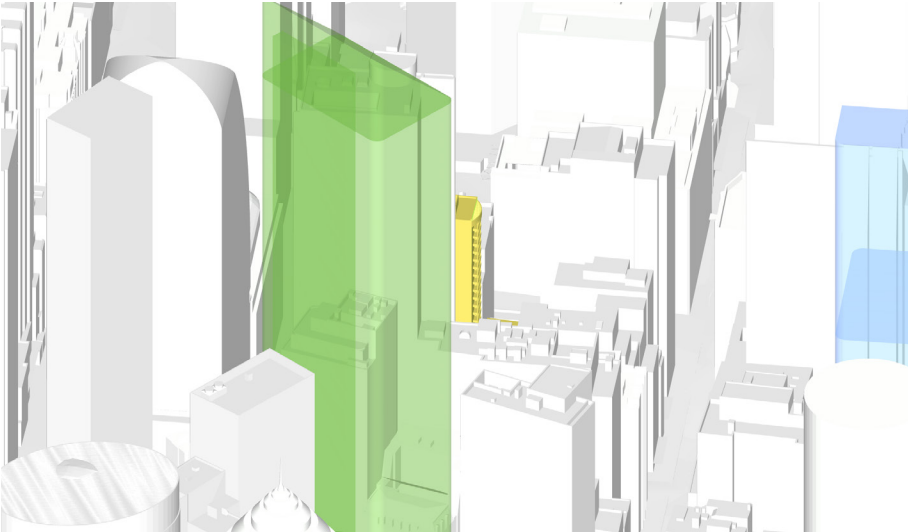
106. 11:30am AEST



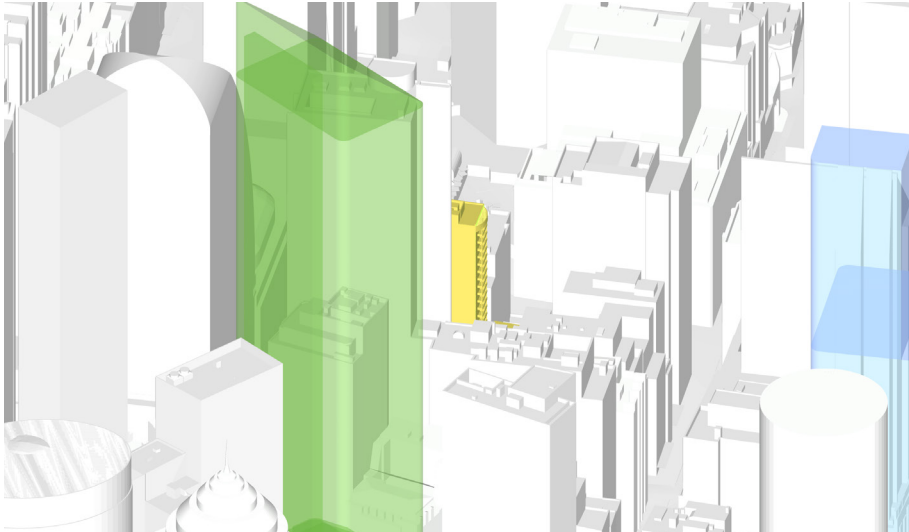
107. 11:45am AEST



108. 12:00pm AEST



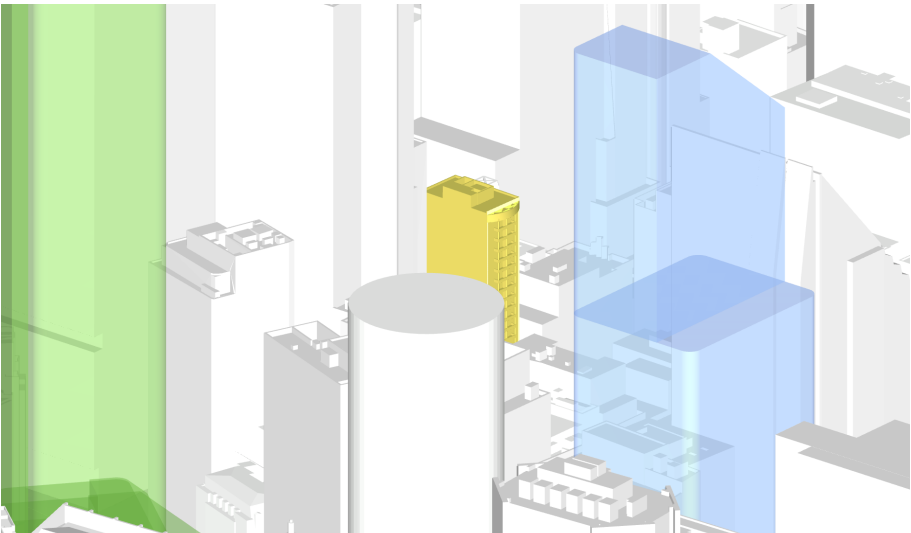
109. 12:15pm AEST



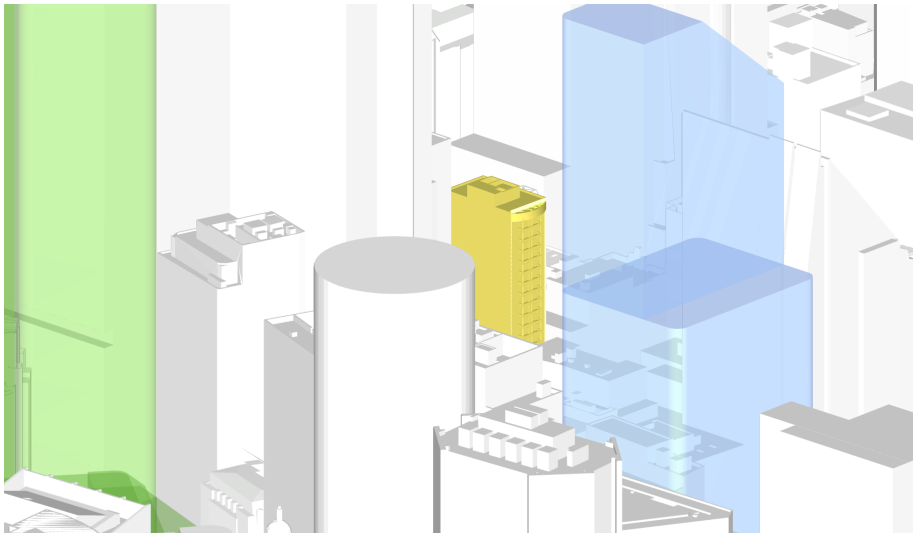
110. 12:30pm AEST

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

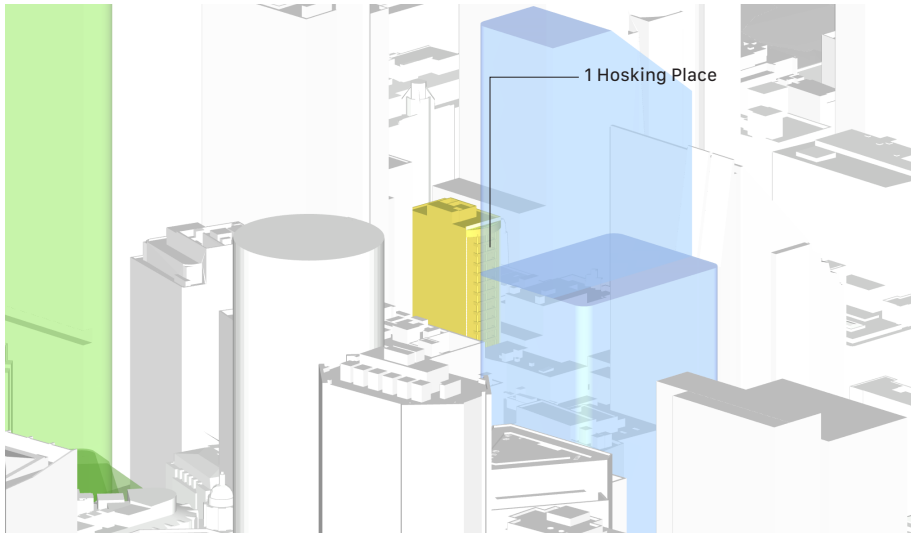
Winter Solstice - 21 June  
Between 2:30pm to 3:00  
15 minutes Intervals



111. 2:30pm AEST



112. 2:45pm AEST



113. 3:00pm AEST

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







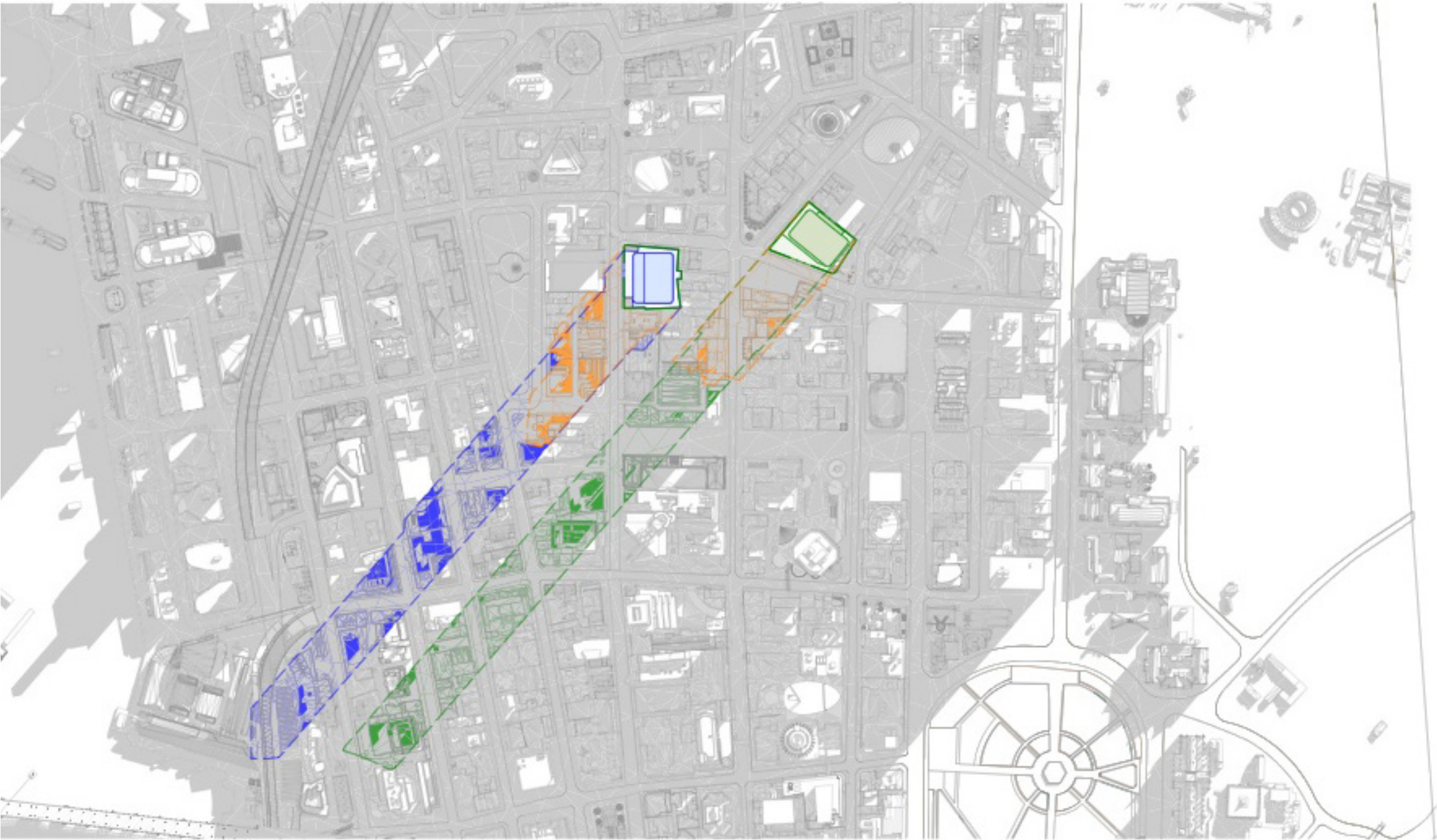


# Shadow Diagrams

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



Winter Solstice - 21 June  
10am



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

Winter Solstice - 21 June  
11am



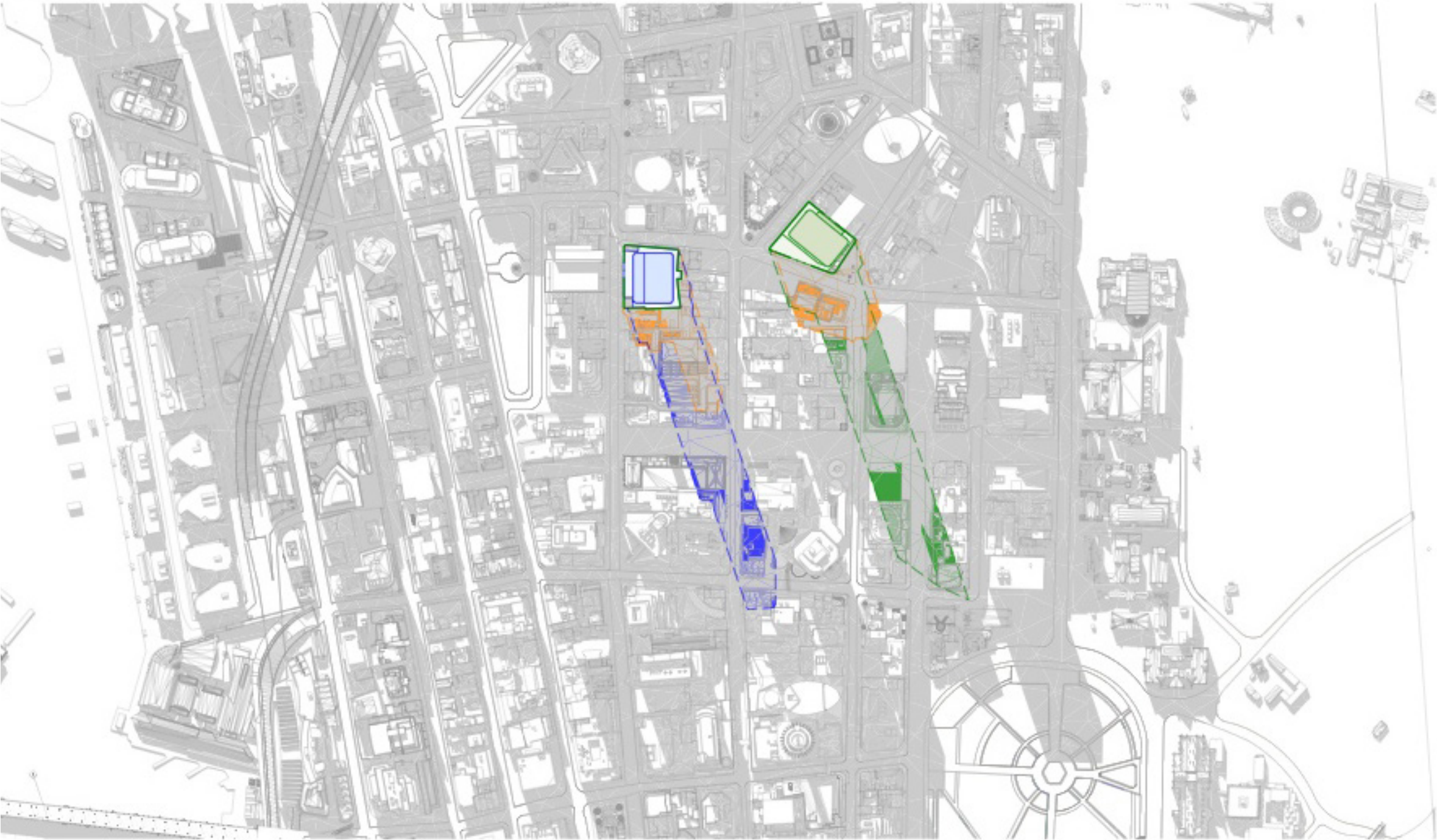
- KEY
- Existing Shadow
  - Existing Shadow From Existing Building Onsite
  - Additional Overshadowing from SSDA West Envelope
  - Additional Overshadowing from Proposed Envelope -East
  - Boundary



