

LAND USE AND PROPERTY

CHAPTER TWELVE

12 Land use and property

This chapter considers the potential land use implications of constructing and operating the project and builds on the strategic level discussion presented in Chapter 3 (Strategic need and justification). It describes the framework for integrated land use and transport planning, and provides an assessment of the potential impact on land use and property as a result of the project.

12.1 Secretary's environmental assessment requirements

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 Table 12-1.

Table 12-1 Secretary's environmental assessment requirements – land use and property

Ref.	Secretary's environmental assessment requirements	Where addressed
10. Socio-economic, Land Use and Property		
10.1	The Proponent must assess social and economic impacts in accordance with the current guidelines.	Business impacts addressed in Chapter 13 (Business impacts). Economic benefits of the project are addressed in Chapter 3 (Strategic need and justification). Social impacts addressed in Chapter 19 (Social impacts and community infrastructure).
10.2	The Proponent must assess impacts from construction and operation on potentially affected properties, approved development applications, businesses, public open space, recreational users and land and water users (for example, recreational and commercial fishers, oyster farmers), including property acquisitions/adjustments, access, amenity and relevant statutory rights	Property impacts are addressed in Section 12.4. Access impacts are addressed in Chapter 8 (Construction traffic and transport). Business impacts are addressed in Chapter 13 (Business impacts). Social impacts are addressed in Chapter 19 (Social impacts and community infrastructure). Cumulative impacts are addressed in Chapter 26 (Cumulative impacts).
10.3	Assess the likely risks of the project to public safety, paying particular attention to subsidence risks, bushfire risks and the handling and use of dangerous goods.	Traffic related public safety risks during construction are addressed in Chapter 8 (Construction traffic and transport). Traffic related public safety risks during operation are addressed in Chapter 9 (Operational traffic and transport). Risks associated with subsidence and settlement are addressed in Chapter 17 (Groundwater and geology). Public safety risks are addressed in Chapter 19 (Social impacts and community infrastructure). Bushfire risks and the handling and use of dangerous goods are addressed in Chapter 23 (Hazard and risk).

12.2 Strategic land use and planning context

12.2.1 Relevant plans, policies and strategies

The project aims to be consistent with goals and objectives of NSW strategic planning and transport infrastructure policies including:

- State and Premier priorities (NSW Government, 2015)
- *NSW 2021: A Plan to Make NSW Number One* (NSW Department of Premier and Cabinet, 2011)
- *A Plan for Growing Sydney* (NSW Government, 2014)
- *Rebuilding NSW: State Infrastructure Strategy 2014* (NSW Government, 2014)
- *NSW Long Term Transport Master Plan* (Transport for NSW, 2012b)
- *Sydney's Rail Future: Modernising Sydney's Trains* (Transport for NSW, 2012a)
- *Sydney City Centre Access Strategy* (Transport for NSW, 2013a).

These strategic plans and policies provide goals and objectives for land use planning within the Sydney metropolitan area over the next 20 years, particularly regarding accommodating future population growth and investing in transport infrastructure. Further discussion on the planning strategies that have guided the development of the project is provided in Chapter 3 (Strategic need and justification).

12.2.2 Integration of land use and transport planning

Land use and transport integration refers to planning and developing transport in ways that encourage development within a station precinct in accordance with local needs while facilitating the use of public transport and justifying the investment in the transport system.

The project presents significant opportunities for city building, particularly in being a catalyst for positive change, supporting broader economic benefits by facilitating strong business-to-business connectivity, and creating attractive, vibrant and highly accessible places. This will require alignment across multiple government planning agencies.

Sydney Metro would implement the project in an integrated manner in direct collaboration with key planning agencies, including the Department of Planning and Environment, the recently formed Greater Sydney Commission and the local Councils.

Outcomes of this work would:

- Establish the strategic framework for urban integration to support an enduring and sustainable legacy for the project
- Identify opportunities to integrate existing and future land uses within and around stations and as a part of transport infrastructure and services within the corridor
- Provide advice on project scope, including urban design and city building solutions
- Facilitate positive change through new stations and maximise opportunities for place making and good urban outcomes
- Manage the interface with local councils and other stakeholders, particularly in relation to the urban and transport integration of the project at new station locations.

