

# Chapter 10

Property and land use



# 10 Property and land use

This chapter provides an assessment of the potential impact on property and land use as a result of this proposal, and identifies mitigation measures to minimise these impacts.

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## 10.1 Overview

The proposal supports the implementation of State and local strategic land use policies for the Eastern Harbour City, including the *Eastern City District Plan* (Greater Sydney Commission, 2018) by supporting a stronger internationally competitive Sydney CBD and enhancing the intercity links with the Central River City of Greater Parramatta.

The design of the proposal has sought to avoid and/or minimise potential impacts on property and land use, including minimising the extent of construction sites and the need for private property acquisition. For example, The Bays tunnel launch and support site would be wholly located on existing government owned land, and both the Pyrmont Station and the Hunter Street Station (Sydney CBD) would be mined cavern style stations, which reduces the area required for surface construction work, and therefore the extent of land use impacts and property acquisition.

Property acquisitions are currently underway across all sites between Pyrmont and the Sydney CBD. Property acquisition is carried out in accordance with the *Land Acquisition (Just Terms Compensation) Act 1991* and the NSW Government's property acquisition process, which can be viewed online at [www.propertyacquisition.nsw.gov.au](http://www.propertyacquisition.nsw.gov.au). Construction for Pyrmont Station and Hunter Street Station (Sydney CBD) requires acquisition of thirteen commercial buildings across four construction sites.

## 10.2 Legislative and policy context

The Secretary's Environmental Assessment Requirements relating to property and land use, and where these requirements are addressed in this Environmental Impact Statement, are outlined in Appendix A.

The property and land use impact assessment has considered the relevant requirements and objectives in the following legislation and land use planning strategies:

- The *Environmental Planning and Assessment Act 1979*
- The *Land Acquisition (Just Terms Compensation) Act 1991*
- The *Transport Administration Act 1988*
- *The Greater Sydney Region Plan: A Metropolis of Three Cities* (Greater Sydney Commission, 2018)
- *Eastern City District Plan* (Greater Sydney Commission, 2018)
- *Bays West Draft Place Strategy* (NSW Department of Planning, Industry and Environment, 2021)
- *Our Place Inner West: Inner West Council Local Strategic Planning Statement* (Inner West Council, 2020)
- *The Pyrmont Peninsula Place Strategy* (NSW Department of Planning, Industry and Environment, 2020)
- *City Plan 2036 Local Strategic Planning Statement* (City of Sydney, 2020).

## 10.3 Assessment methodology

The assessment of land use and property involved:

- Describing the existing environment with reference to existing land uses and planning controls based on a review of aerial photography and land use zones specified in relevant local environmental plans
- Reviewing key strategy and policy documentation relevant to each construction site, in order to identify planned future land use priorities and developments
- Assessing the potential impacts of the proposal on property and land use in and around the construction sites, including:
  - Permanent property acquisition which may be required to be carried out
  - Temporary acquisition or leasing of property
  - Other infrastructure including for utilities and public transport
- Identifying mitigation measures to avoid or manage potential impacts.

## 10.4 Avoidance and minimisation of impacts

The design and development of this proposal has aimed to avoid or minimise potential property and land use impacts. This included:

- Minimising the extent of construction sites and the need for private property acquisition
- Where possible, using existing government owned land to avoid or reduce the need for private property acquisition. For example, The Bays tunnel launch and support site would be wholly located on existing government owned land
- Locating construction sites where permanent operational infrastructure would also be required, to minimise temporary leasing of property and residual land at the completion of construction
- Designing construction sites within existing cadastral boundaries where possible to minimise the need for partial property acquisitions
- Selecting a location for the station and tunnel alignment at Hunter Street Station (Sydney CBD) to enable future interchange with Wynyard Station and the Sydney Metro City & Southwest Martin Place metro station as well as to minimise the impact of station infrastructure on existing infrastructure and building foundations within this part of the CBD
- Use of a mined cavern design and construction method for the Pyrmont Station and the Hunter Street Station (Sydney CBD) to minimise commercial property acquisition.

Key design aspects that have avoided or minimised property and land use impacts are highlighted for each construction site in Sections 10.6 to 10.8.