Winter Solstice - 21 June  
12pm



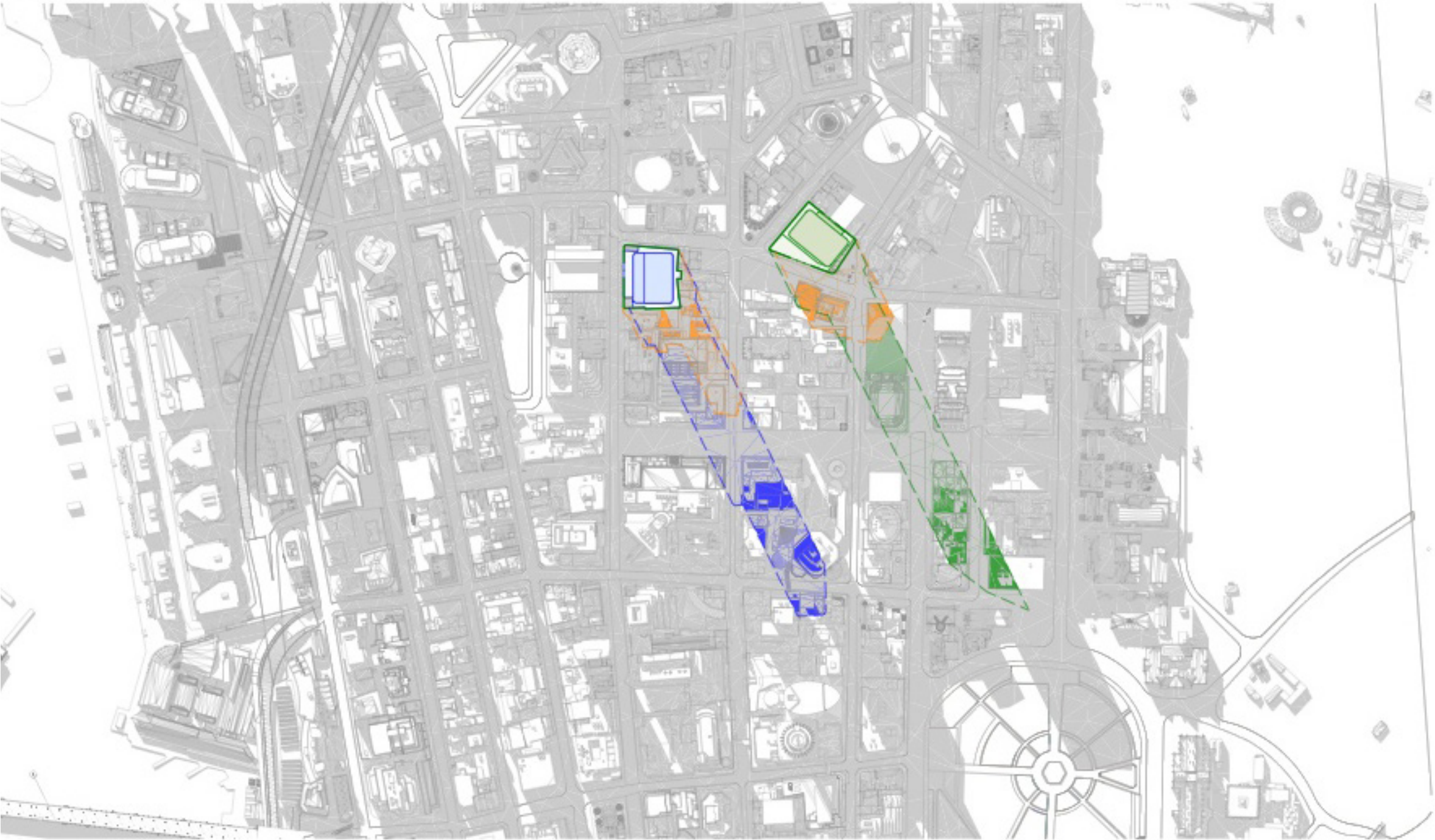
Winter Solstice - 21 June  
1pm



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

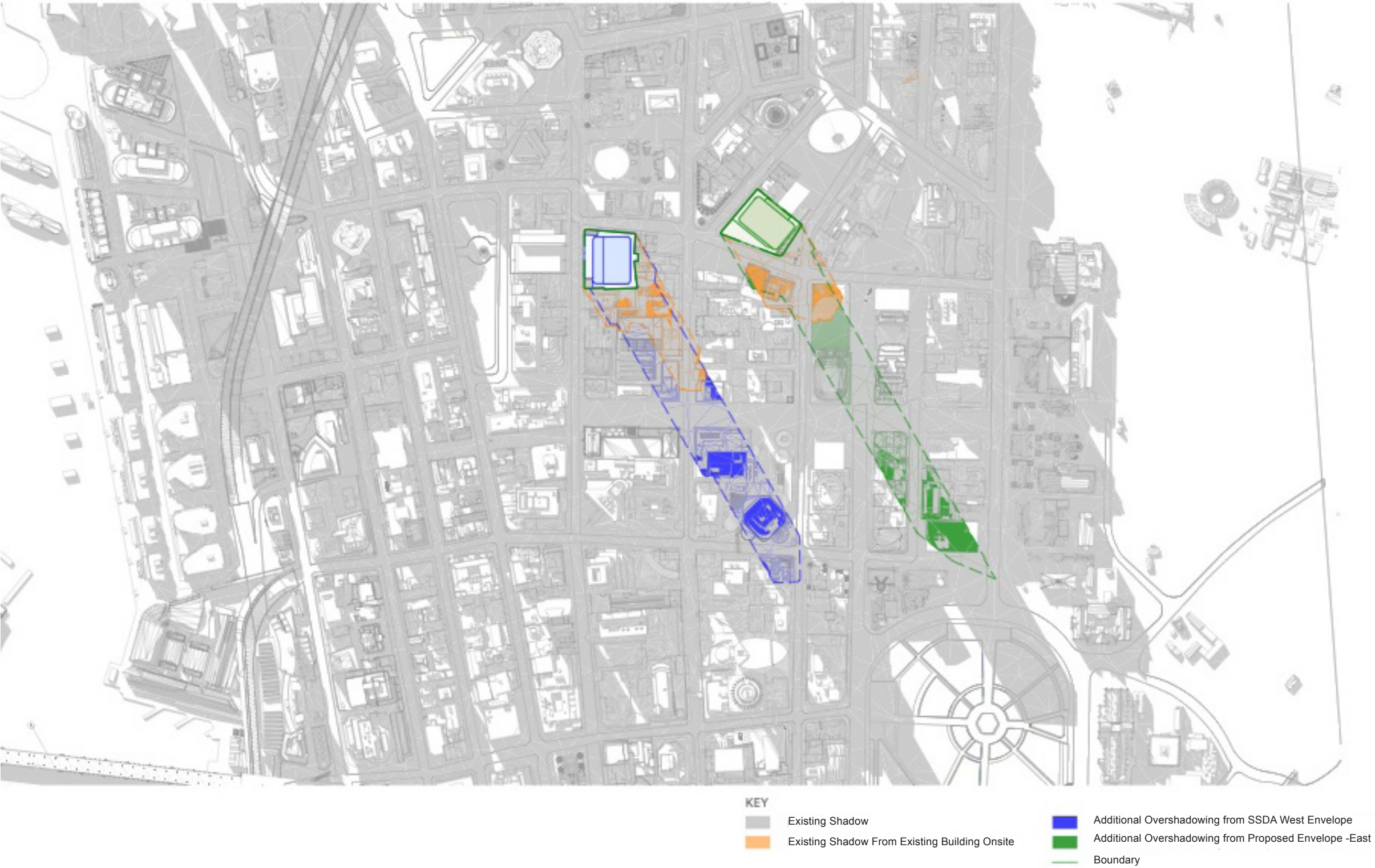


Winter Solstice - 21 June  
1:30pm



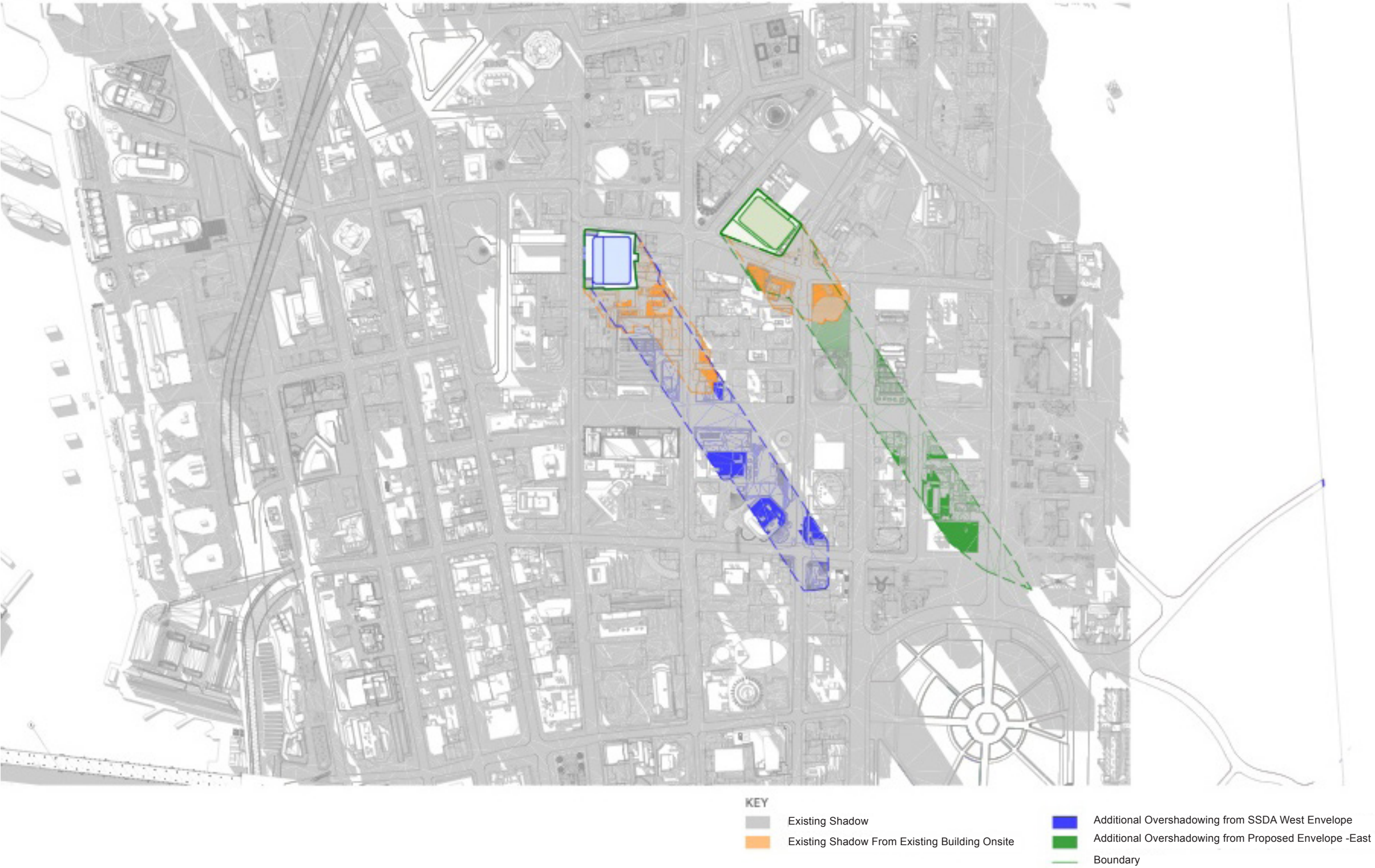
- KEY
- |   |   |
|---|---|
| Existing Shadow                               | Additional Overshadowing from SSDA West Envelope      |
| Existing Shadow From Existing Building Onsite | Additional Overshadowing from Proposed Envelope -East |
|   | Boundary  |