The NSW Government will also investigate a Special Infrastructure Contribution around new stations (such as Waterloo Station) to be reserved for the Sydney Metro project and associated infrastructure.

12.3 Existing land use

This section discusses the existing land use and planning controls for each of the proposed construction sites. For the proposed new station locations a general overview on the station precinct planning context is also provided. Detailed planning for any proposed development associated with the proposed new stations will necessitate a separate and more strategic level of involvement between state and local government stakeholders. This would occur as part of the planning process for over station development as described in Chapter 2 (Planning and assessment process) and Chapter 6 (Project description – operation).

12.3.1 Chatswood dive site (northern) and northern surface works

Land use

The Chatswood dive site would be located to the west of the rail corridor and north of Mowbray Road, Chatswood. The northern surface works comprises a length of rail corridor extending about 800 metres from Brand Street, Artarmon to Albert Avenue, Chatswood.

Between Mowbray Road and Nelson Street, and west of the rail corridor towards the Pacific Highway, is an Ausgrid depot including a mix of light industrial buildings and institutional style office buildings. The area between Nelson Street and Albert Avenue is a residential precinct. Within this precinct are the Chatswood Bowls Club and the 'Frank Channon Walk', a wide shared footpath which runs alongside the rail corridor. This pathway connects the Chatswood Station precinct at Albert Avenue with Nelson Street.

To the east of the dive site, between the railway corridor, Elizabeth Street and Orchard Road is a low density residential precinct. To the north of the dive site is Chatswood Park and Oval and high density residential and high-rise commercial buildings at the Chatswood town centre. To the west of the Chatswood dive site, residential dwellings are located above street level retail showrooms along the Pacific Highway.

Land use surrounding the site is shown in Figure 12-1.

Planning controls

The *Willoughby Local Environmental Plan 2012* (Willoughby LEP 2012) defines the land use zoning surrounding the Chatswood dive site as a mix of the following zones: SP2 Infrastructure, B5 Business Development, R2 Low Density Residential, R3 Medium Density Residential, R4 High Density Residential, and RE1 Public Recreation.

The Chatswood dive site would be located on land zoned SP2 Infrastructure and B5 Business Development. The aims of the SP2 Infrastructure zone are to provide for infrastructure and related uses; and to prevent development that is not compatible with or that may detract from the provision of infrastructure.

The area zoned B5 Business Development aims to enable a mix of business and warehouse uses, and bulky goods premises that require a large floor area, in locations that are close to, and that support the viability of, centres; encourage employment opportunities; enable other land uses that provide facilities or services to meet the day-to-day needs of the community, and promote uses with active street frontages.

The *Willoughby Development Control Plan 2006* (Willoughby DCP 2006) supplements the *Willoughby Local Environmental Plan 2012*, providing more detailed provisions to guide future development, such as building form and site controls (such as site coverage, setbacks, building design, car parking, access, landscaping etc.).