## 10.5 Potential proposal wide impacts

The major civil construction work between The Bays and Sydney CBD would require the acquisition of property for construction sites proposed for tunnel and station excavation. Private properties directly affected by the proposal would be acquired as described in Sections 10.7 and 10.8.

In relation to this proposal, property acquisition is currently underway at all Pyrmont Station and Hunter Street Station (Sydney CBD) construction sites. Property acquisition is carried out in accordance with the *Land Acquisition (Just Terms Compensation) Act 1991* and the NSW Government's property acquisition process, which can be viewed online at [www.propertyacquisition.nsw.gov.au](http://www.propertyacquisition.nsw.gov.au). The Bays Station construction site is being established, including all required property acquisition, under the Sydney Metro West Concept and Stage 1 planning approval.

Sydney Metro has appointed personal managers and acquisition managers to work with affected property owners and tenants throughout the acquisition process. The business impacts and social impacts of relocation are discussed in Chapter 12 (Business impacts) and Chapter 13 (Social impacts).

Where the proposal requires the permanent use of NSW Government owned land (including Crown land) or council owned land, Sydney Metro would, where possible, enter into agreements with the relevant NSW Government departments or council regarding the permanent use of this land. This would include acquisition (including compulsory acquisition if required) or lease arrangements.

Construction of the proposal would result in a land use change from the current land use (such as commercial, retail or industrial) to a transport infrastructure construction site. At the completion of construction, the land would be used for purposes related to the operational transport infrastructure. Detailed proposals for other additional and subsequent stages of the Sydney Metro West Concept would be subject to separate future applications. There is also potential for integrated station development, which would be subject to separate future planning applications.

In most cases, the permanent operational footprint of the approved Sydney Metro West Concept would be located within the construction sites.

### 10.5.1 Potential underground land impacts

It would be necessary to acquire land below the surface of properties for the construction of the tunnels, adits, cross passages and station caverns (underground rail facilities). This is referred to as substratum acquisition. The power to compulsorily acquire the substratum land is provided by the *Transport Administration Act 1988*.

This substratum would be an acquisition envelope around the underground rail facilities to enable safe construction and long term protection of the tunnels, adits and station caverns and other underground rail facilities and an allowance for any rock anchors. Figure 10-1 illustrates an indicative example of the extent of the substratum to be acquired around the tunnels. The indicative depth of the tunnel alignment is shown in Figure 5-2. The process for substratum acquisition would be carried out in accordance with the *Land Acquisition (Just Terms Compensation) Act 1991*. Compensation is not payable for underground rail facilities except in specific, limited circumstances as provided in Schedule 6B of the *Transport Administration Act 1988*.

Impacts relating to construction related ground-borne noise, vibration and settlement (ground movement) are detailed within Chapter 7 (Noise and vibration), Chapter 8 (Non-Aboriginal heritage) and Chapter 14 (Groundwater and ground movement), respectively.

Sydney Metro has sought Interim Corridor Protection through provisions in the State Environmental Planning Policy (Infrastructure) 2007.

Future development applications that may be made within the approved corridor around the substratum acquisition would be referred to Sydney Metro for concurrence so that Sydney Metro West infrastructure is not impacted by future development activities. Sydney Metro has prepared Sydney Metro Underground Corridor Protection Technical Guideline - April 2021 to assist external developers in the planning, design, construction (including associated temporary works) and operation of proposed development near underground metro rail infrastructure.