Winter Solstice - 21 June  
1:45pm

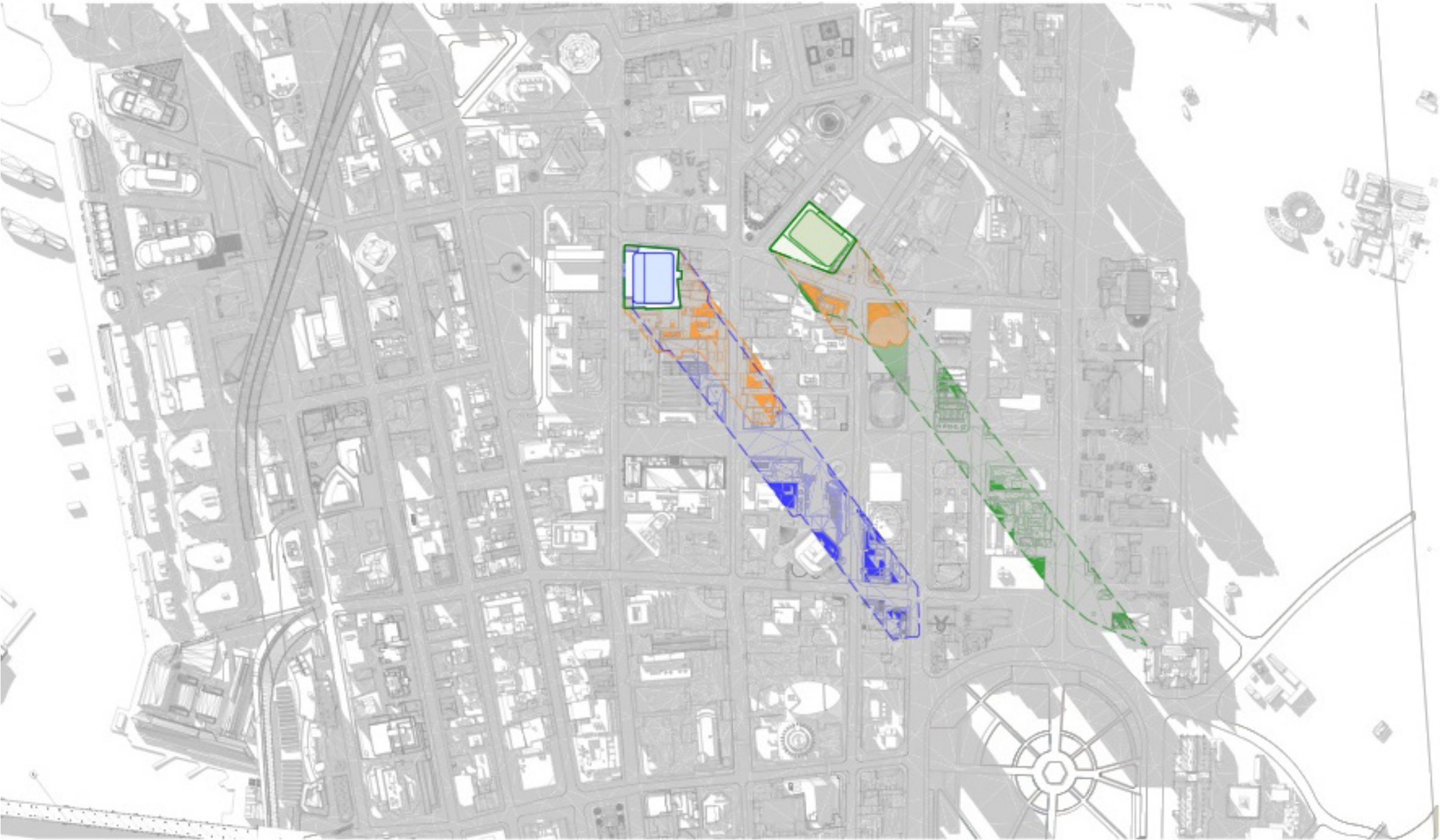




Winter Solstice - 21 June  
2pm



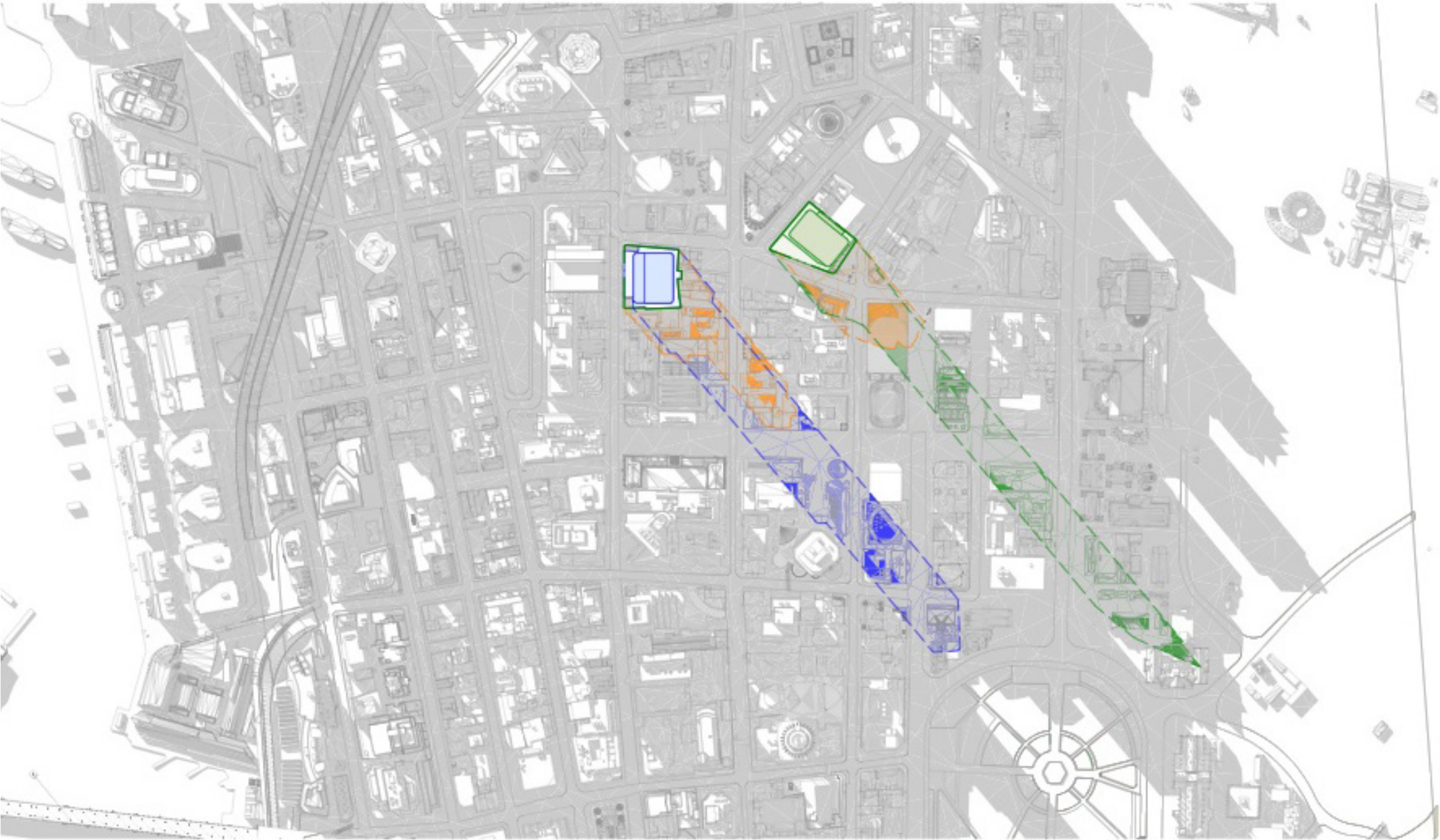
Winter Solstice - 21 June  
2:15pm



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



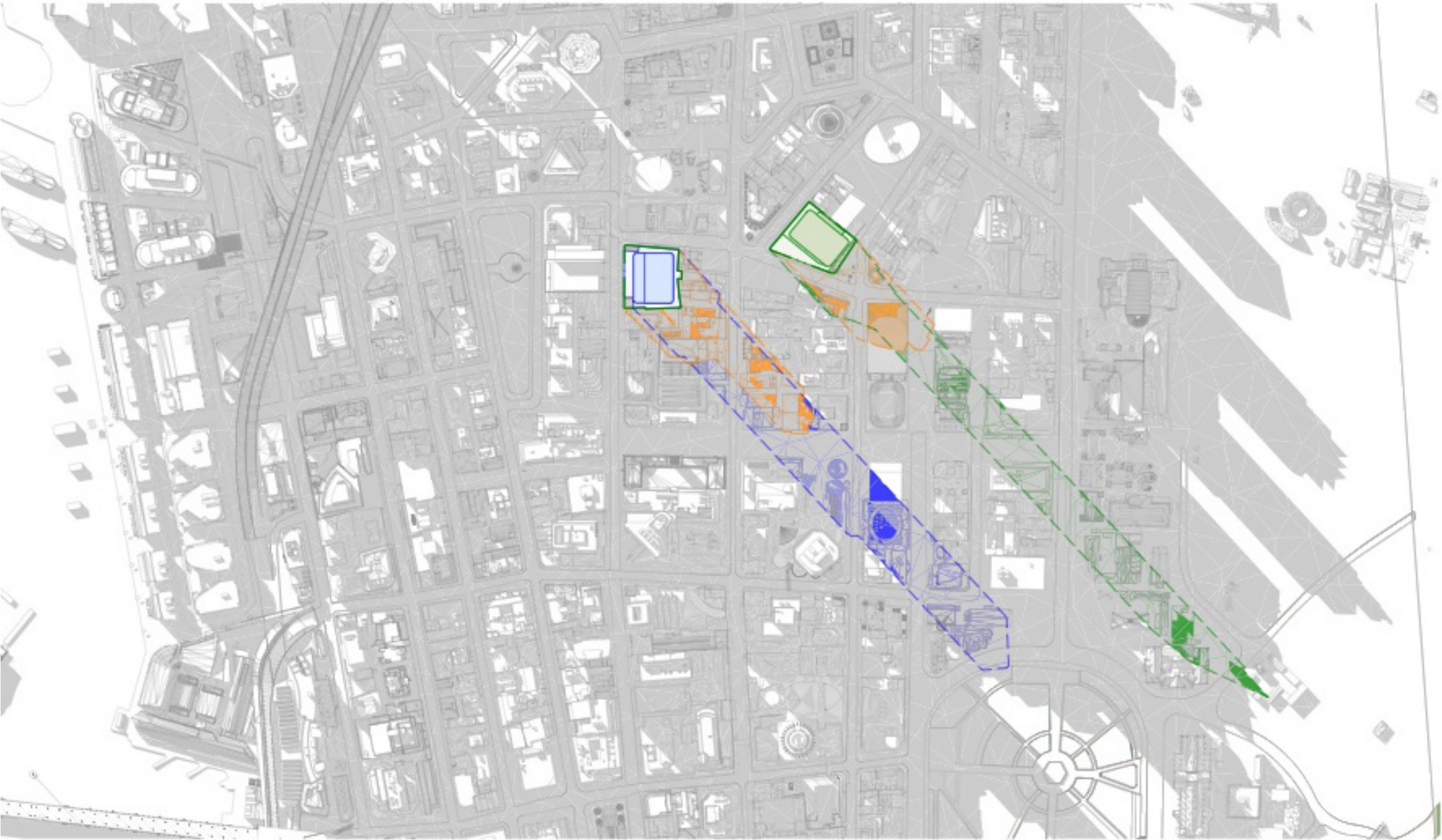
Winter Solstice - 21 June  
2:30pm



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



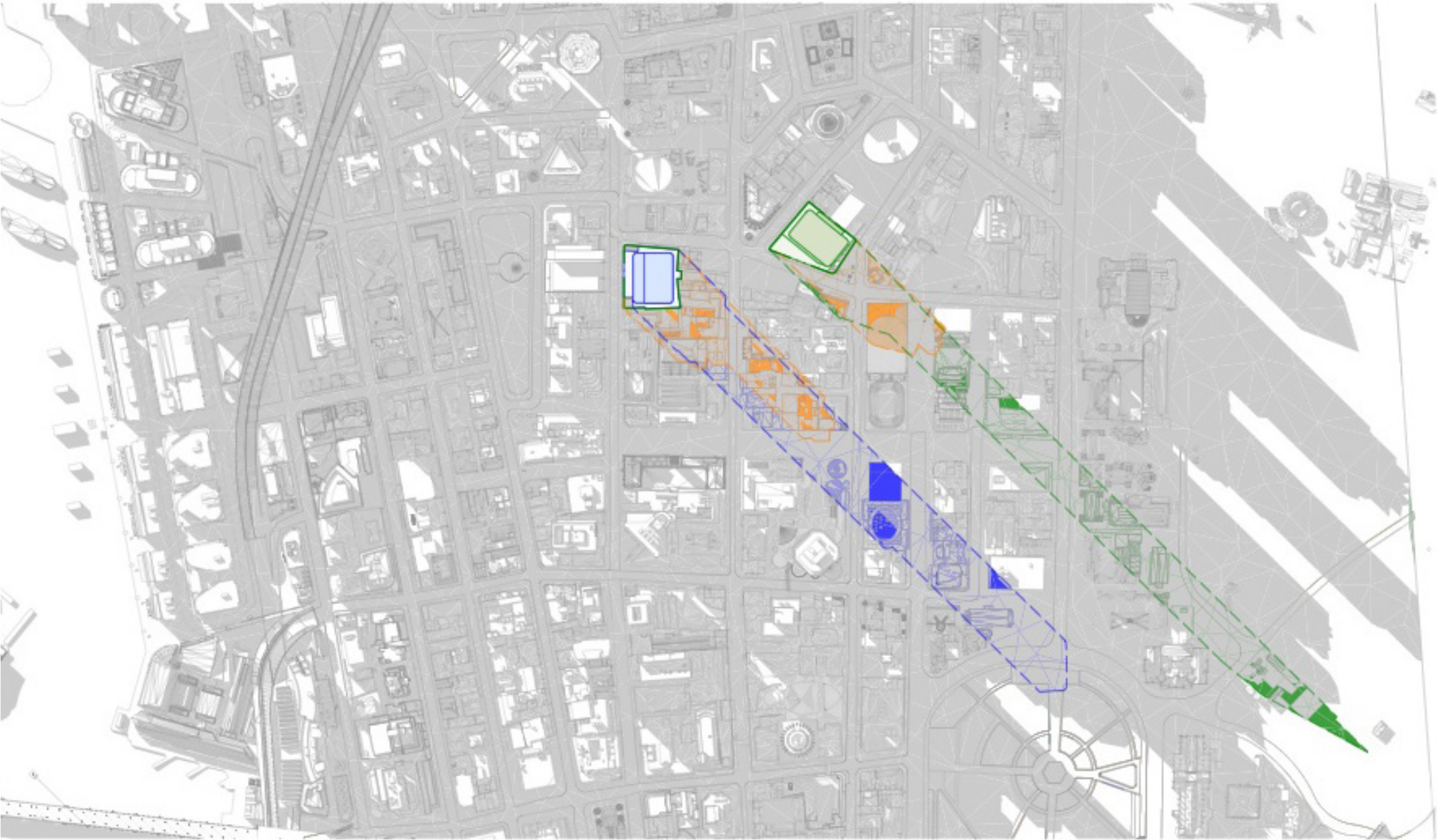
Winter Solstice - 21 June  
2:45pm



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



Winter Solstice - 21 June  
3pm



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

Summer Solstice -21 December  
9am



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



Summer Solstice -21 December  
12pm



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

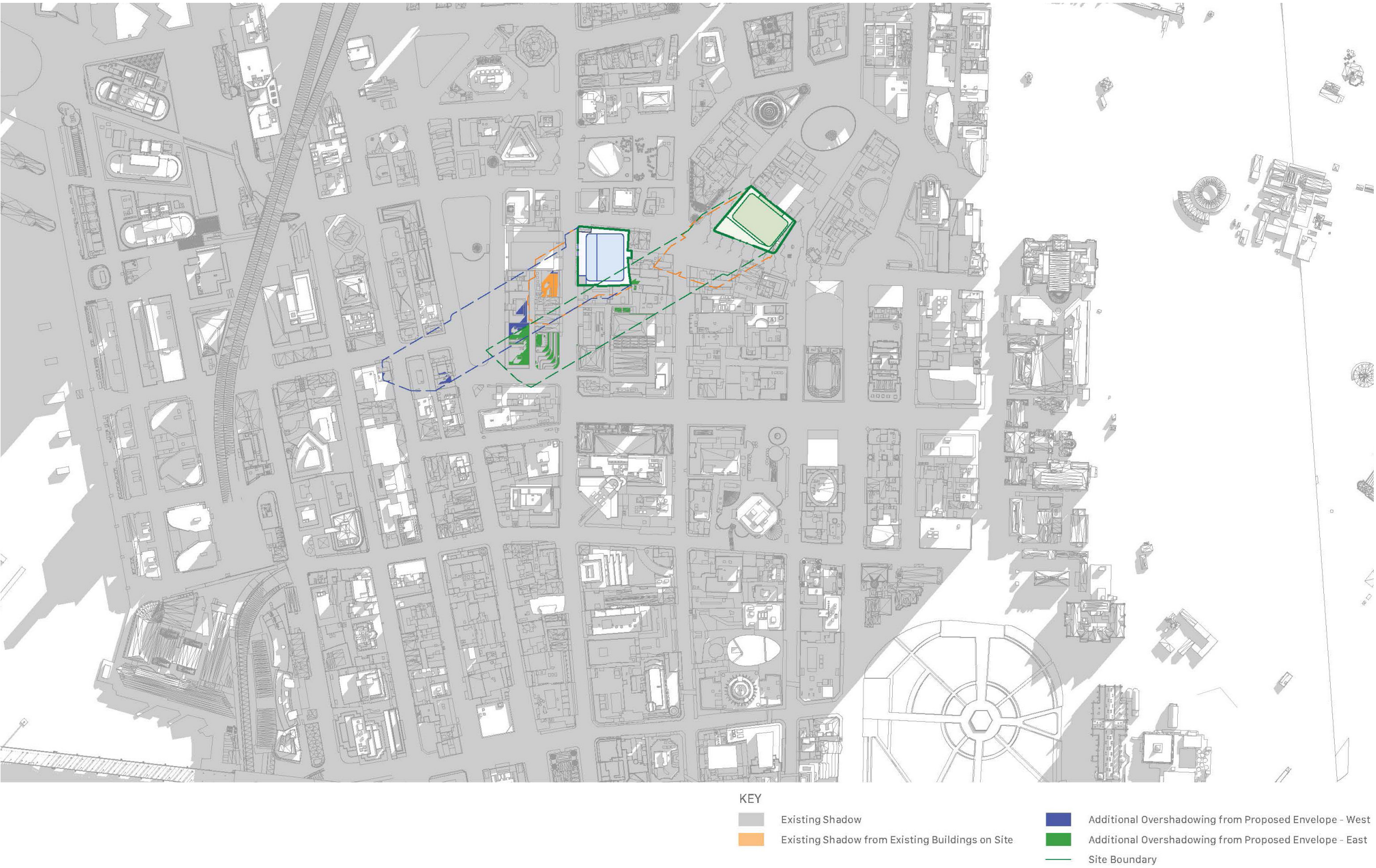
Summer Solstice -21 December  
3pm



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



Autumn Equinox - 21 March  
9am





Autumn Equinox - 21 March  
10am





Autumn Equinox - 21 March  
11am





Autumn Equinox - 21 March  
12Pm