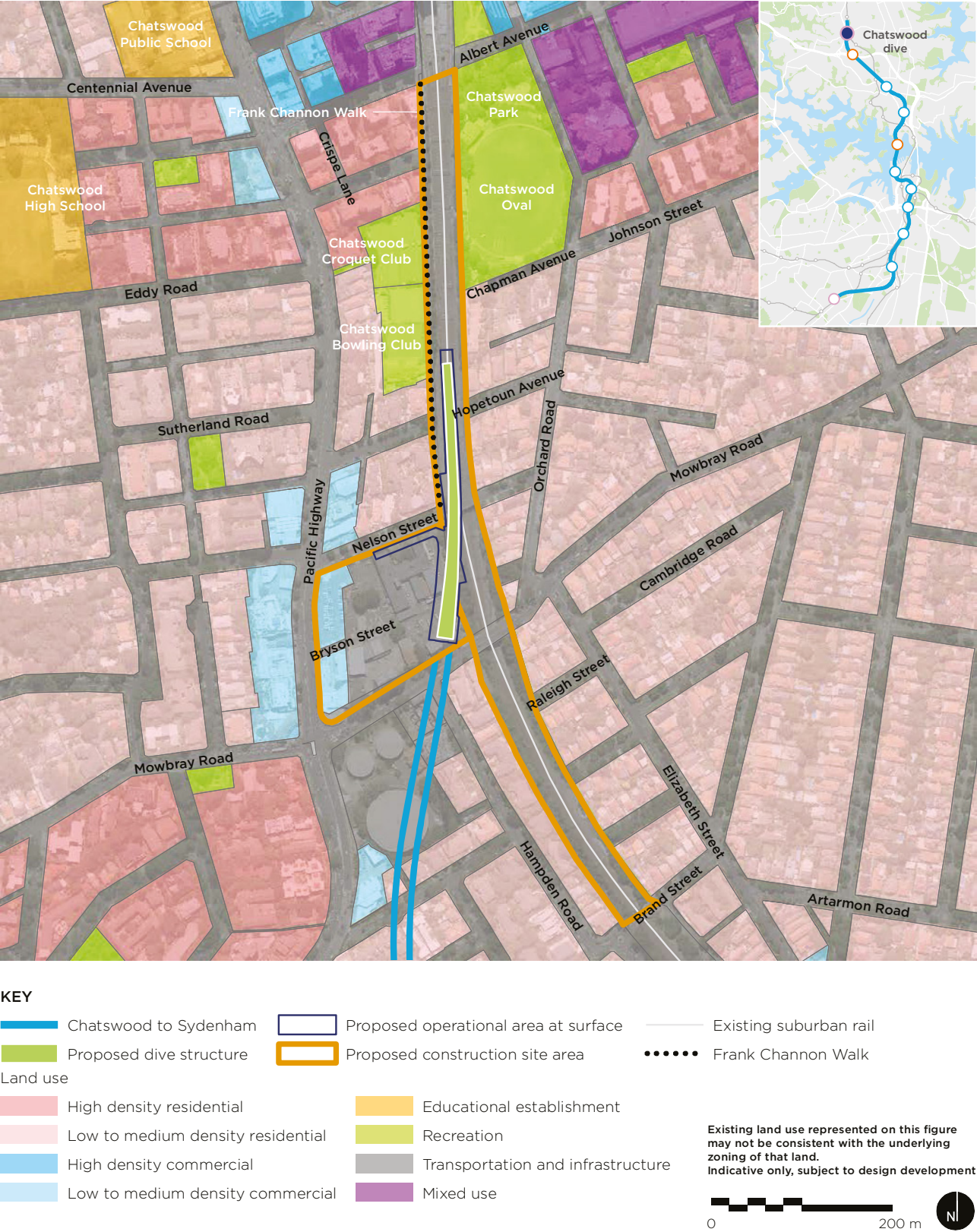


Figure 12-1 Chatswood dive site and northern surface works – existing land use

12.3.2 Artarmon substation

Land use

The Artarmon substation would be located on a triangle of land generally located between the Gore Hill Freeway, Butchers Lane and Barton Road.

The site is currently occupied by temporary school buildings associated with the nearby Artarmon Public School (located about 250 metres east of the proposed site). Residential areas are located to the west, north and east of the site and include a mix of low density housing and medium density unit blocks. Thomson Park is located to the east of the site which is used for public recreation. The Gore Hill Freeway forms the southwestern boundary of the site, is about 13 lanes wide in this area and is about 10 metres lower than the substation site. On the southern side of the Gore Hill Freeway is an industrial area.

Land use surrounding the site is shown in Figure 12-2.

Planning controls

The Artarmon substation site is located within land zoned R3 Medium Density Residential. The aims of this zone are to provide for the housing needs of the community within a medium density residential environment; to provide a variety of housing types within a medium density residential environment; and to enable other land uses that provide facilities or services to meet the day-to-day needs of residents.

The Willoughby LEP 2012 defines the land use zoning surrounding the site as a mix of the following zones: R3 Medium Density Residential, R4 High Density Residential, SP2 Infrastructure, RE1 Public Recreation and IN1 General Industrial.