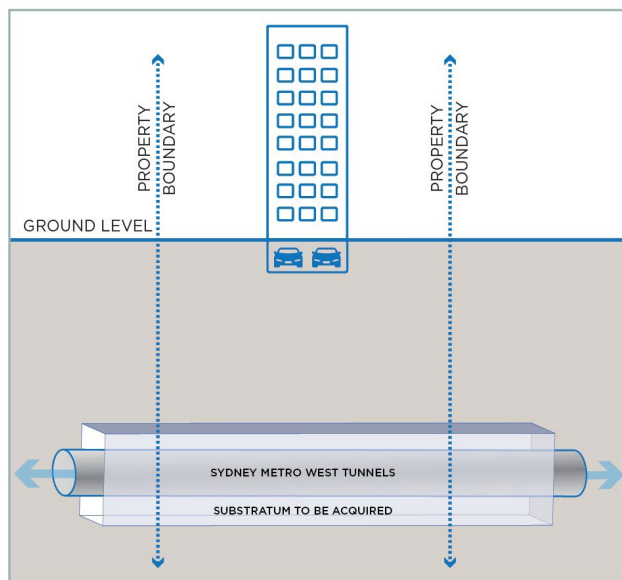


Figure 10-1 Indicative example of substratum acquisition

### 10.5.2 Potential power supply route impacts

Power supply for both The Bays tunnel launch and support site and the Hunter Street Station (Sydney CBD) construction sites would rely on existing utilities corridors. The power supply route for the Pyrmont Station construction sites would only require the use of public land (refer to Figure 5-18). No acquisition is required, and no direct property impacts are expected. Construction activities for the power supply route would generally include trenching within existing road reserves for a short period and would not result in any permanent change of land use.

## 10.6 The Bays tunnel launch and support site

The *Sydney Metro West Environmental Impact Statement - Westmead to The Bays and Sydney CBD* (Sydney Metro, 2020a) assessed the impacts of The Bays Station construction site to:

- Carry out the excavation of The Bays Station
- Launch and support two tunnel boring machines for the drive west to the Sydney Olympic Park metro station construction site.

The Bays Station construction site is being established under the Sydney Metro West Concept and Stage 1 planning approval.

The Bays tunnel launch and support site in this proposal would be located within a part of The Bays Station construction site. The impacts of the proposed use of The Bays tunnel launch and support site are assessed below.

### 10.6.1 Land use context

The Bays currently features a mix of maritime and port related employment uses around White Bay and Glebe Island ports. Key facilities within the White Bay and Glebe Island ports include the White Bay Cruise Terminal and the Glebe Island Silos, which are currently operated partly by Cement Australia and partly by Sugar Australia, as well as the disused White Bay Power Station. White Bay and Glebe Island also contain a number of multi-user berths for general port activities, including the import of bulk materials.

The Bays tunnel launch and support site would be located within the eastern and southern part of the approved The Bays Station construction site (refer to Figure 10-2). As such, the proposal would be on land which will already be a transport infrastructure construction site.

The existing land uses surrounding The Bays tunnel launch and support site include low and medium density residential areas in the suburbs of Rozelle and Balmain, an industrial precinct, maritime uses at Glebe Island and White Bay, road transport infrastructure and the White Bay Power Station.

Primary land uses within and surrounding the construction site are shown in Figure 10-2.