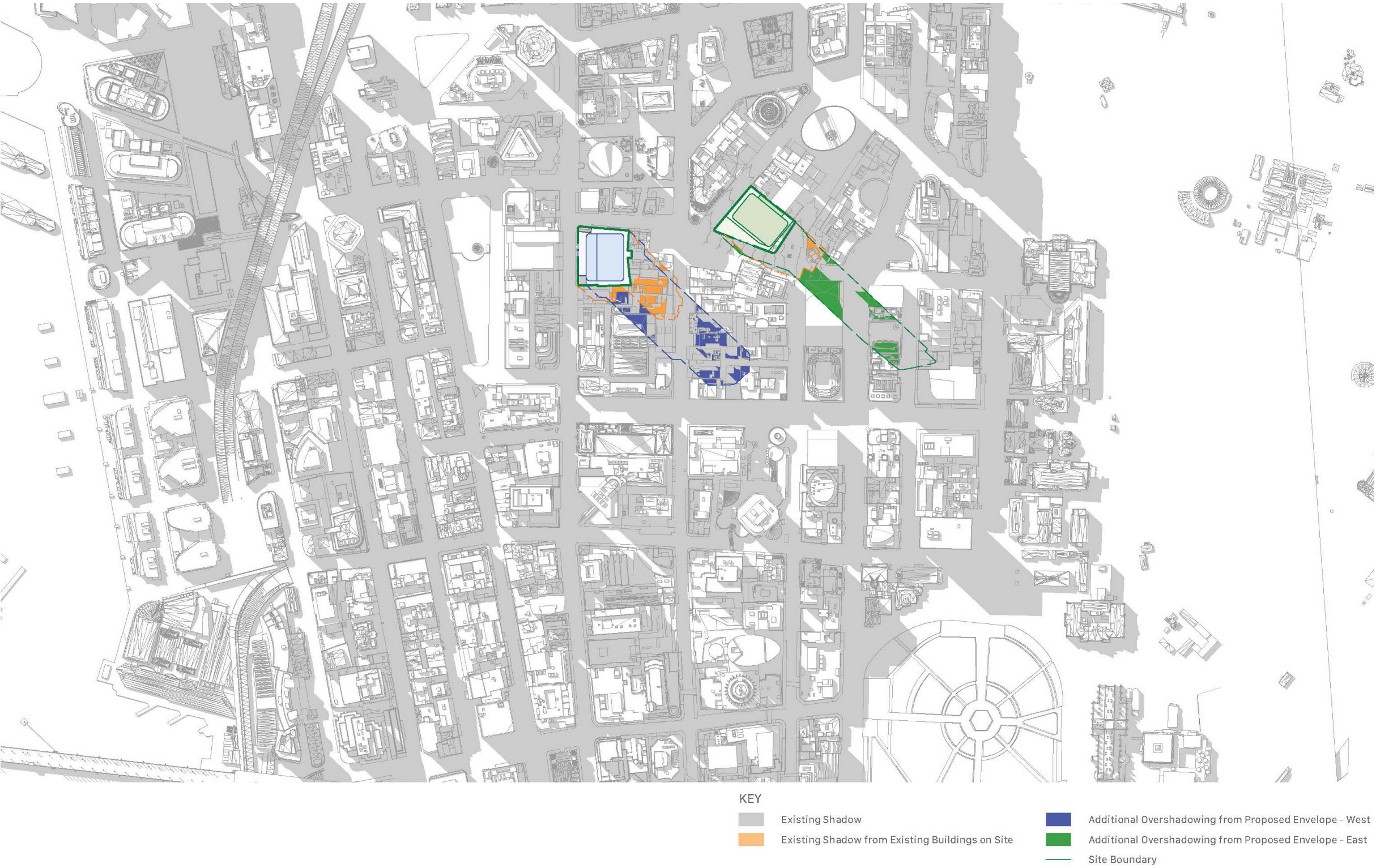


Autumn Equinox - 21 March  
1Pm





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



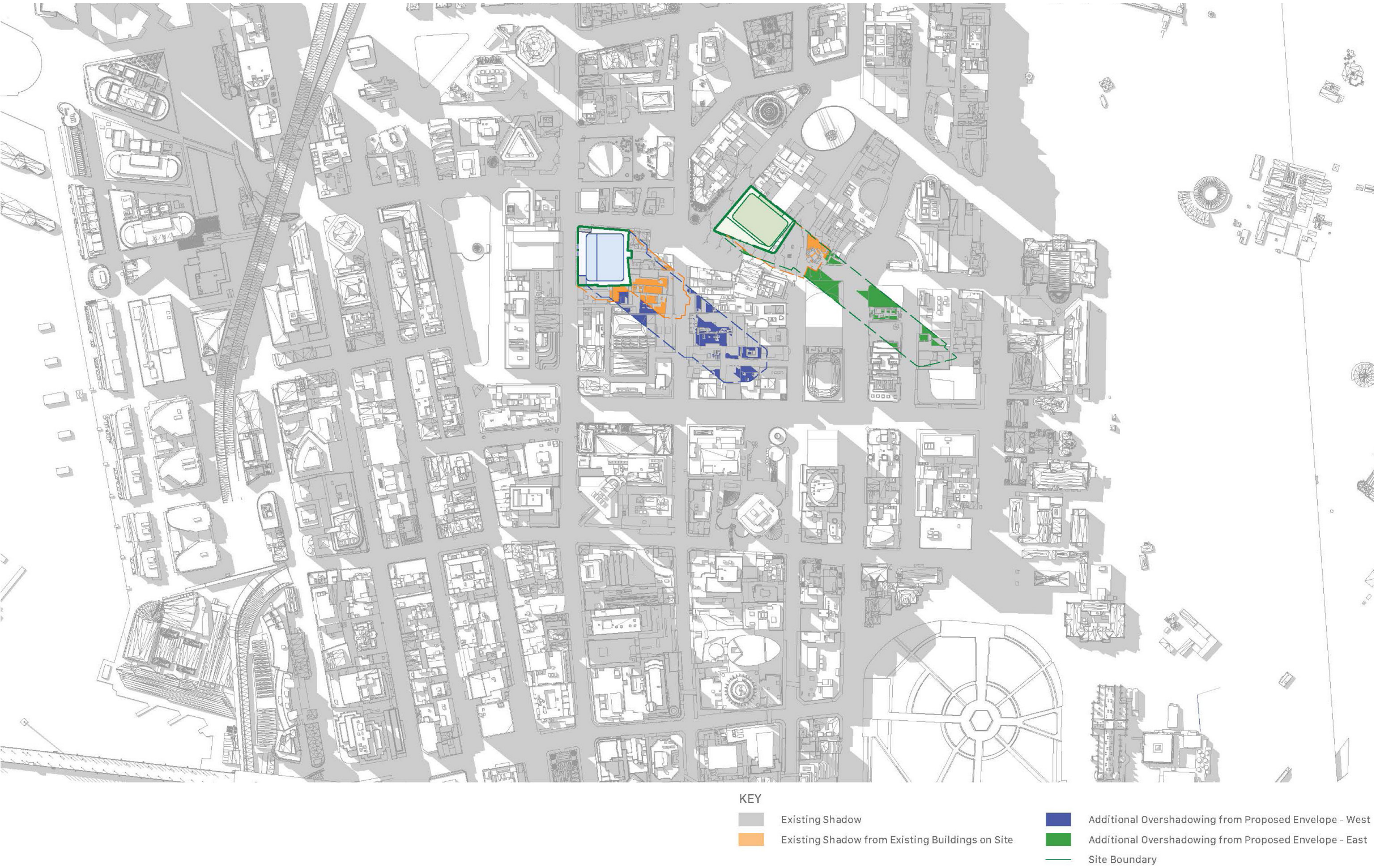


Spring Equinox - 23 September  
1pm



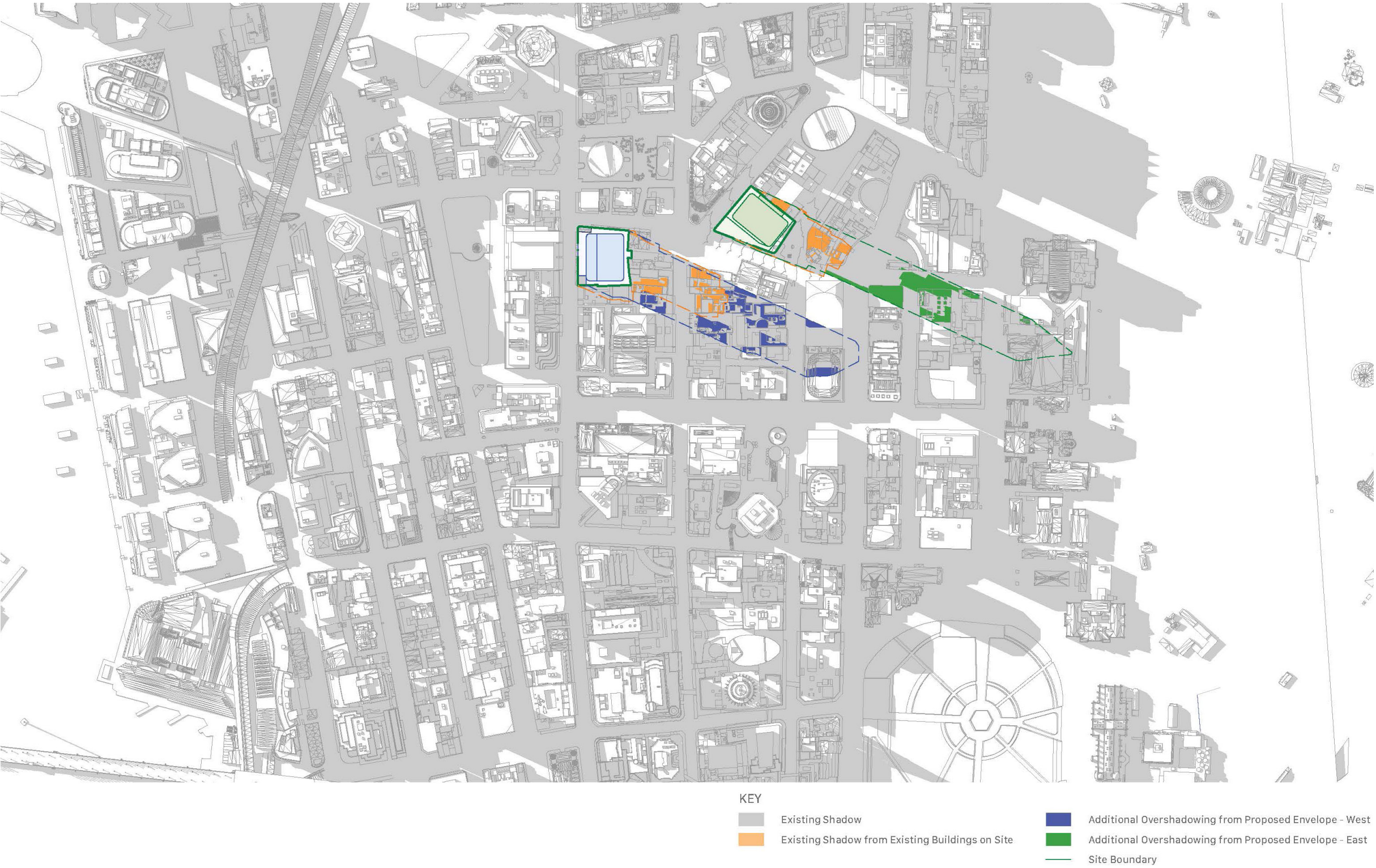


Spring Equinox - 23 September  
2pm





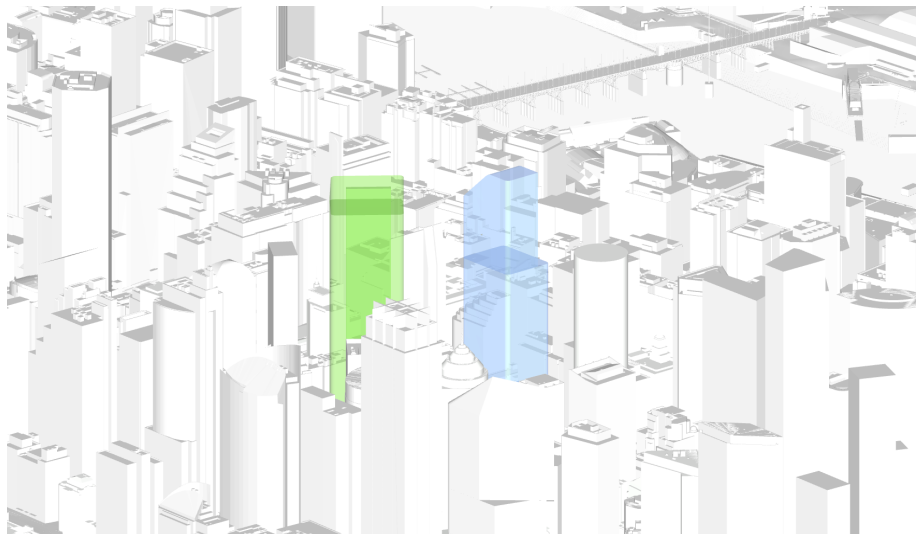
Spring Equinox - 23 September  
3pm



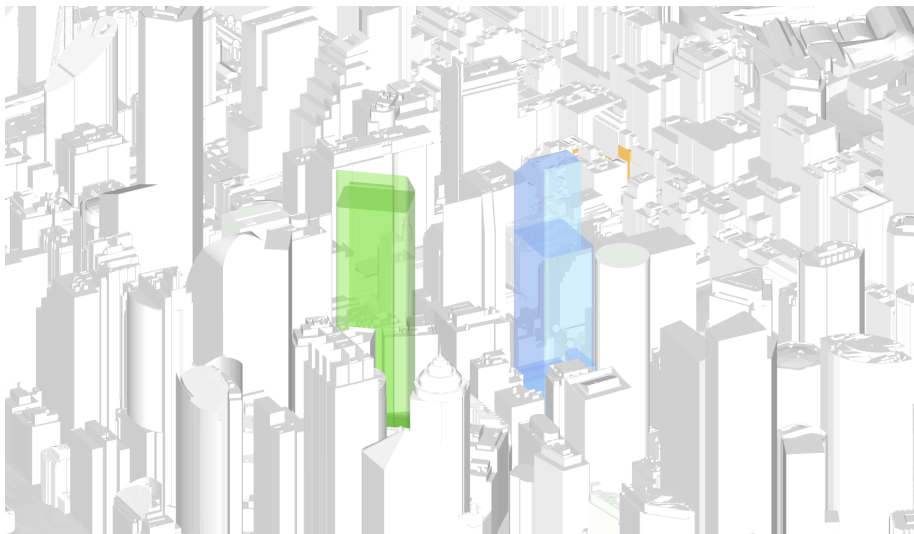


# Sun Eye View Diagrams

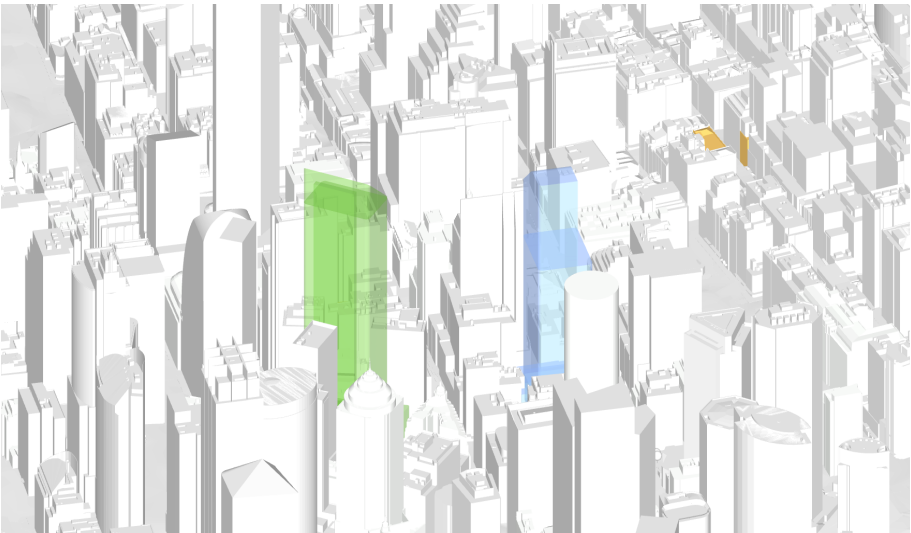
Winter Solstice - 21 June  
Between 9am and 3pm  
1 hour Intervals



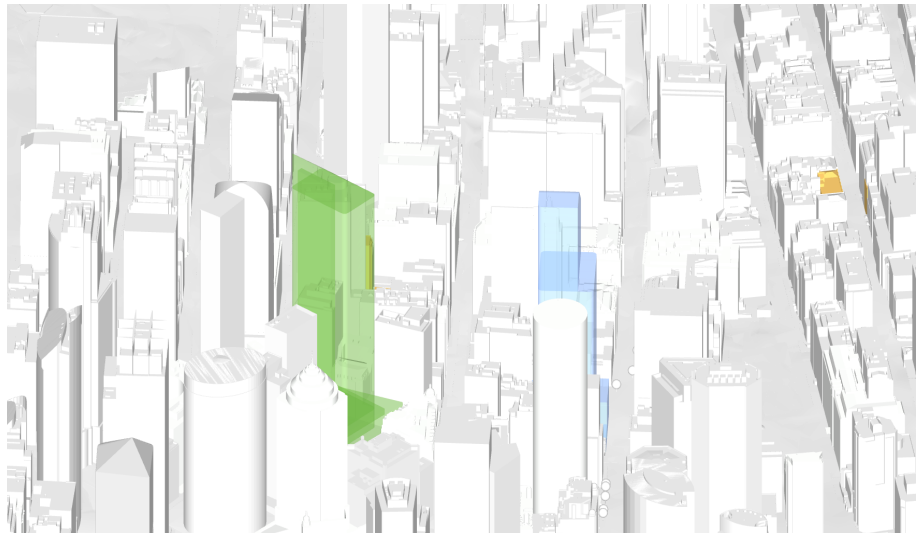
114. 9am AEST



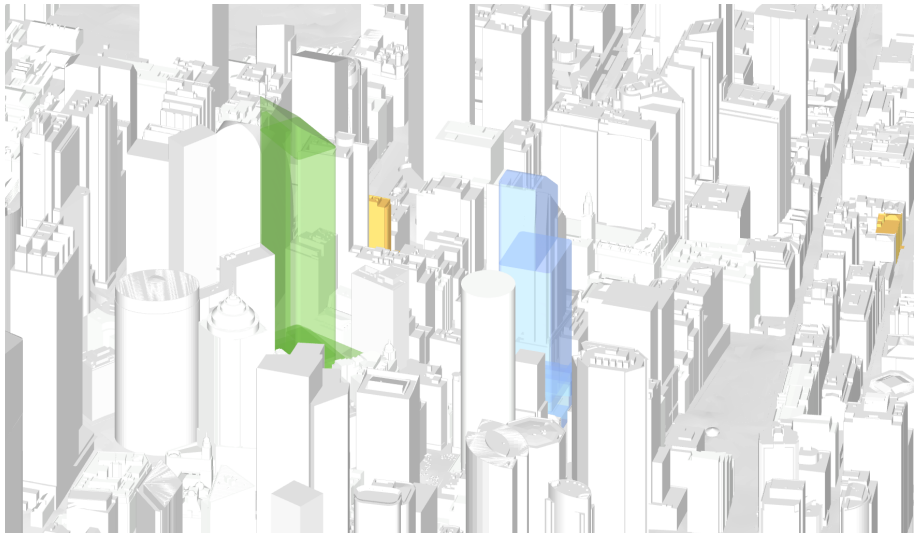
115. 10am AEST



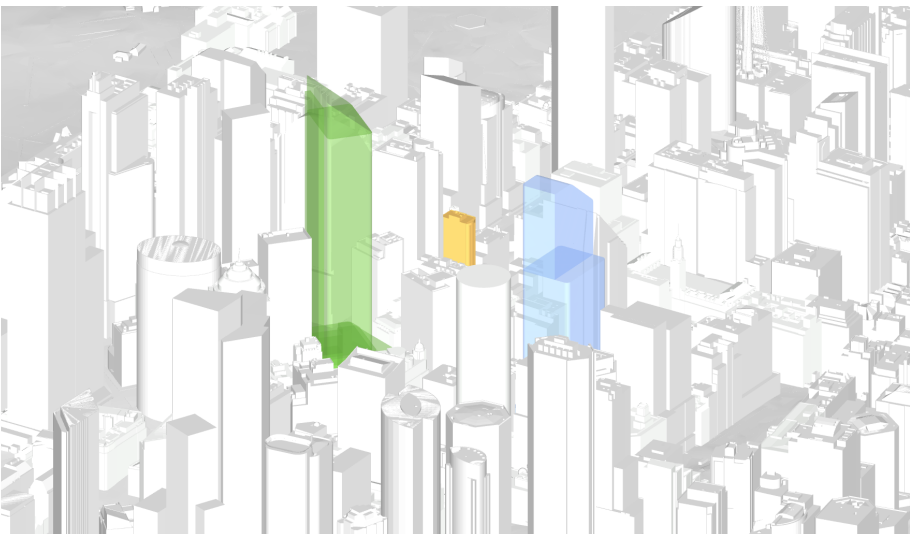
116. 11am AEST



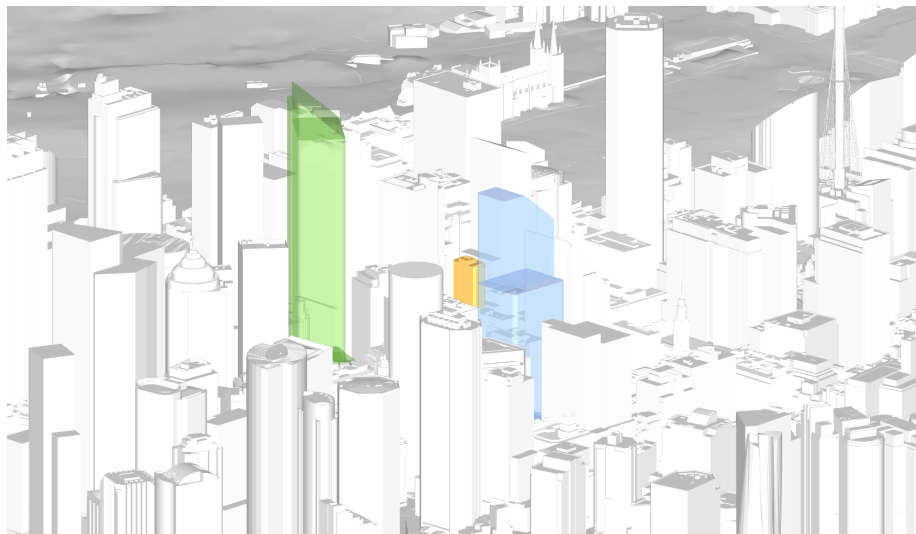
117. 12pm AEST



118. 1pm AEST



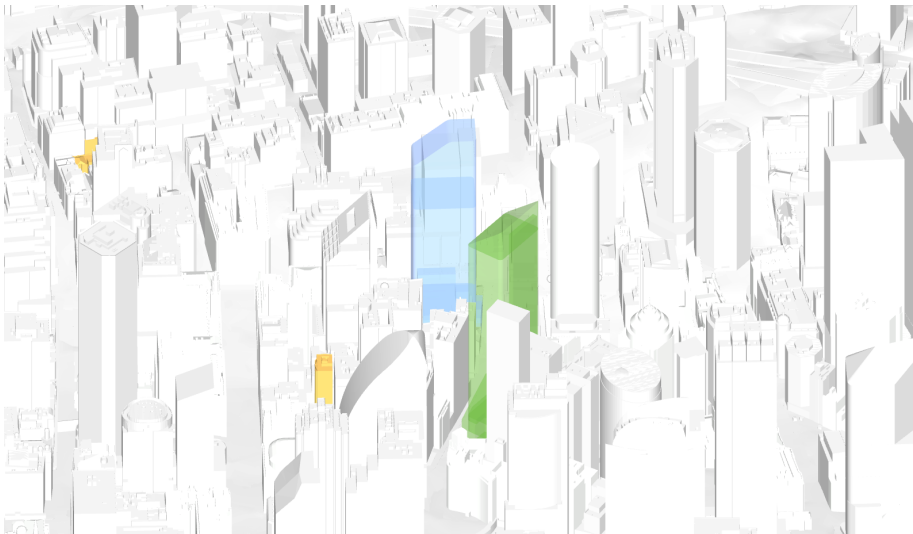
119. 2pm AEST



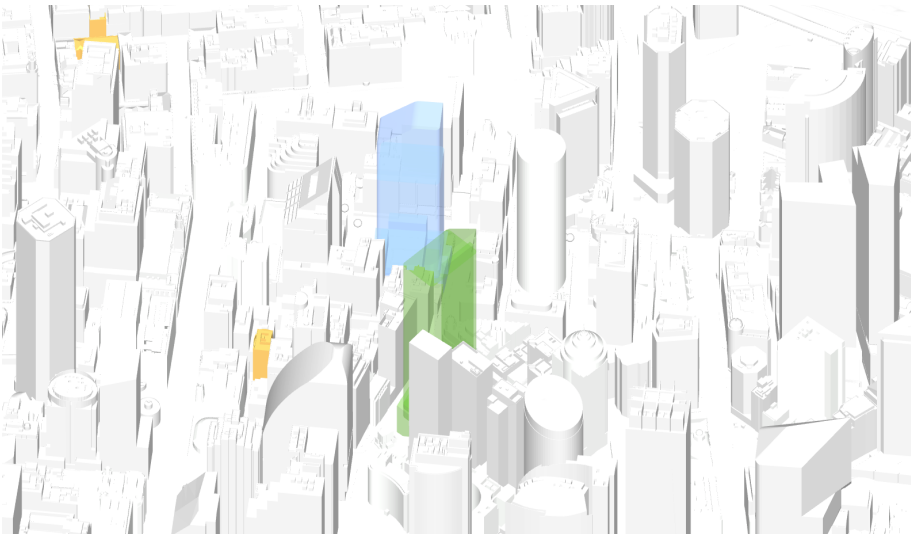
120. 3pm AEST

- KEY
- Proposed Hunter Street East Envelope
  - SSDA West Envelope

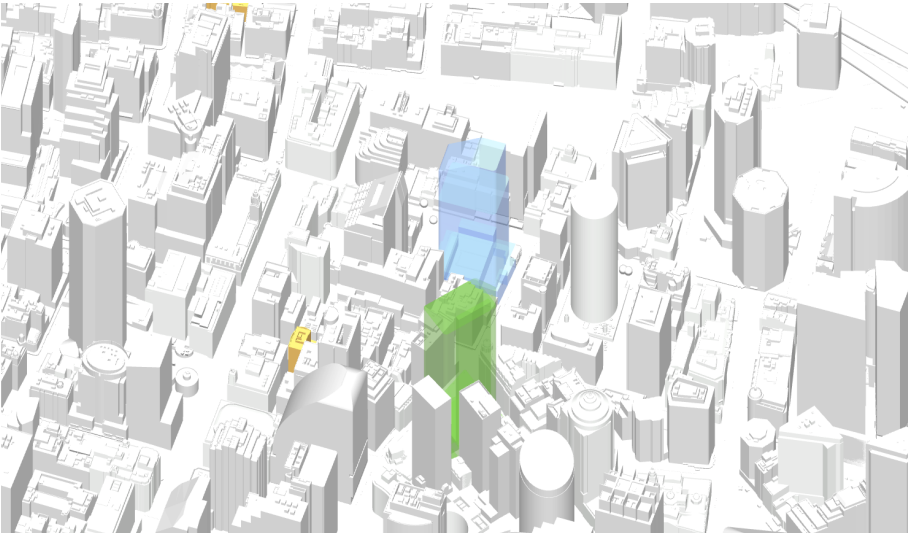
Summer Solstice -21 December  
 Between 9am and 3pm  
 1 hour Intervals