As with the Chatswood dive site, the Willoughby DCP 2006 supplements the Willoughby LEP 2012 at this location, that provides more detailed provisions to guide future development of the site.



Figure 12-2 Artarmon substation – existing land use

12.3.3 Crows Nest Station

Land use

Crows Nest Station would be located between the Pacific Highway and Clarke Lane, with station entries close to the intersection of Clarke and Hume streets and on the corner of the Pacific Highway and Oxley Street.

Low scale highway oriented showroom developments are located along the Pacific Highway, alongside a concentration of 19th century two storey shopfront facades to the south of Hume Street.

Oxley, Hume and Clarke streets contain a mixture of office and apartment buildings (up to ten storeys), as well as other uses such as an indoor sports complex, child care centre, community centre and post office.

To the north of the site is a mixed use commercial and retail area that encompasses a large number of businesses in the creative and professional services industries. Hume Street Park provides the only local green space in the vicinity of the project site and is located opposite the station site on Clarke Street.

To the south of the site is a transitional precinct with a mixture of high density housing, office towers, home-office conversions, community facilities, educational institutions and the Mater Hospital. To the west of the proposed station extending along Hume Street are large pockets of medium density housing interspersed with lower density residential areas and pocket parks.

Land use surrounding the site is shown in Figure 12-3.

Planning controls

The *North Sydney Local Environmental Plan 2013* (North Sydney LEP 2013) defines the land use zoning of the station site at Crows Nest and surrounds as B4 Mixed Use. The aims of this zone are to provide a mixture of compatible land uses and integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling.

North Sydney Development Control Plan 2013 (North Sydney DCP 2013) supplements the North Sydney LEP 2013 and provides more detailed provisions to guide future development, such as building form and controls (ie setbacks, site coverage, building design, parking, access, landscaping etc).

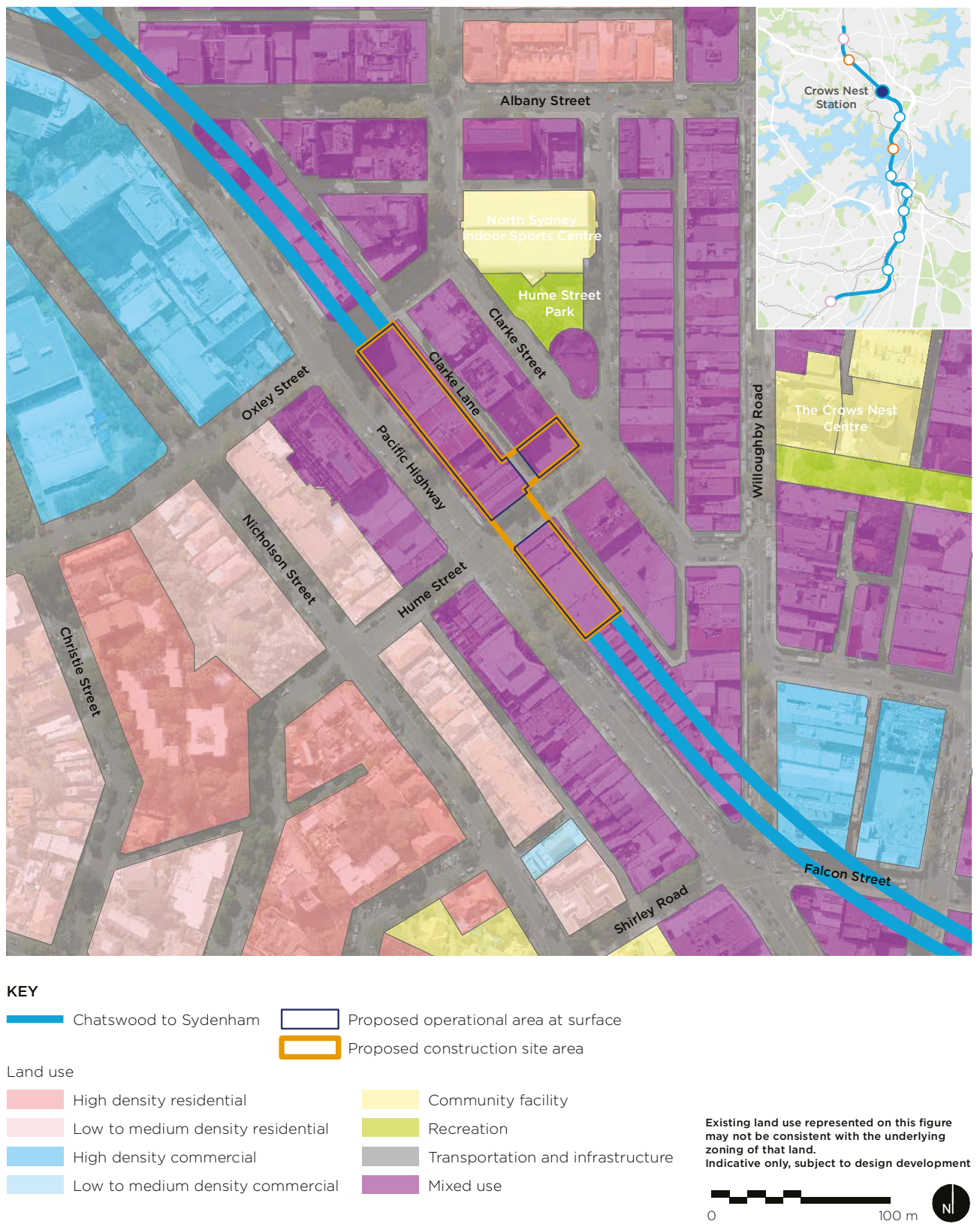
Station precinct – strategic planning context