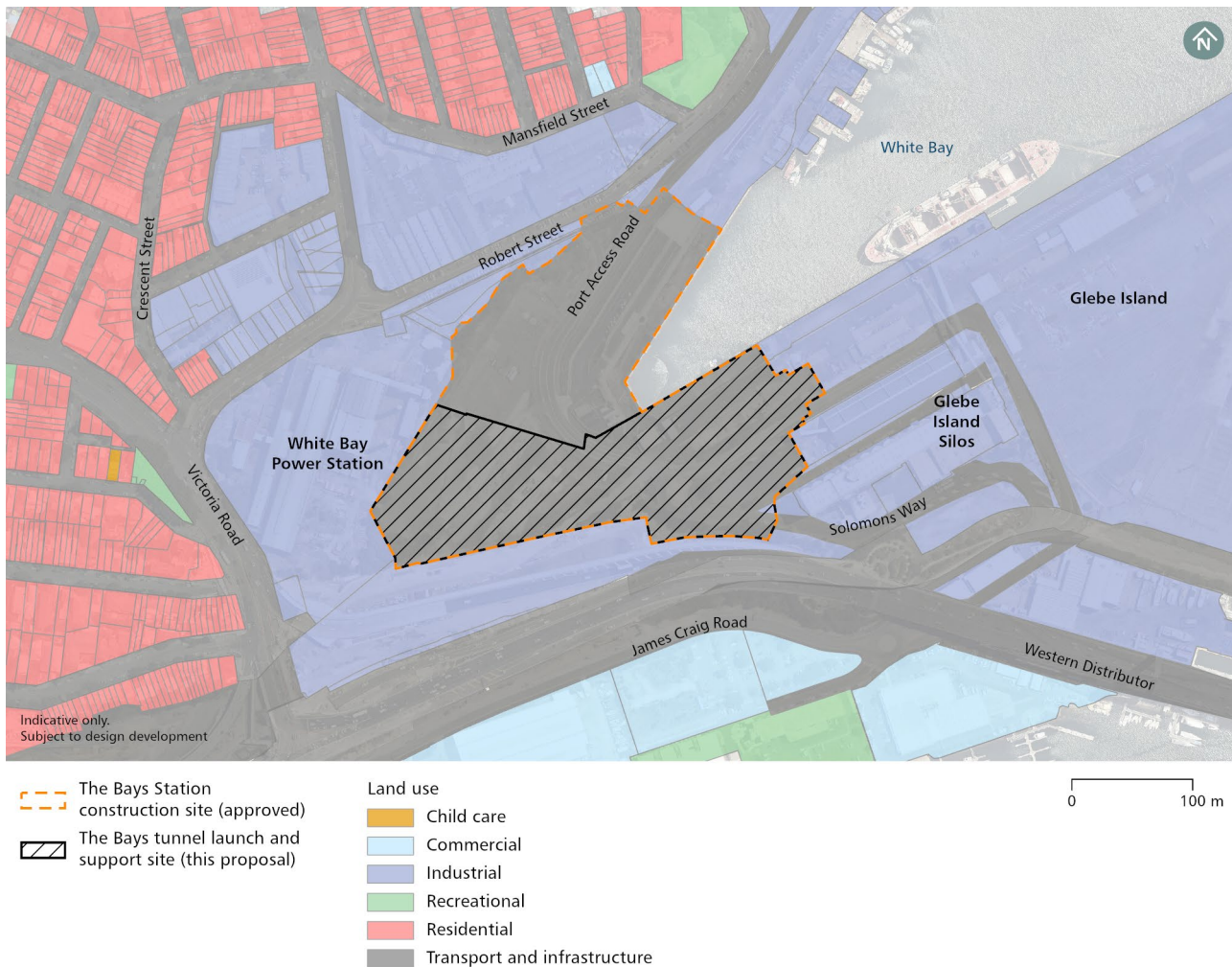


Figure 10-2 The Bays tunnel launch and support site – primary existing land use

### 10.6.2 Planning controls

The Bays Precinct is currently subject to Sydney Regional Environmental Plan No. 26 – City West, which prescribes the land use zone of the site as being ‘port and employment’.

The Bays tunnel launch and support site is also subject to the *White Bay and Glebe Island Masterplan* (Sydney Ports, 2000), which informs development at White Bay and Glebe Island.

### 10.6.3 Potential impacts

#### Direct property acquisition impacts

The Bays Station construction site was approved under the Sydney Metro West Concept and Stage 1 planning approval and is being established on land currently owned by the NSW Government. As such, there would be no additional direct property acquisition impacts associated with The Bays tunnel launch and support site.

#### Land use change impacts

The Bays tunnel launch and support site would be located entirely within The Bays Station construction site. There would be no additional land use change associated with The Bays tunnel launch and support site as the site sits within the approved The Bays Station construction site which is being established. The Bays tunnel launch and support site would also require the demolition of a port-related commercial building, which is of negligible significance given it is a light-weight construction and the floor space could be provided elsewhere in the port if necessary.

The Bays tunnel launch and support site is also the subject of a long term strategic planning process through *The Bays West Draft Place Strategy* (NSW Department of Planning, Industry and Environment, 2021). The Draft Place Strategy identifies that the Bays West will evolve into a mixed-use precinct for housing and employment, integrated with enhanced port and working harbour activities.

Sydney Metro is working with Department of Planning, Industry and Environment to ensure the ability to redevelop the surrounding land consistent with the Draft Place Strategy. Sydney Metro West – Rail infrastructure, stations, precincts and operations (Stage 3 of the planning approvals process) would describe and assess operations of Sydney Metro West at The Bays in alignment with the Draft Place Strategy. There is also potential for integrated station development, which would be subject to separate future planning applications.

## 10.7 Pyrmont Station construction sites

### 10.7.1 Existing environment

The Pyrmont Station construction sites would be located on Pyrmont Bridge Road near the centre of the Pyrmont Peninsula.