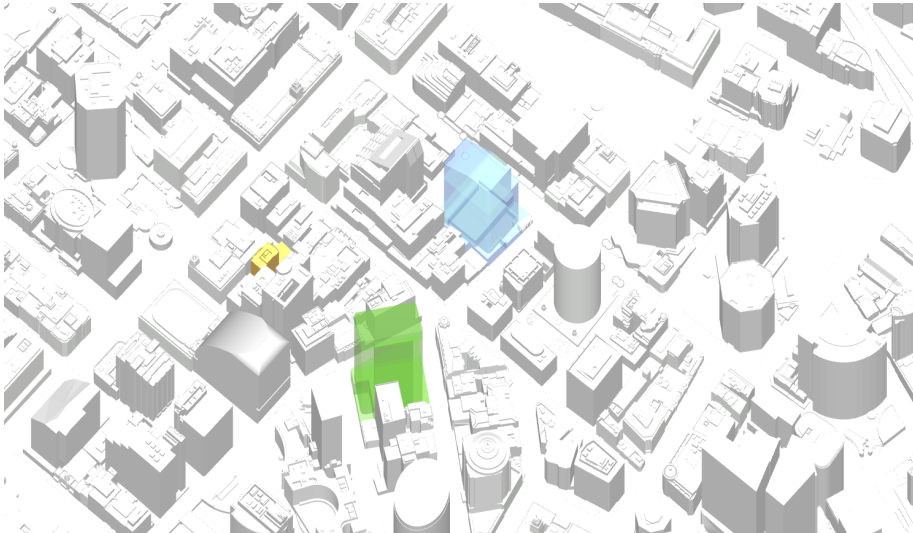
121. 9am AEDT ( 8am AEST)



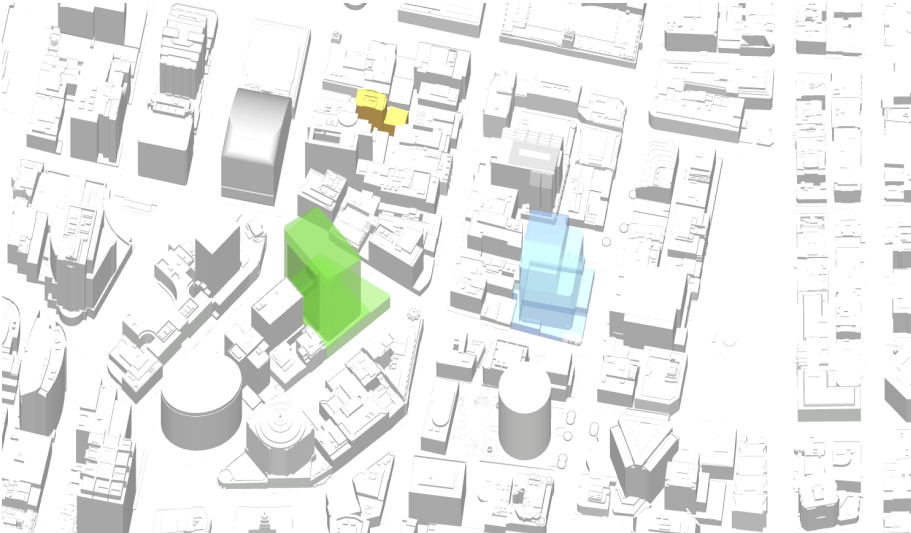
122. 10am AEDT ( 9am AEST)



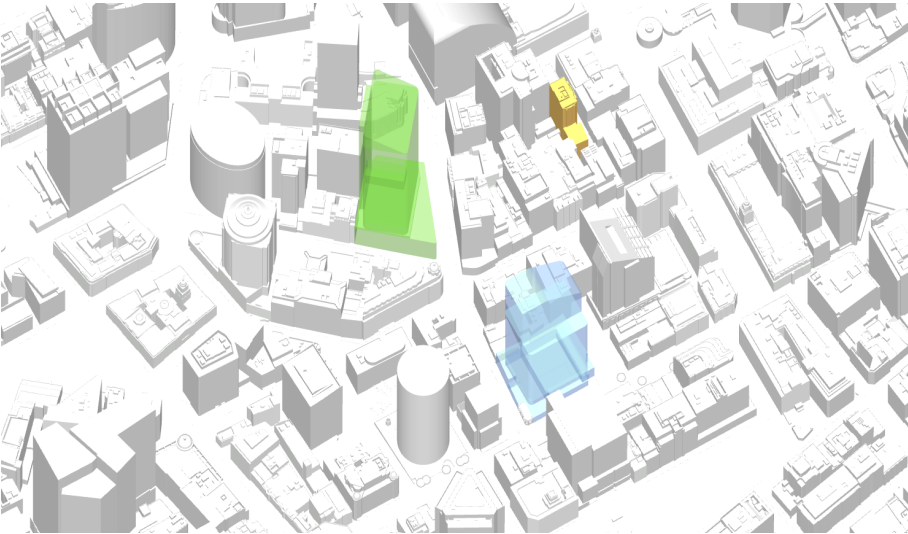
123. 11am AEDT ( 10am AEST)



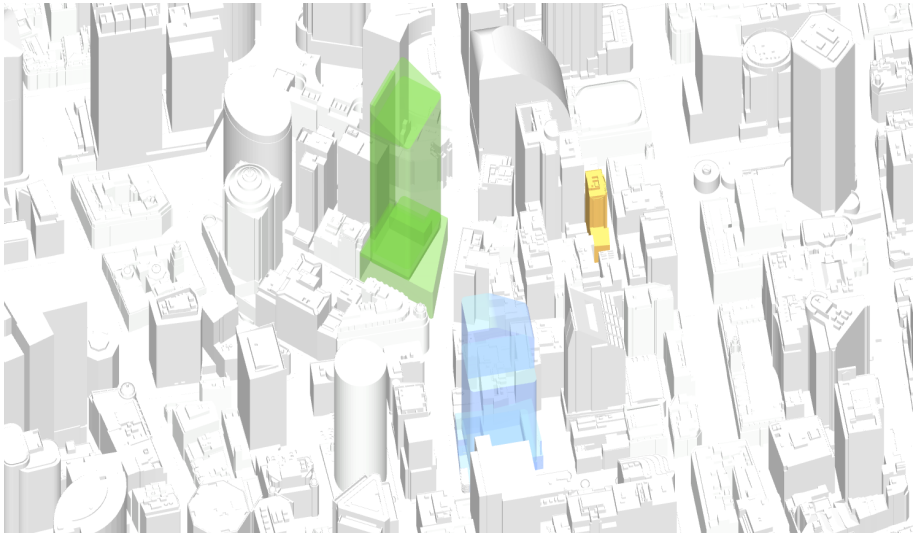
124. 12pm AEDT ( 11am AEST)



125. 1pm AEDT ( 12pm AEST)



126. 2pm AEDT ( 1pm AEST)



127. 3pm AEDT ( 2pm AEST)

KEY

Proposed Hunter Street East Envelope

SSDA 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 East

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.

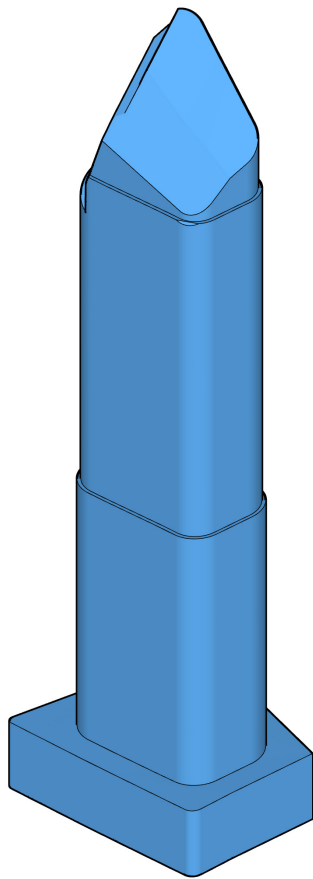
A 1m sampling grid is proposed up to an extent of 75m from the eastern development site, and up to an extent of 100m from the western development site.

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.

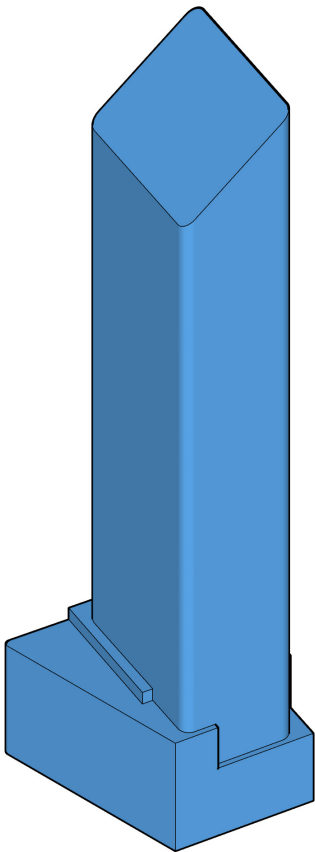
Measures of daylight levels are established for a envelope. These are expressed as a percentage and represent the average ratio of visible sky across the area.

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

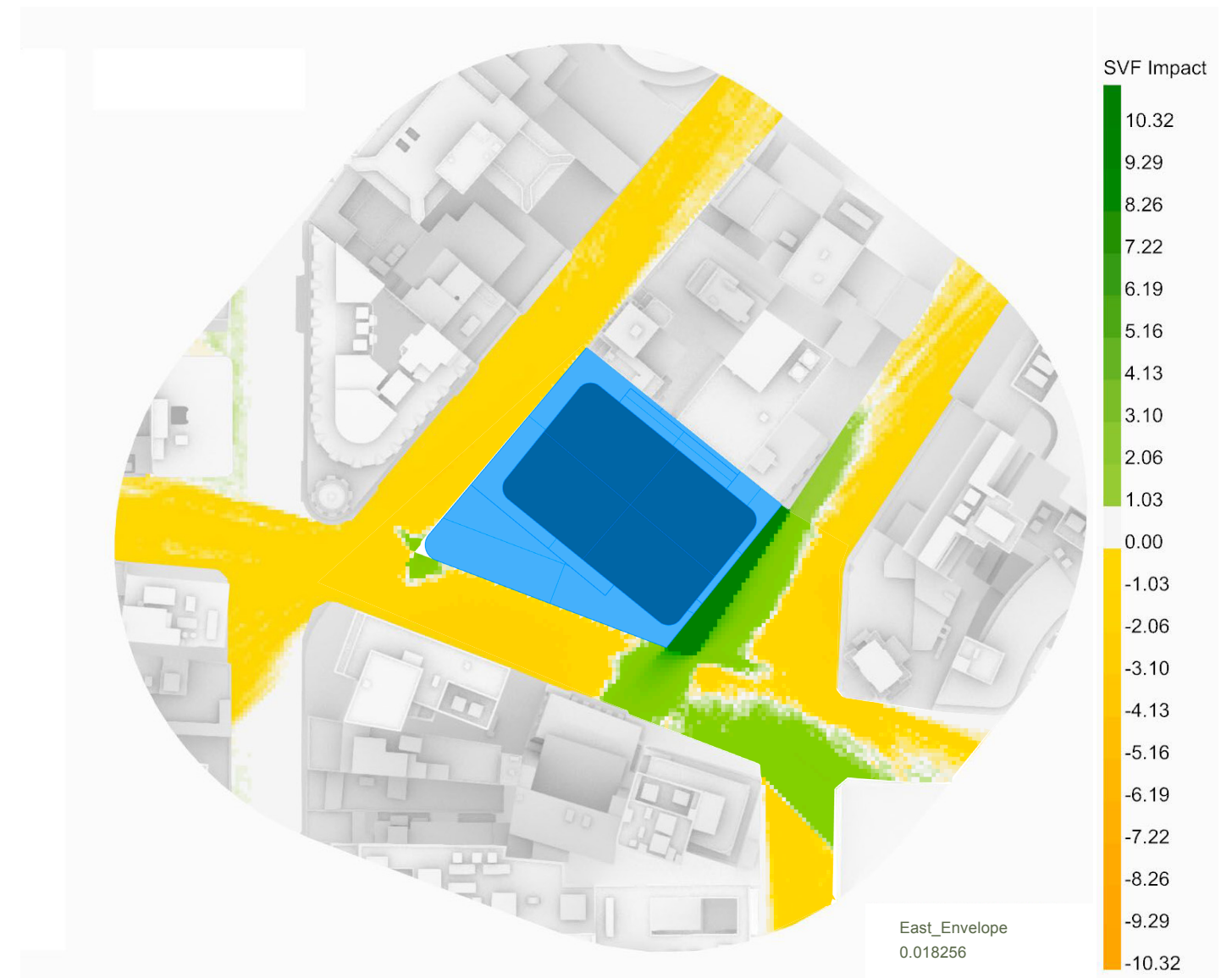
The intent of the study is for the proposed envelope average daylight percentage (Sky View Factor) compared to the base case Sky view Factor, to be a positive number.



128. Base Case Massing - 11.86749 (Schedule 12, Sydney DCP)



129. Proposed Envelope - 11.884798 (Varied setbacks)



130. Sky View Factor Analysis Plan

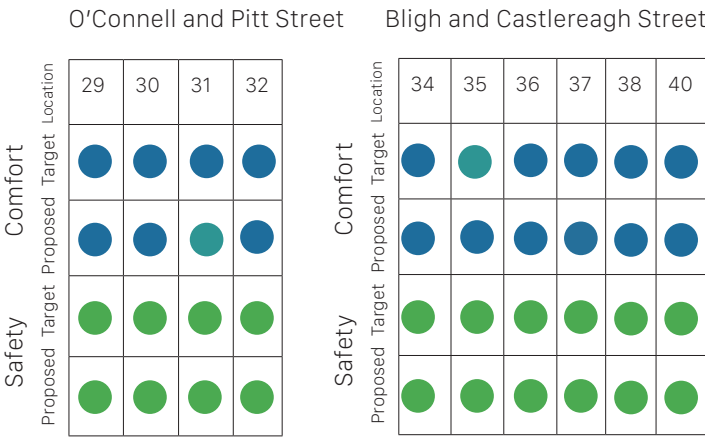
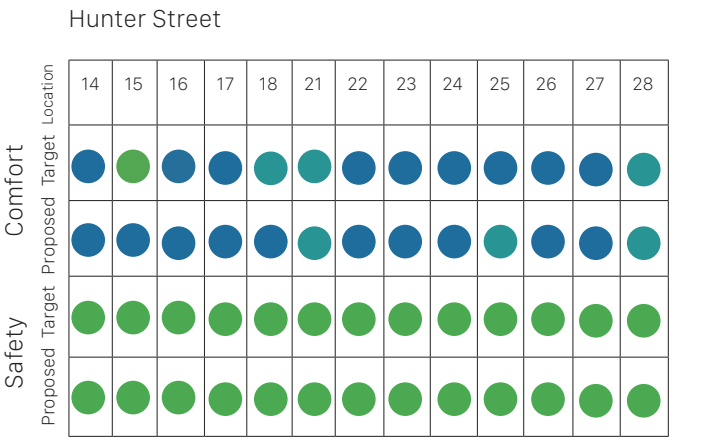
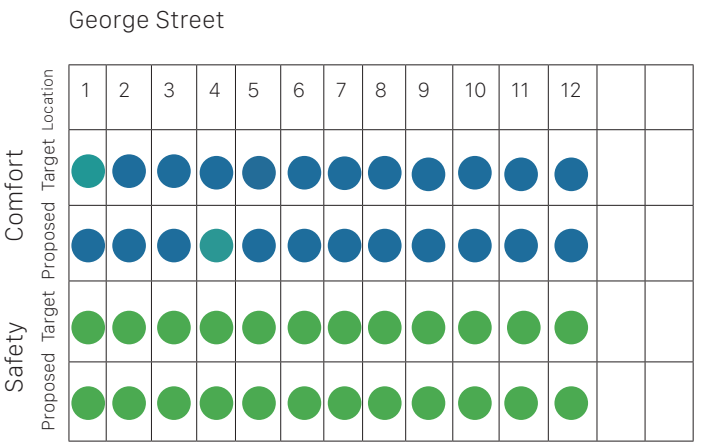
Skyview analysis has been completed for the Schedule 12 Base Case Massing and proposed envelope. There is an increase of 0.018256 of Visible Sky.