A Plan for Growing Sydney (NSW Government, 2014) identifies Crows Nest as part of the North Subregion. The following priorities in *A Plan for Growing Sydney* are relevant to the project:

- Improve transit connections through the Global Economic Corridor to better link centres and transport gateways
- Work with councils to identify suitable locations for housing and employment growth coordinated with infrastructure delivery (urban renewal) and train services
- Work with councils to investigate potential future employment and housing opportunities associated with a Sydney Metro station at Crows Nest.

Discussion on the opportunities for future land use and transport integration and opportunities for the proposed station precinct is provided in Section 12.5.

North Sydney Council has also prepared planning precinct studies for the St Leonards / Crows Nest area, including the *St Leonards / Crows Nest Planning Study Precinct 1* (North Sydney Council, 2012) and the *St Leonards / Crows Nest Planning Study Precincts 2 and 3* (North Sydney Council, 2015). These studies identify strategies and initiatives for new open space, investment along the Pacific Highway, improved connectivity, urban design, street-level and residential amenity, and building design in St Leonards and Crows Nest. The study outcome has several options for future development within the precinct, including provisions for preferred built form, pedestrian circulation and amenity and open space.



12.3.4 Victoria Cross Station

Land use

Victoria Cross Station would be located beneath Miller Street (to the north of the Pacific Highway) between Berry and Mount streets, in the commercial core of North Sydney. A station entry would be provided on Miller Street between Berry and Mount streets, and a service building on Miller Street to the south of McLaren Street.

To the north and west of the site is a mixed use precinct comprising education institutions, such as Monte Sant' Angelo Mercy College, and commercial, health, residential, and community facilities. This precinct extends north along Miller Street to Falcon Street and south to the Pacific Highway.

To the east of the station site is the North Sydney CBD including commercial and retail facilities towards the Warringah Freeway. There is also a continuation of commercial and retail facilities, including Greenwood Plaza, to the south of the station site. North Sydney Station is located about 400 metres to the south of the site.

Land use surrounding the site is shown in Figure 12-4.

Planning controls

The majority of the station footprint is within land zoned B3 Commercial Core. The aims of this zone are to provide a wide range of retail, business, office, entertainment, community and other suitable land uses that serve the needs of the local and wider community; to encourage appropriate employment opportunities in accessible locations; and to maximise public transport patronage; and encourage walking and cycling.

A portion of the Victoria Cross Station is also within land zoned B4 Mixed Use. This zone aims to provide a mixture of compatible land uses and integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling.