Pyrmont is a highly diverse suburb that currently features a mix of medium and high-density housing, historical buildings that exhibit a traditional village character, a major entertainment and tourism precinct, numerous hotels and serviced apartment facilities, community uses and commercial offices. Pyrmont contains media and technology businesses, creative industries and start-ups as well as a vibrant night-time economy focussed around its many restaurants, cafes and bars. It is also bounded by Darling Harbour to the east, with a major retail centre at Harbourside, the Australian National Maritime Museum and the International Convention Centre Sydney.

The eastern construction site would occupy a block bounded by Pyrmont Bridge Road, Union Street and Edward Street comprising low and medium rise commercial office and business premises.

The western construction site would occupy land bounded by Pyrmont Bridge Road, Paternoster Row and Pyrmont Street comprising medium rise commercial office premises.

Land uses surrounding the Pyrmont Station construction sites include the following:

- In between the two construction sites is a block bounded by Pyrmont Bridge Road, Pyrmont Street, Union Street comprising medium rise commercial office premises, a data centre, residential apartment complex, residential terrace buildings and a hotel
- North of the construction sites is The Star Sydney. The Star Sydney is a major entertainment complex comprising a casino, the Sydney Lyric Theatre and Event Centre, multiple restaurants, bars and nightclubs, as well as hotel suites, serviced apartments and privately owned residential apartments. There are also some medium density terrace houses and business premises located to the north of the construction sites along Paternoster Row and Union Street
- East of the construction sites are tourism, entertainment and cultural land uses associated with Darling Harbour, including the Pyrmont Bridge Hotel, the IBIS Hotel, the Australian National Maritime Museum and Harbourside shopping centre. Beyond the pedestrianised Pyrmont Bridge and Darling Harbour to the east, is the Sydney CBD

- South of the construction sites land uses predominantly comprise low, medium and high density residential typologies including a mix of terraces and apartment buildings, some of which are located within the Pyrmont Heritage Conservation Area, which is further described in Chapter 8 (Non-Aboriginal heritage). There are also a range of ground level retail and business premises, including restaurants, cafes and bars, as well as some commercial offices and business premises
- West of the construction sites the land use is a more balanced mix of residential properties, with business and commercial premises, with a higher proportion of shops and business premises along Harris Street. Residential properties tend to be lower density terraces, and the area includes the Pyrmont Heritage Conservation Area, which is further described in Chapter 8 (Non-Aboriginal heritage). Beyond the residential and commercial development, the Western Distributor passes overhead on a viaduct, beyond which is the existing Sydney Fish Markets, which are subject to major urban renewal as part of new Sydney Fish Market and Bays Market Precinct.

Primary land uses within and surrounding the Pyrmont Station construction sites are shown in Figure 10-3.



Figure 10-3 Pyrmont Station construction sites – existing primary existing land uses

### 10.7.2 Planning controls

Sydney Local Environmental Plan 2012 (Sydney LEP 2012) provides a land use planning framework for Pyrmont. Under the Sydney LEP 2012, both construction sites are zoned B4 Mixed Use, which is intended to provide for a range of varying uses including business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling.

Land to the south of the construction sites is similarly zoned B4 Mixed Use. Land to the north is predominantly zoned B3 Commercial Core, reflecting the priority for commercial uses around The Star Sydney. Land to the west is zoned a mix of B2 Local Centre, R1 General Residential and B4 Mixed Use, reflecting the diversity of uses through this area. Land to the east is subject of Darling Harbour Development Plan No. 1 (1985), which is the principal environmental planning instrument that sets planning controls throughout Darling Harbour.



The Pyrmont Station construction sites are also subject of a long-term strategic planning process through the *Pyrmont Peninsula Place Strategy* (NSW Department of Planning, Industry and Environment, 2020). The Place Strategy positions Pyrmont as an attractor for global investment, driven by the connectivity of the Peninsula to Sydney's CBD, focussing on jobs in arts, culture, entertainment, and the innovation economy. The Place Strategy is implemented in the statutory planning system by a Ministerial Direction that requires all land use and planning proposals to be consistent with the Place Strategy. Sub-precinct master plans will be prepared to support the Place Strategy and, once finalised, will inform future updates to planning controls in the Sydney LEP 2012.

### 10.7.3 Potential impacts

#### Direct property acquisition impacts

The acquisition requirements at the Pyrmont Station construction sites are provided in Table 10-1.