# 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 two sites 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.

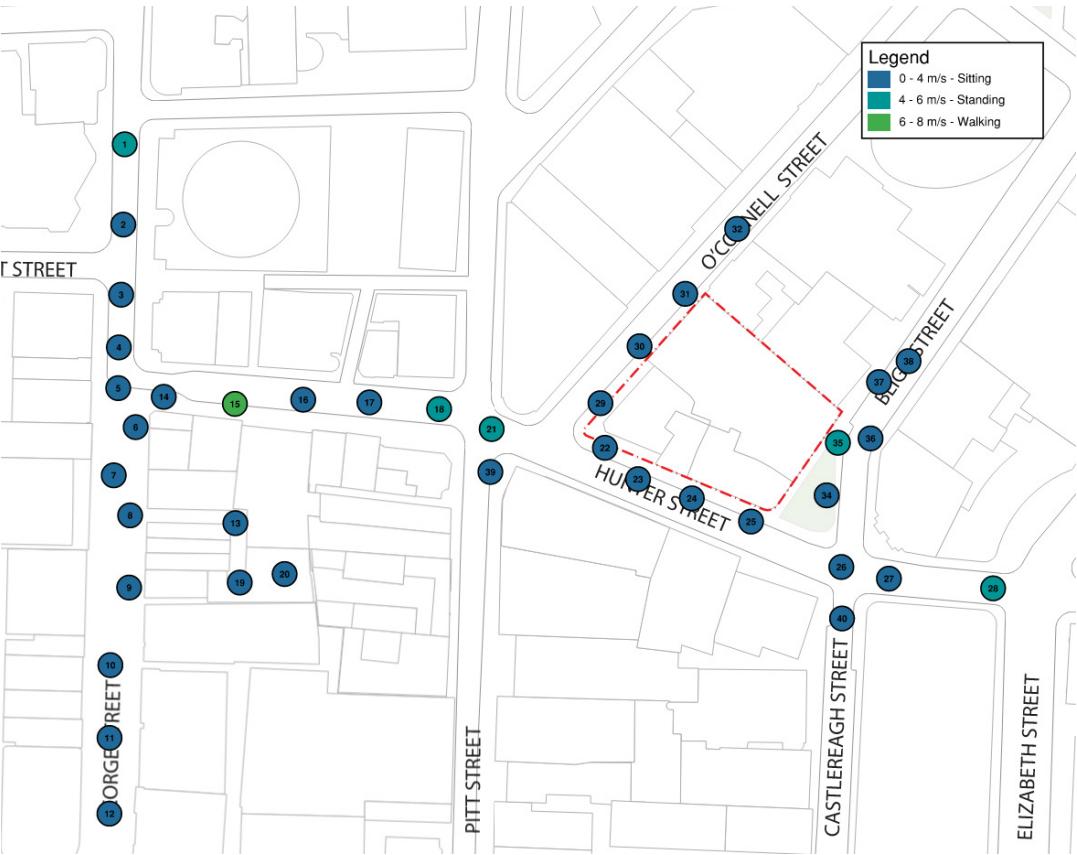


NOTE: Please refer to page 56 for the Key.

KEY

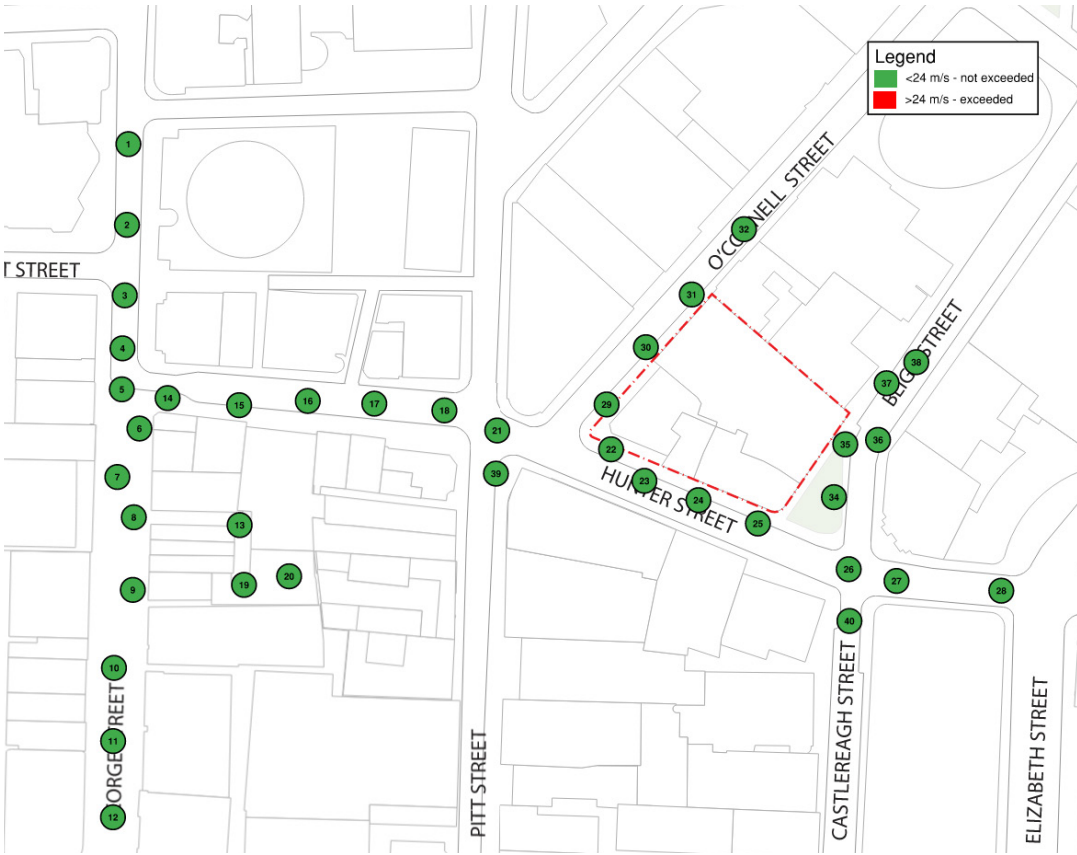
SSDA East Site

Pedestrian Comfort

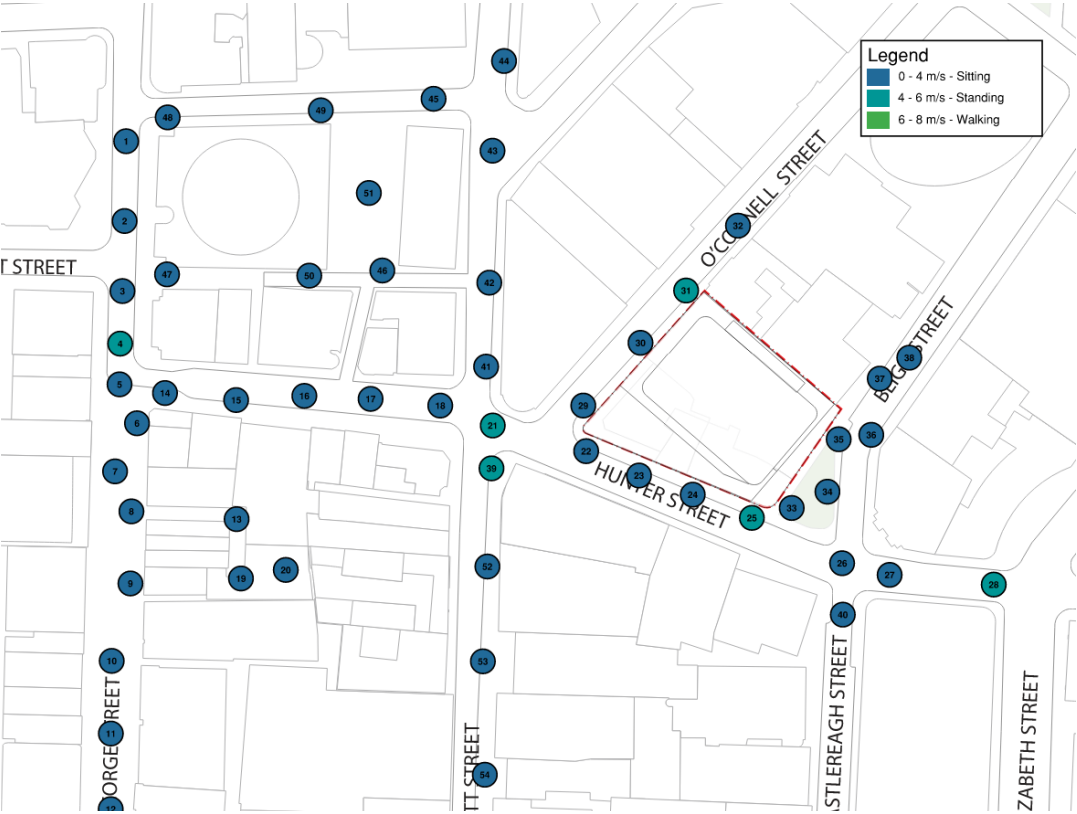


131. Irwin Sensor Comfort Results for Basecase Scenario (Source: Sydney Metro Wes Pedestrian Wind Assessment)

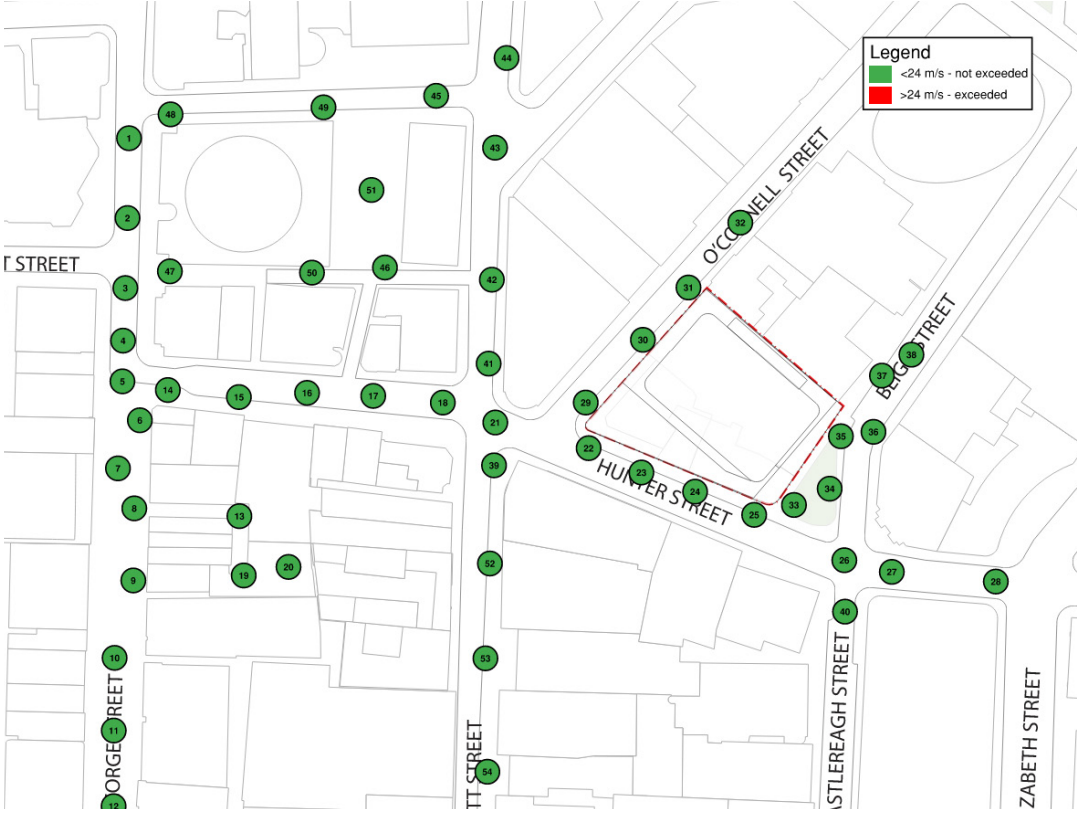
Pedestrian Safety



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



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



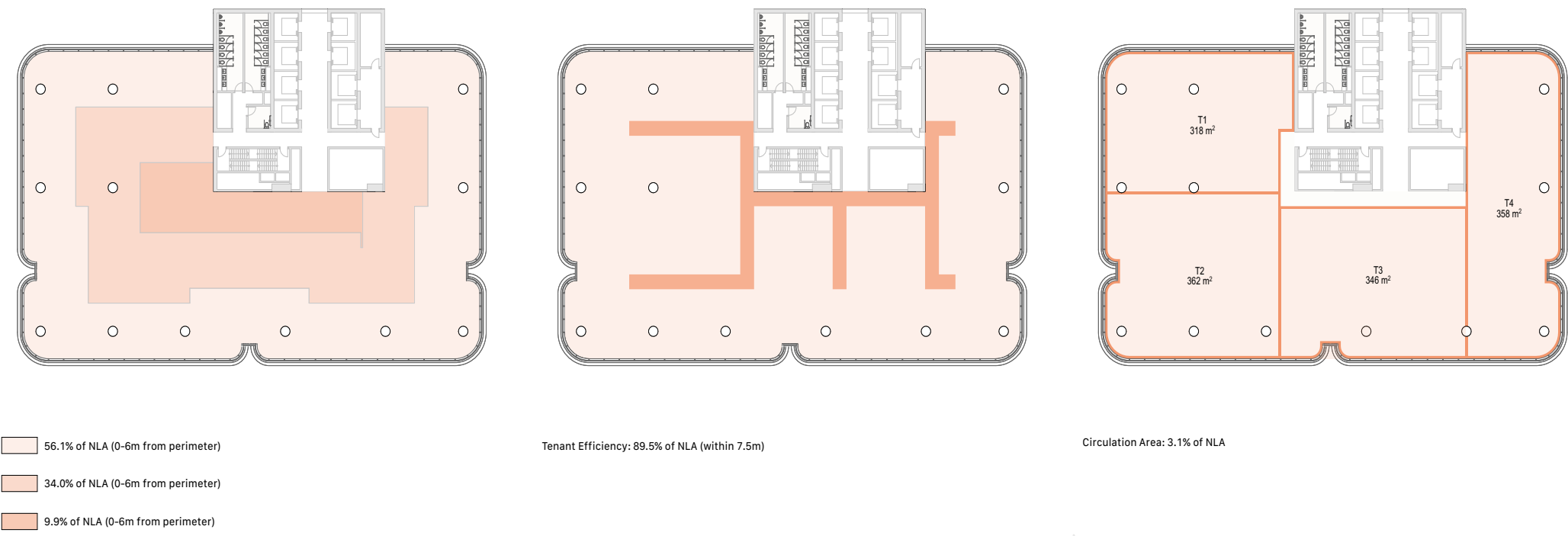
134. Irwin Sensor Safety Results for Proposed Development (Source: Sydney Metro Wes Pedestrian Wind Assessment)



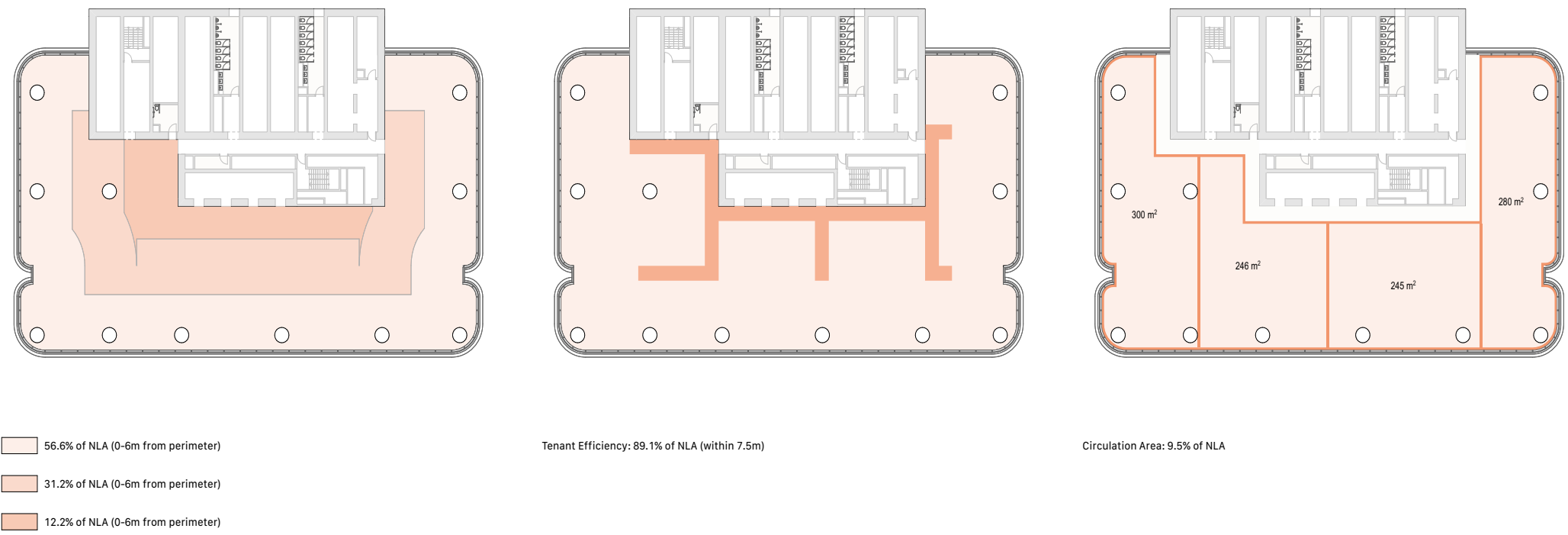
# Floor Plate Analysis

## Hunter Street East

**Sky-rise**  
GBA : 1850m2  
GFA :1659m2



**Low-rise**  
GBA : 1824m2  
GFA : 1369m2

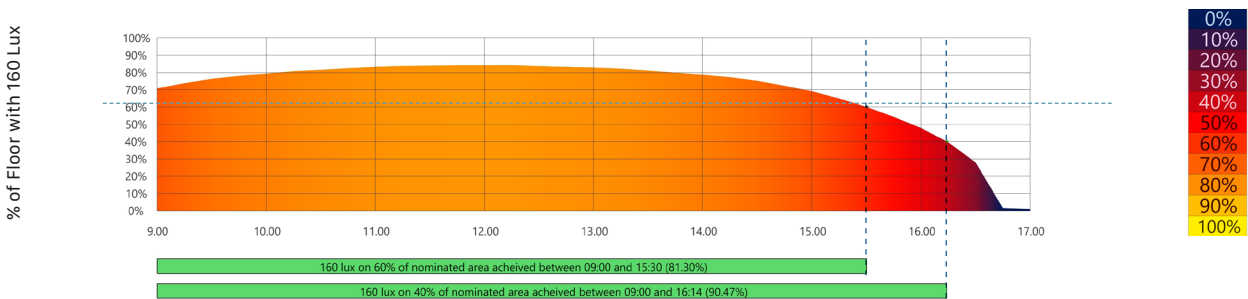


# Work Quality Assessment

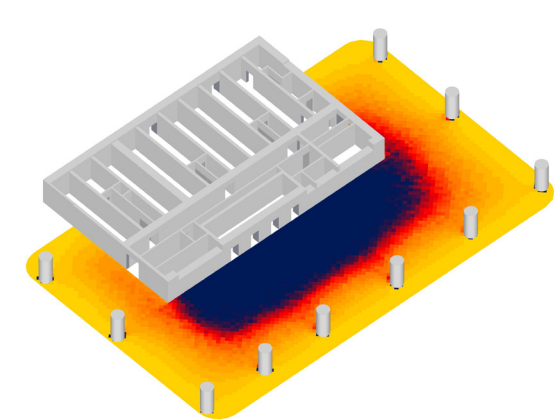
## Hunter Street East

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)

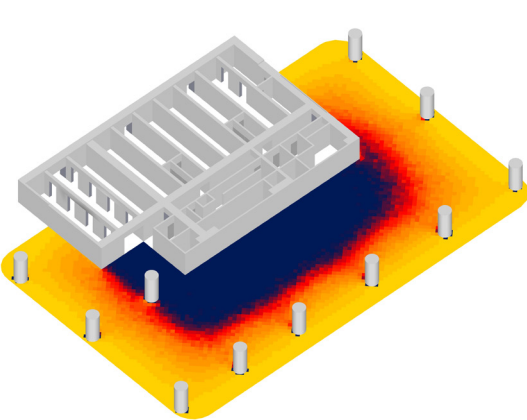
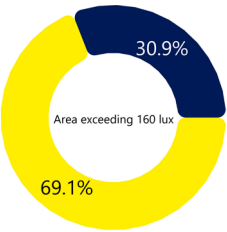
- Up to 2 points are available where a percentage of the nominated area receives high levels of daylight:
- For 40% of the nominated area – 1 point;
  - For 60% of the nominated area – 2 points.



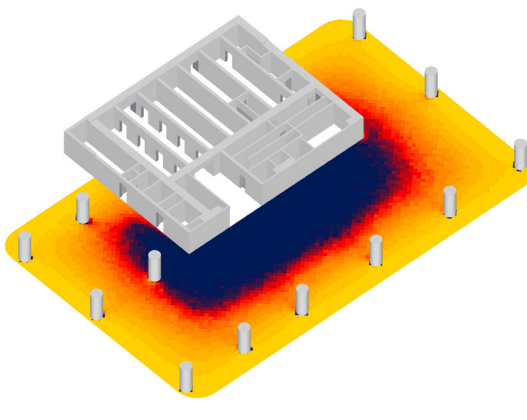
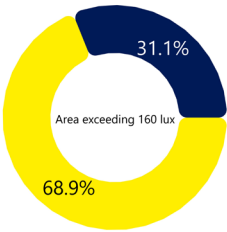
Daylight Hours



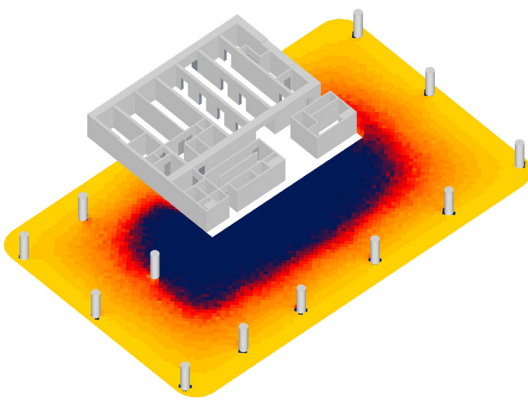
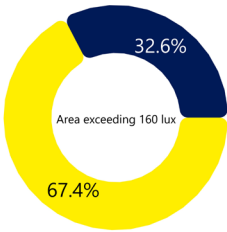
Low Rise



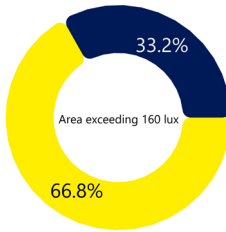
Mid Rise



High Rise



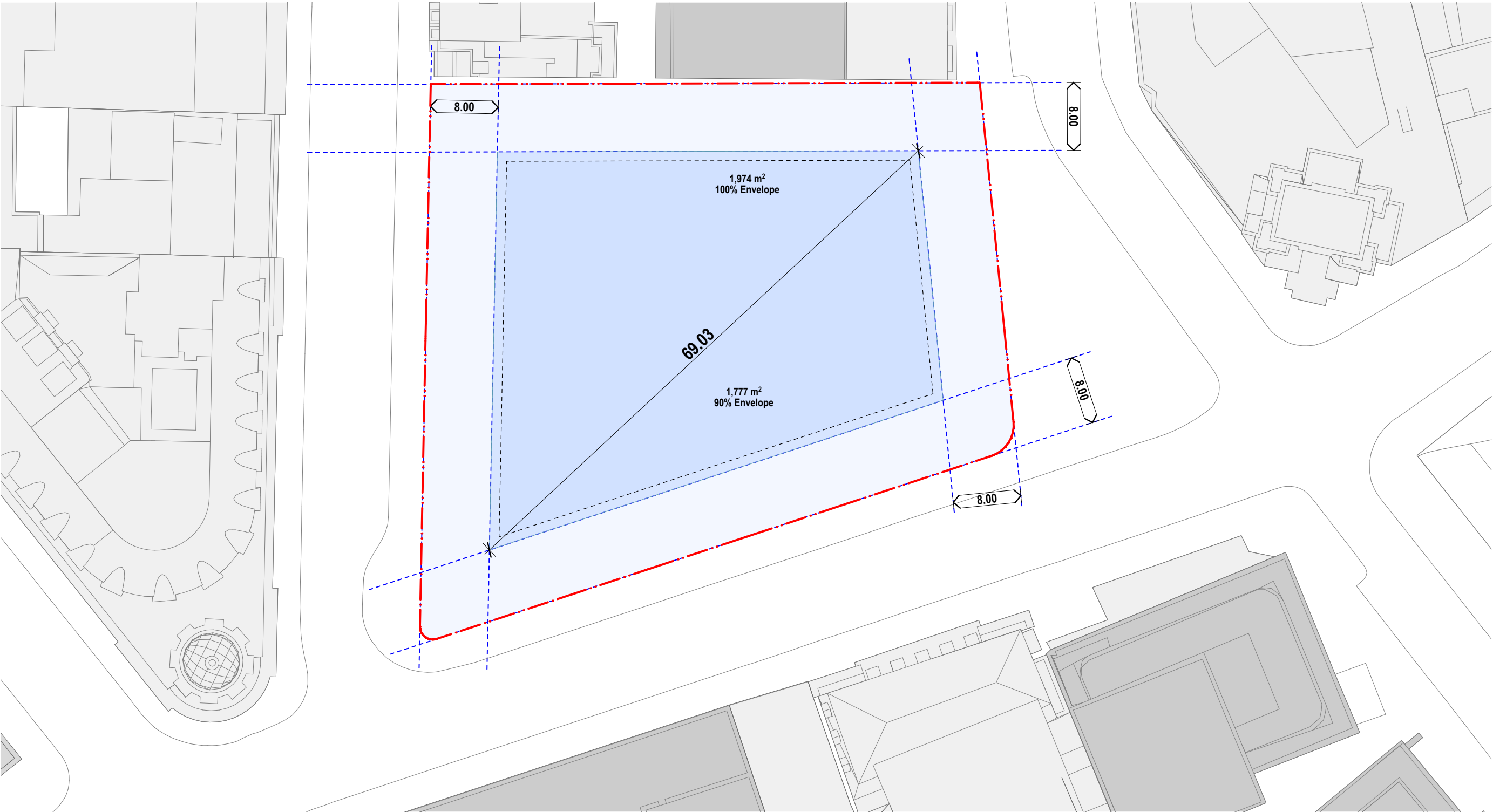
Sky Rise





# Default DCP Setbacks

Hunter Street East



135. Default DCP Setbacks Diagram





# Area Schedules

## Hunter Street East

Articulation	
Envelope to GBA (Articulation)	15%

### Efficiency Based GBA

	RL	Floors	Height	Envelope Outline	GBA
Top RL	269.10		257.70		
level 56 Mez	252.50	16.60	241.10	1000	850
level 56	248.50	4.00	237.10	1469	1249
level 55	244.70	3.80	233.30	1719	1461
level 54	240.90	3.80	229.50	2126	1807
level 53	237.10	3.80	225.70	2126	1807
level 52	233.30	3.80	221.90	2126	1807
level 51	229.50	3.80	218.10	2126	1807
level 50	225.70	3.80	214.30	2126	1807
level 49	221.90	3.80	210.50	2126	1807
level 48	218.10	3.80	206.70	2126	1807
level 47	214.30	3.80	202.90	2126	1807
level 46	210.50	3.80	199.10	2126	1807
level 45	206.70	3.80	195.30	2126	1807
level 44	202.90	3.80	191.50	2126	1807
level 43	199.10	3.80	187.70	2126	1807
level 42	195.30	3.80	183.90	2126	1807
level 41	191.50	3.80	180.10	2126	1807
level 40	187.70	3.80	176.30	2126	1807
level 39	183.90	3.80	172.50	2126	1807
level 38	180.10	3.80	168.70	2126	1807
level 37	176.30	3.80	164.90	2126	1807
level 36	172.50	3.80	161.10	2126	1807
level 35	168.70	3.80	157.30	2126	1807
level 34	164.90	3.80	153.50	2126	1807
level 33	161.10	3.80	149.70	2126	1807
level 32	157.30	3.80	145.90	2126	1807
level 31	150.90	6.40	139.50	2126	1807
level 30	147.10	3.80	135.70	2126	1807
level 29	143.30	3.80	131.90	2126	1807
level 28	139.50	3.80	128.10	2126	1807
level 27	135.70	3.80	124.30	2126	1807
level 26	131.90	3.80	120.50	2126	1807
level 25	128.10	3.80	116.70	2126	1807
level 24	124.30	3.80	112.90	2126	1807
level 23	120.50	3.80	109.10	2126	1807
level 22	116.70	3.80	105.30	2126	1807
level 21	112.90	3.80	101.50	2126	1807
level 20	109.10	3.80	97.70	2126	1807
level 19	105.30	3.80	93.90	2126	1807
level 18	101.50	3.80	90.10	2126	1807
level 17	97.70	3.80	86.30	2126	1807
level 16	93.90	3.80	82.50	2126	1807
level 15	90.10	3.80	78.70	2126	1807
level 14	86.30	3.80	74.90	2126	1807
level 13	82.50	3.80	71.10	2126	1807
level 12	78.70	3.80	67.30	2126	1807
level 11	74.90	3.80	63.50	2126	1807
level 10	71.10	3.80	59.70	2126	1807
level 9	67.30	3.80	55.90	2126	1807
level 8	63.50	3.80	52.10	2126	1807
level 7	59.70	3.80	48.30	2126	1807
level 6	55.90	3.80	44.50	2126	1807
Total Tower				108,362	92,108

### Reference Design

	RL	Floors	Height	Envelope Outline	Articulation	GBA	GFA	Efficiency
Top RL	269.10		257.70					
level 56 Mez	252.50	16.60	241.10	1000	35%	650		
level 56	248.50	4.00	237.10	1469	37%	920		
level 55	244.70	3.80	233.30	1719	24%	1310	1074	82%
level 54	240.90	3.80	229.50	2126	38%	1310	1074	82%
level 53	237.10	3.80	225.70	2126	13%	1850	1659	90%
level 52	233.30	3.80	221.90	2126	13%	1850	1659	90%
level 51	229.50	3.80	218.10	2126	13%	1850	1659	90%
level 50	225.70	3.80	214.30	2126	13%	1850	1659	90%
level 49	221.90	3.80	210.50	2126	13%	1850	1659	90%
level 48	218.10	3.80	206.70	2126	13%	1850	1659	90%
level 47	214.30	3.80	202.90	2126	13%	1850	1659	90%
level 46	210.50	3.80	199.10	2126	13%	1850	1659	90%
level 45	206.70	3.80	195.30	2126	13%	1850	1659	90%
level 44	202.90	3.80	191.50	2126	13%	1860	1561	84%
level 43	199.10	3.80	187.70	2126	13%	1860	1561	84%
level 42	195.30	3.80	183.90	2126	13%	1860	1561	84%
level 41	191.50	3.80	180.10	2126	13%	1860	1561	84%
level 40	187.70	3.80	176.30	2126	13%	1860	1561	84%
level 39	183.90	3.80	172.50	2126	13%	1860	1561	84%
level 38	180.10	3.80	168.70	2126	13%	1860	1561	84%
level 37	176.30	3.80	164.90	2126	13%	1860	1561	84%
level 36	172.50	3.80	161.10	2126	13%	1860	1561	84%
level 35	168.70	3.80	157.30	2126	13%	1860	1561	84%
level 34	164.90	3.80	153.50	2126	13%	1860	1561	84%
level 33	161.10	3.80	149.70	2126	13%	1860	1561	84%
level 32	157.30	3.80	145.90	2126	13%	1860	1561	84%
level 31	150.90	6.40	139.50	2126	29%	1500		
level 30	147.10	3.80	135.70	2126	14%	1824	1409	77%
level 29	143.30	3.80	131.90	2126	14%	1824	1409	77%
level 28	139.50	3.80	128.10	2126	14%	1824	1409	77%
level 27	135.70	3.80	124.30	2126	14%	1824	1409	77%
level 26	131.90	3.80	120.50	2126	14%	1824	1409	77%
level 25	128.10	3.80	116.70	2126	14%	1824	1409	77%
level 24	124.30	3.80	112.90	2126	14%	1824	1409	77%
level 23	120.50	3.80	109.10	2126	14%	1824	1409	77%
level 22	116.70	3.80	105.30	2126	14%	1824	1409	77%
level 21	112.90	3.80	101.50	2126	14%	1824	1409	77%
level 20	109.10	3.80	97.70	2126	14%	1824	1409	77%
level 19	105.30	3.80	93.90	2126	14%	1824	1409	77%
level 18	101.50	3.80	90.10	2126	14%	1824	1409	77%
level 17	97.70	3.80	86.30	2126	14%	1824	1409	77%
level 16	93.90	3.80	82.50	2126	14%	1824	1409	77%
level 15	90.10	3.80	78.70	2126	14%	1824	1409	77%
level 14	86.30	3.80	74.90	2126	14%	1824	1369	75%
level 13	82.50	3.80	71.10	2126	14%	1824	1369	75%
level 12	78.70	3.80	67.30	2126	14%	1824	1369	75%
level 11	74.90	3.80	63.50	2126	14%	1824	1369	75%
level 10	71.10	3.80	59.70	2126	14%	1824	1369	75%
level 9	67.30	3.80	55.90	2126	14%	1824	1369	75%
level 8	63.50	3.80	52.10	2126	14%	1824	1369	75%
level 7	59.70	3.80	48.30	2126	14%	1824	1369	75%
level 6	55.90	3.80	44.50	2126	14%	1824	1369	75%
Total Tower					15%	92,120	72,237	78.4%

#### Reference Design

Site Area		3,694 m2	
Tower - Reference Design		GFA	FRS
GFA		72,237 m2	19.56 :1
Podium			
GFA - Commercial		9,532 m2	2.58 :1
GFA - Retail		1,454 m2	0.39 :1
GFA - Station		1,019 m2	0.28 :1
Podium Total		12,005 m2	3.25 :1
Total		84,242 m2	22.80 :1

	RL	Floors	Height	Envelope Outline
level 5 - ISD	49.9	6	38.5	2601
level 4 - Station	43.9	6	32.5	3357
level 3	40.1	3.8	28.7	3357
level 2	36.3	3.8	24.9	3357
level 1 - Mez	32.4	3.9	21	3477
level 1	28.8	3.6	17.4	3477
Bligh St - Mez	23.8	5	12.4	3477
GL - Bligh St	18.3	5.5	6.9	3477
O'connell St - Mez	15.35	2.95	3.95	3694
O'connell St	11.4	3.95	0	3694

Total Podium 33,968

Total Envelope 142,330

	RL	Floors	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
level 5 - ISD	49.9	6	38.5	2601	15		2276				310				
level 4 - Station	43.9	6	32.5	3357	1836		1242				279				
level 3	40.1	3.8	28.7	3357	307		2781				269	2244			
level 2	36.3	3.8	24.9	3357	292		2792				273	2185			
level 1 - Mez	32.4	3.9	21	3477	321		795	1603			351		1603		
level 1	28.8	3.6	17.4	3477	178		2660			407	347				
Bligh St - Mez	23.8	5	12.4	3477	488		1157	978		292	457	2024			
GL - Bligh St	18.3	5.5	6.9	3477	764	45	1674		735		397		730	122	
O'connell St - Mez	15.35	2.95	3.95	3694	212		343	605	941	1262	331	205		1033	449
O'connell St	11.4	3.95	0	3694	1045		2107		343		199			299	570
Basement 1	8.2	3.2					278								

Total Podium 33,968

Total Envelope 142,330

Total GBA 5,458

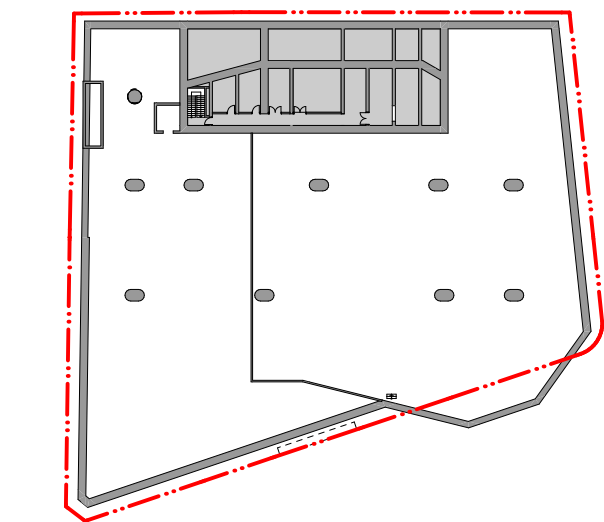
Total GBA 118,914

Total GFA 6,658

Total GFA 84,242

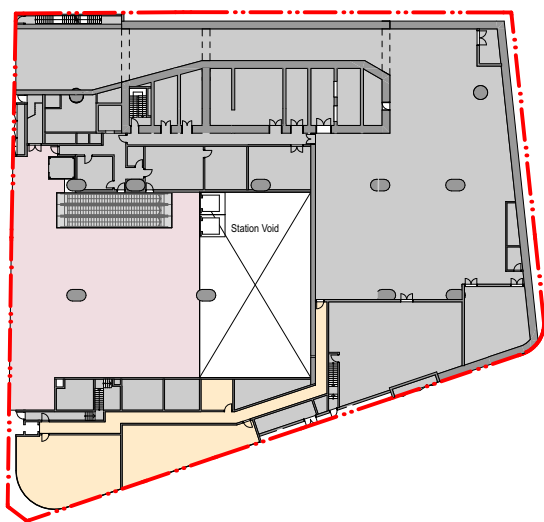
# GFA Diagrams

Hunter Street East - the potential OSD GFA is dependant on the resolution of the station design under the CSSI.