Table 10-1 Pyrmont Station construction sites – Property acquisition

Land use or property type	Zoning	No. of property acquisitions
<b>Eastern Construction Site</b>		
Commercial and retail premises	B4 Mixed Use	1
<b>Western Construction Site</b>		
Commercial and retail premises	B4 Mixed Use	1
<b>Total</b>		<b>2</b>

#### Land use change

As a result of the proposal, there would be a change from commercial land uses to transport infrastructure construction sites. Taking into consideration the relatively low density of existing development directly impacted within the construction sites, compared to the significant scale and extent of existing retail, commercial and residential development in the surrounding area, this land use change would be of minor significance.

Sydney Metro has selected the construction method as a mined cavern style station, which minimises the land required for the construction sites, therefore minimising land use changes.

At the completion of construction, the land would be used for purposes related to the operational transport infrastructure associated with the future Pyrmont Station. Detailed proposals for other additional and subsequent stages of the Sydney Metro West Concept would be subject to separate future planning applications. There is also potential for integrated station development, which would be subject to separate future planning applications.

The future Pyrmont Station will contribute significantly to achieving the Place Strategy's vision for Pyrmont. The Pyrmont Station is a key catalyst for public transport connectivity on the Pyrmont Peninsula, ensuring new investment is harnessed to deliver jobs and public benefits, and supporting the development of surrounding land consistent with the Place Strategy.

## 10.8 Hunter Street Station (Sydney CBD) construction sites

### 10.8.1 Existing environment

The Sydney CBD is 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 places and places of worship. Significant areas of open space, such as the Botanical Gardens, the Domain and Hyde Park are also located within or near the Sydney CBD area, as well as the World Heritage Sydney Opera House and iconic Sydney Harbour Bridge.

The Sydney CBD is also the hub of the Sydney's existing public transport network which services the city centre, including the suburban rail network, with stations at Wynyard, Circular Quay and Martin Place, and the under-construction Sydney Metro City & Southwest, as well as light rail, bus and ferry networks.

The Hunter Street Station (Sydney CBD) construction sites would be located in the northern part of the CBD, within the commercial core.

The eastern construction site would be located on the corner of O'Connell, Hunter Street and Bligh Street, on land that is currently partially occupied for the Sydney Metro City & 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 cafes.

The western construction site would be located on the corner of George Street and Hunter Street, including land predominantly occupied by the Hunter Connection. The western construction site is also occupied by commercial office buildings, restaurants, shops, as well as a range of business premises and employment and medical/health services premises. De Mestre Place enters the Hunter Connection from George Street providing access to the loading dock for delivery trucks and service vehicles.

Land uses surrounding the Hunter Street Station (Sydney CBD) construction sites include:

- North of the construction sites is a major commercial area comprising high density commercial towers along George Street, Pitt Street, and Bridge Street, including the MetCentre and Australia Square buildings. The area also comprises tourism and entertainment related uses including hotels, shops, restaurants, cafes, 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 construction sites 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 construction sites, the land use remains predominantly multi storey commercial offices, but also includes cafes, bars and nightclubs, including the Ivy complex. Martin Place is a significant east-west pedestrian thoroughfare and also 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 construction sites, the land use remains predominantly high-density commercial offices, anchored by Wynyard Station. George Street contains the Sydney Light Rail (L2 Randwick Line and L3 Kingsford Line) and is a major north-south axis through the CBD, 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.

Primary land uses within and surrounding the Hunter Street Station (Sydney CBD) construction sites are shown in Figure 10-4.



Figure 10-4 Hunter Street Station construction sites - primary existing land uses

### 10.8.2 Planning controls

*Sydney Local Environmental Plan 2012* (Sydney LEP 2012) provides for planning controls throughout the Sydney CBD. Both construction sites are zoned B8 Metropolitan Centre, which is intended to provide for the range and intensity of land uses commensurate with Sydney’s global status, including the pre-eminent role of business, office, retail, entertainment and tourist premises in Australia’s participation in the global economy.

Land all around the Hunter Street Station (Sydney CBD) construction sites is also zoned B8 Metropolitan Centre.