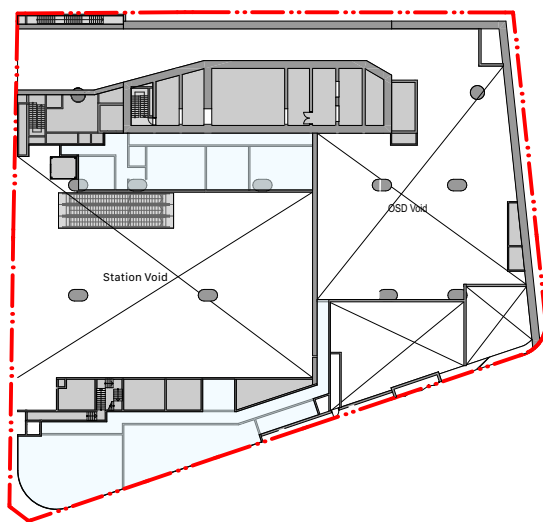


1 GFA Basement 1  
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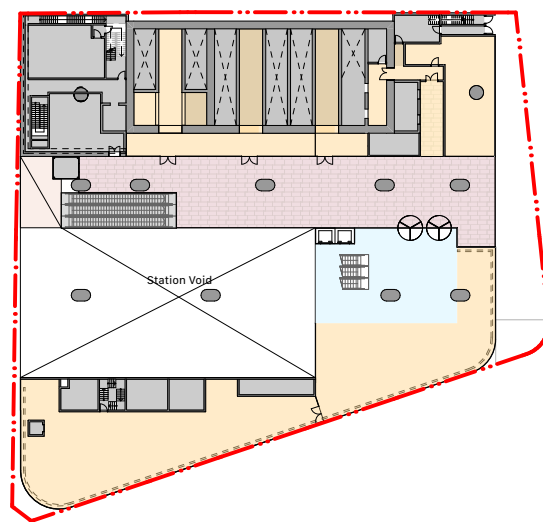
GFA: NIL



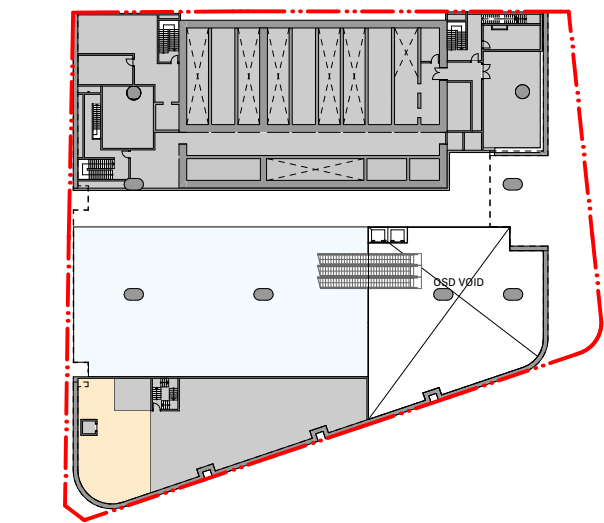
2 GFA Ground Floor - O'Connell St  
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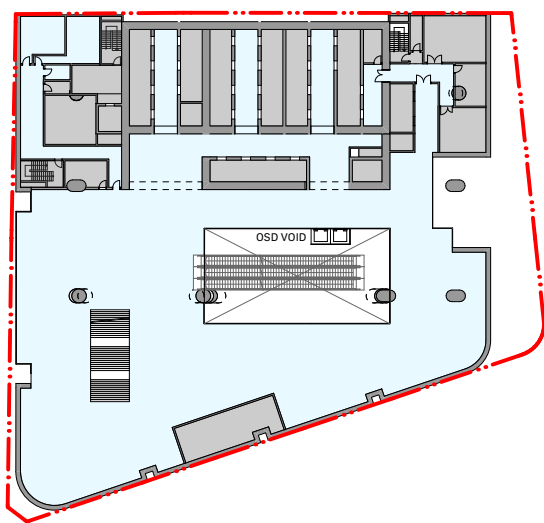
3 GFA Ground Floor - O'Connell St Mezzanine  
1:500



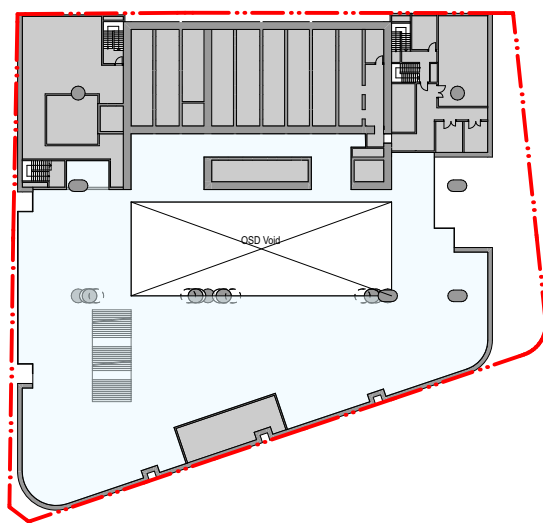
4 GFA Ground Floor - Bligh St  
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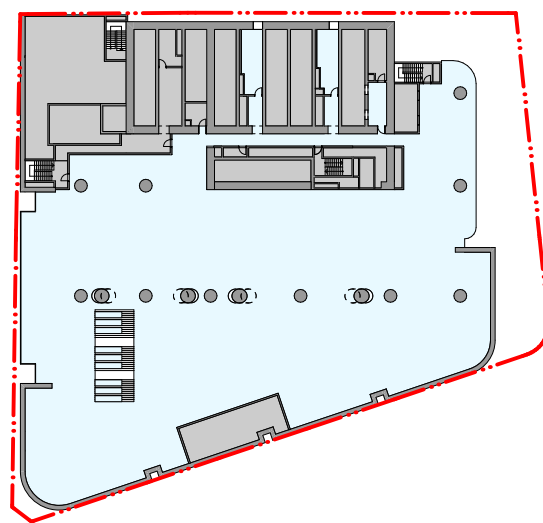
5 GFA Ground Floor - Bligh St Mezzanine  
1:500



6 GFA Level 1 Commercial lobby  
1:500

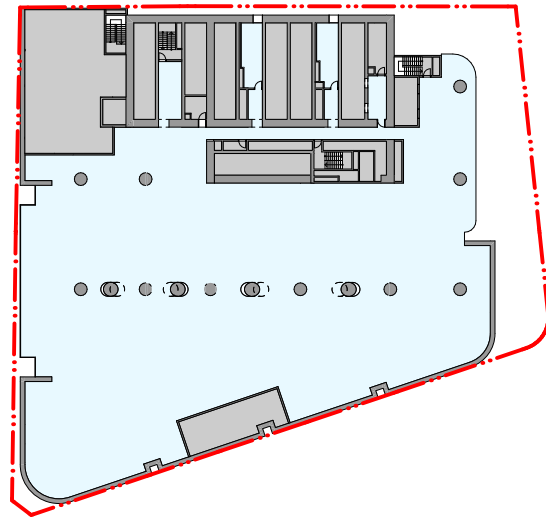


7 GFA Level 1 Commercial Lobby Mezzanine  
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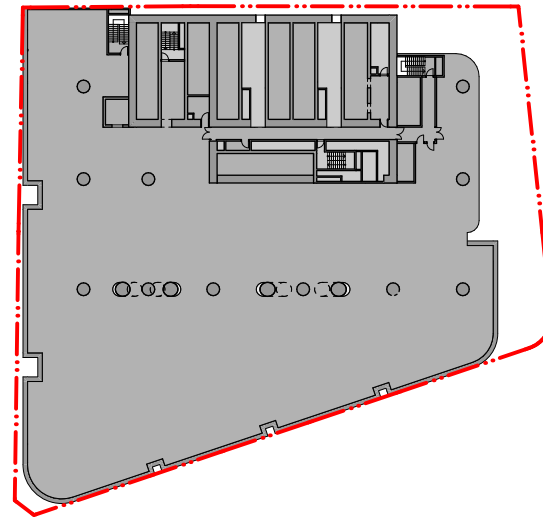


8 GFA Level 2 Commercial  
1:500



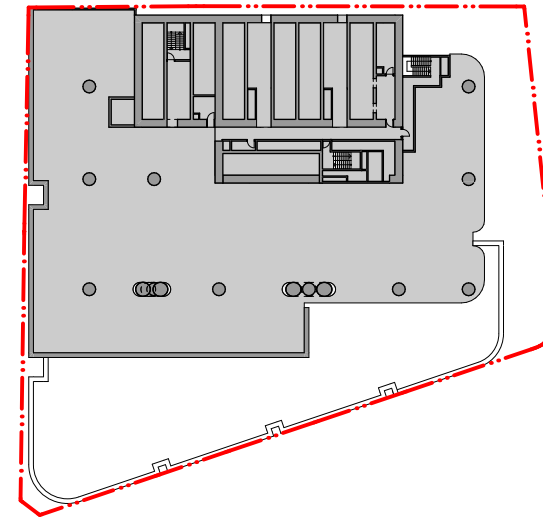


1 GFA Level 3 End of Trip  
1:500



2 GFA Level 4 Station Plant & OSD Plant  
1:500

GFA: NIL



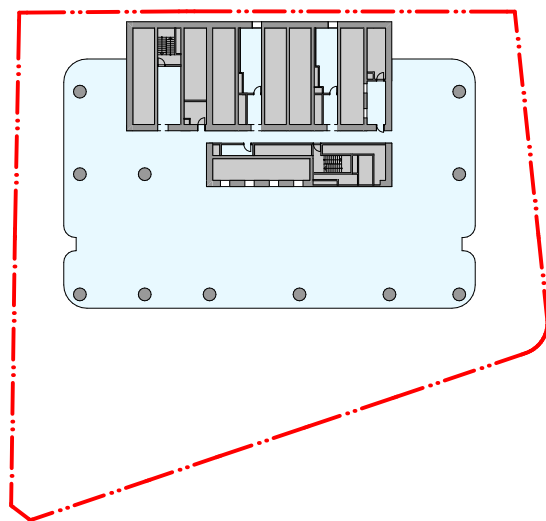
3 GFA Level 5 OSD Plant  
1:500

GFA: NIL

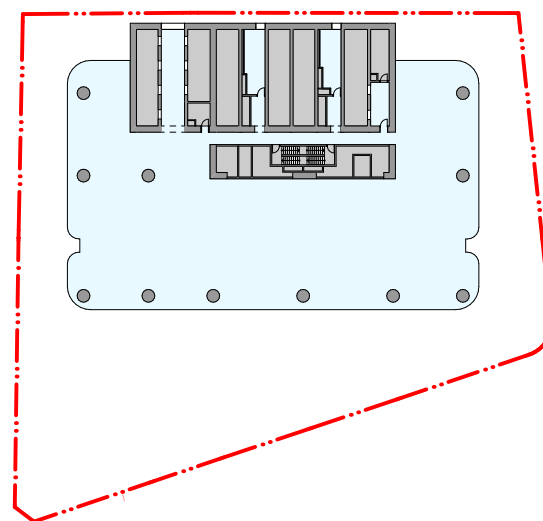
- KEY
- OSD GFA
  - Potential OSD GFA
  - Retail
  - Station
  - Potential Station GFA
  - Plant and Vertical Circulation
  - X

 Station Void
  - X

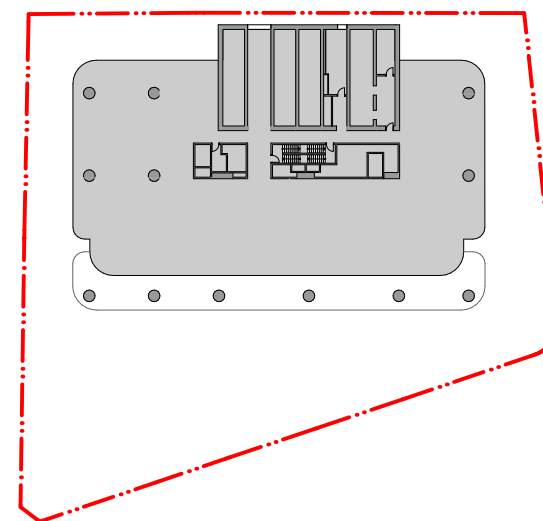
 OSD Void



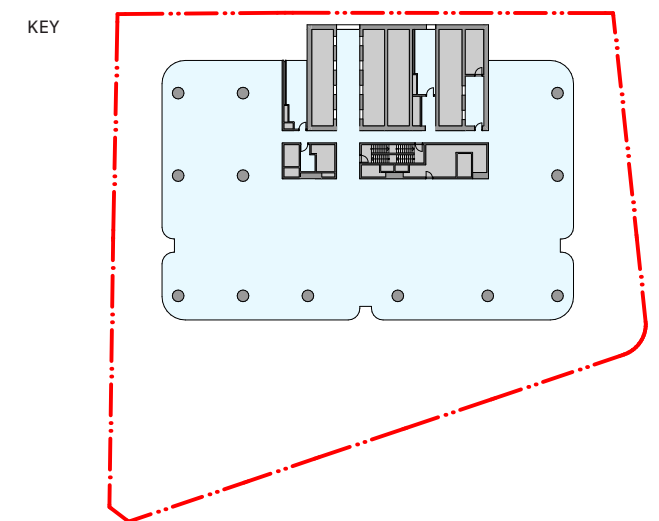
4 GFA Low Rise  
1:500



5 GFA Mid Rise  
1:500



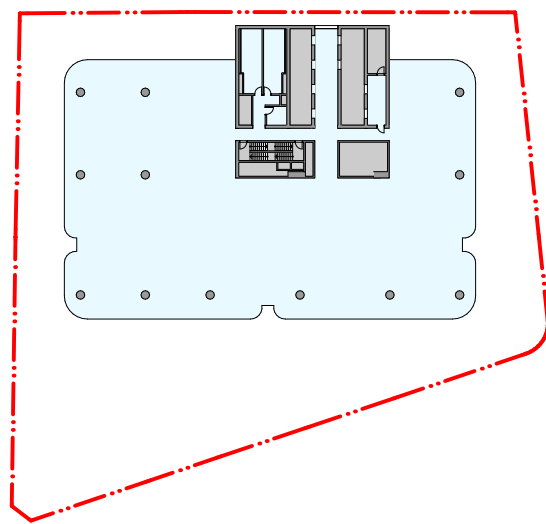
6 GFA Level 31 OSD Plant  
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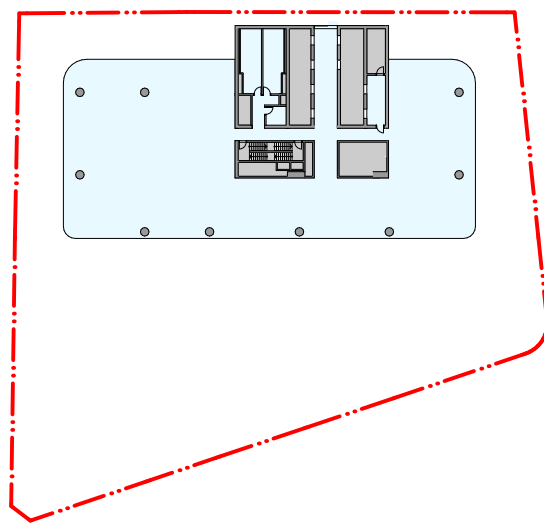
7 GFA High rise  
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KEY

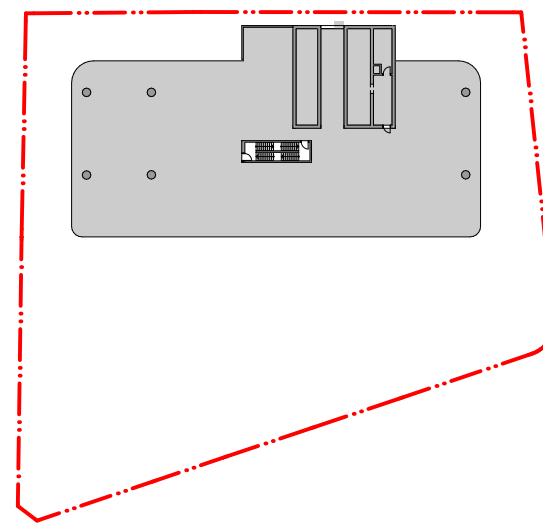
- OSD GFA
- Potential OSD GFA
- Retail
- Station
- Potential Station GFA
- Plant and Vertical Circulation
- Station Void
- OSD Void



1 GFA Sky Rise  
1:500



2 GFA Level 54 Recessed  
1:500



3 GFA Level 56- 56 Mez  
1:500

GFA: NIL











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