The City of Sydney has prepared a Planning Proposal to amend Sydney LEP 2012 to reinforce Central Sydney’s important role in promoting economic growth and ensure that land use and development in Central Sydney supports Sydney’s global city functions. The Planning Proposal retains the B8 Metropolitan Centre zoning for both construction sites, and includes the eastern construction site and part of the western construction site within proposed tower cluster areas, which will allow additional height for employment related development.

### 10.8.3 Potential impacts

#### Direct property acquisition impacts

The acquisition requirements at the Hunter Street Station (Sydney CBD) construction sites are provided in Table 10-2. The construction sites require acquisition of ten commercial and retail properties across two separate sites.

The western construction site also includes the acquisition of De Mestre Place, and would impact one Commonwealth leased premise, currently occupied by Australian Postal Corporation (Australia Post).

Table 10-2 Hunter Street Station (Sydney CBD) construction sites – Property acquisition

Land use or property type	Zoning	No. of property acquisitions <sup>1</sup>
<b>Eastern Construction Site</b>		
Commercial and retail premises	B8 Metropolitan Centre	3 (including 1 strata)
<b>Western Construction Site</b>		
Commercial and retail premises	B8 Metropolitan Centre	7 (including 3 strata)
Road	B8 Metropolitan Centre	1
<b>Total</b>		<b>11 (including 4 strata)</b>

Note 1: Property acquisition numbers reflect parent lots. Multiple strata titles may exist within parent lots.

### Land use change

As a result of the proposal, there would be a temporary change from commercial and retail land uses to transport infrastructure construction sites. Whilst this change in land use would affect commercial and retail floor space, the loss of this floor space would be relatively minor in the context of the existing scale and extent of retail, commercial and business development throughout the Sydney CBD.

Parts of the Hunter Street Station (Sydney CBD) construction sites, comprising commercial, hotel, retail and entertainment land uses, have been approved for redevelopment. As there is significant new commercial, hotel and entertainment floor space being delivered throughout the Sydney CBD, the loss of potential commercial, hotel, retail and entertainment land uses associated with these potential redevelopments would be minor.

At the completion of construction, the land would be used for purposes related to the operational transport infrastructure associated with the future Hunter Street Station (Sydney CBD), which will be assessed in a future Stage 3 planning application. There is also potential for integrated station development, which would be subject to separate future planning applications.

## 10.9 Cumulative impacts

Potential cumulative property and land use impacts were considered for assessment based on the likely interactions of the proposal with other projects and plans that met the adopted screening criteria. The approach to the cumulative assessment and the other projects considered are described further in Appendix G (Cumulative impacts assessment methodology). Cumulative property and land use impacts may result where the area around a construction site is already subject to land use change arising from other infrastructure projects, or from broader strategic planning processes.

The cumulative land use changes occurring around these construction sites present an opportunity for future transit-oriented integrated station precincts and improved public domain outcomes. Final public domain outcomes and integrated station development are subject to separate future planning applications, including community and stakeholder engagement.

### The Bays

Cumulative land use changes would occur around The Bays Precinct as a result of the use of surrounding land for construction sites for a number of infrastructure projects including Sydney Metro West major civil construction work between the Bays and Westmead (Stage 1 of the planning approval process), WestConnex M4-M5 Link, and the Western Harbour Tunnel. As with The Bays tunnel launch and support site, the areas impacted by these land uses changes have been historically unused or underutilised areas of publicly owned land within the White Bay and Glebe Island port, and so would not cause any cumulative land use impacts arising from displacement.

The cumulative land use changes envisaged around The Bays Precinct ultimately present an opportunity for a future transit-oriented integrated station precinct and improved public domain outcomes that are aligned with the *Bays Precinct Sydney Transformation Plan* (Urban Growth NSW, 2015) and the *Bays West Draft Place Strategy* (NSW Department of Planning, Industry and Environment, 2021).

## Pyrmont

No cumulative land use impacts are anticipated at Pyrmont with the proposal, given no other major projects would displace commercial uses.

The redevelopment of the existing Sydney Fish Markets site, as part of the Blackwattle Bay State Significant Precinct urban renewal, will add significant additional residential and commercial floor space to Pyrmont in the longer term. This will result in beneficial land use outcomes by supporting the *Pyrmont Peninsula Place Strategy* (NSW Department of Planning, Industry and Environment, 2021) vision to increase the intensity and diversification of jobs, and to further encourage the arts, culture, and entertainment industries.

The cumulative land use changes envisaged around Pyrmont ultimately present an opportunity for a future transit-oriented integrated station precinct and improved public domain outcomes that are aligned with the *Pyrmont Peninsula Place Strategy*.

## Hunter Street (Sydney CBD)

While significant land use change around the Hunter Street Station (Sydney CBD) construction sites is not envisaged, there are a number of development projects in close proximity to the proposal. These projects include construction of several multi-storey buildings for commercial, residential and hotel accommodation uses. Construction work associated with Martin Place metro station as part of Sydney Metro City & Southwest is also ongoing. Cumulatively, these projects would all contribute to the land use vision set out in the *Eastern City District Plan* (Greater Sydney Commission, 2018) and *City Plan 2036 Local Strategic Planning Statement* (City of Sydney, 2020), ensuring that the Sydney CBD continues to underpin Greater Sydney's global and national economic strength. This vision would be further supported by a future transit-oriented integrated station precinct and improved public domain outcome associated with a new metro station.

## 10.10 Mitigation and management measures

A Construction Environmental Management Framework (Appendix C) describes the approach to environmental management, monitoring and reporting during construction. Specifically, it lists the requirements to be addressed by the construction contractor in developing the Construction Environmental Management Plans, sub-plans, and other supporting documentation for each specific environmental aspect.

The environmental management approach for the project is detailed in Chapter 23 (Synthesis of the Environmental Impact Statement). Under these broad frameworks, a series of performance outcomes have been developed to define the minimum environmental standards that would be achieved during construction of the proposal (see Section 10.10.1), and mitigation measures that would be implemented during construction to manage potential identified impacts (see Section 10.10.2).

Property acquisitions associated with this proposal would be carried out in accordance with the *Land Acquisition (Just Terms Compensation) Act 1991* and the NSW Government's property land acquisition process.

### 10.10.1 Performance outcomes

Construction performance outcomes were developed for the proposal as part of the Concept assessment. Performance outcomes for the proposal identify measurable, performance-based standards for environmental management. Identified performance outcomes in relation to property and land use for construction of the proposal include:

- Acquisition of privately owned land is minimised by limiting the extent of construction sites and using existing Government owned land where possible
- Residual land at the completion of construction is minimised
- The need for partial acquisitions is minimised.

Chapter 23 (Synthesis of the Environmental Impact Statement) describes how the proposal addresses these performance outcomes. The construction sites for the proposal have been reduced as much as practicable to minimise the need for land acquisition and property impacts, and partial acquisitions have been minimised. Station locations have been selected to link residential areas, jobs, education, health and other services during future stages of Sydney Metro West.

### 10.10.2 Mitigation measures

Mitigation measures that would be implemented to minimise potential impacts from this proposal on land use and property are provided in Table 10-3.

Table 10-3 Summary of potential property and land use impacts and management measures

Reference	Impact/ Issue	Mitigation measure	Applicable location(s)
LU1	Temporary use	Except where required for subsequent construction activities associated with future stages of the Concept, temporary use areas for construction purposes would be stabilised and appropriately rehabilitated as soon as feasible and reasonable following completion of construction. This would be carried out in consultation with the relevant landowner.	All

### 10.10.3 Interactions between mitigation measures

Mitigation measures in other chapters that are relevant to the management of potential property and land use impacts include:

- Chapter 6 (Transport and traffic) – Specifically measures which address maintaining access to existing properties during construction
- Chapter 7 (Noise and vibration) – Specifically measures which address management of potential noise impacts and vibration during construction
- Chapter 11 (Landscape and visual amenity) – Specifically measures which address the management of potential visual impacts during construction
- Chapter 12 (Business impacts) – Specifically measures which address business visibility and local amenity impacts during construction
- Chapter 13 (Social impacts) – Specifically measures to minimise social disruption during construction
- Chapter 19 (Air quality) – Specifically measures which address management of potential air quality impacts (including dust, other emissions and odour) during construction.

Together, these measures would minimise the potential property and land use impacts of this proposal. A full list mitigation measures is presented in Chapter 23 (Synthesis of the Environmental Impact Statement).