The North Sydney LEP 2013 defines the land use zoning in proximity to Victoria Cross Station as a mix of the following zones: B3 Commercial Core, B4 Mixed Use, SP2 Infrastructure, RE1 Public Recreation, B1 Neighbourhood Centre, R2 Low Density Residential, R3 Medium Density Residential and R4 High Density Residential.

As would be the case for the area surrounding Crows Nest Station (see Section 12.3.3 above), North Sydney DCP 2013 may also have potential application to the areas surrounding Victoria Cross Station.

Station precinct – strategic planning context

A Plan for Growing Sydney (NSW Government, 2014) identifies the area surrounding Victoria Cross Station as part of the North Subregion and part of Global Sydney. The following priorities in *A Plan for Growing Sydney* are relevant to the project:

- Enable delivery of key transport projects to facilitate better connections to Global Sydney including Sydney Metro, CBD and South East Light Rail and WestConnex projects
- Work with councils to identify suitable locations for housing intensification and urban renewal, including employment agglomerations, particularly around established and new centres, and along key public transport corridors including Sydney Metro
- Investigate potential future employment and housing opportunities associated with a Sydney Metro station at Victoria Cross.

In addition to the North Sydney DCP 2013 (refer to Section 12.3.3), the *North Sydney Commercial Centre Study 2013* (North Sydney Council, 2013c) and other supporting documents aim to manage the appropriate supply of office development to meet the demand for employment uses appropriate to the area, and support the strategic role of the centre and its overall vitality.



KEY

Chatswood to Sydenham

Proposed operational area at surface

Proposed construction site area

Land use

<div></div> High density residential	<div></div> Recreation
<div></div> Low to medium density residential	<div></div> Public Administration
<div></div> High density commercial	<div></div> Transportation and infrastructure
<div></div> Educational establishment	<div></div> Mixed use
<div></div> Community facility	

Existing land use represented on this figure may not be consistent with the underlying zoning of that land. Indicative only, subject to design development

0100 m

N

Figure 12-4 Victoria Cross Station – existing land use

12.3.5 Blues Point temporary site

Land use

A temporary site would be required for the removal of tunnel boring machine cutter heads and shields at Blues Point. The temporary site would be located within Blues Point Reserve, a public recreation space on the Sydney Harbour foreshore. Residential areas are located to the north and west of the site and include a mix of low to high density residential dwellings.

The Blues Point temporary site also includes a portion of Crown land.

Land use surrounding the site is shown in Figure 12-5.

Planning controls

The North Sydney LEP 2013 defines the land use zoning within the Blues Point study area as a mix of the following zones: RE1 Public Recreation, R4 High Density Residential, R3 Medium Density Residential and B1 Neighbourhood Centre.

The temporary site and a majority of the area surrounding the site is zoned RE1 Public Recreation. The aims of this zone are to enable land to be used for public open space or recreational purposes; to provide a range of recreational settings and activities and compatible land uses; to protect and enhance the natural environment for recreational purposes; and to ensure sufficient public recreation areas are available for the benefit and use of residents of, and visitors to, North Sydney.

As for the proposed station at Crows Nest (refer Section 12.3.3 above), North Sydney DCP 2013 may also have potential application to the proposed site.

Foreshore Parks and Reserves Plan of Management (North Sydney Council, 2010) applies to the site and identifies objectives and directions for planning, resource management and maintenance of open space within the local government area.



Figure 12-5 Blues Point temporary site – existing land use

12.3.6 Barangaroo Station

Land use

The Barangaroo precinct is located within the western corridor of the Sydney CBD and comprises Barangaroo Reserve, Central Barangaroo and Barangaroo South. Barangaroo Reserve is a six-hectare site located at the northern end of Barangaroo and includes a harbour foreshore park featuring grassed areas, lookouts, walking and cycle paths and a new harbour cove; space for recreation; and a cultural centre. Central Barangaroo, consisting of 5.2 hectares, will be the cultural heart of Barangaroo and include a combination of civic and cultural attractions along with recreational, residential, retail and commercial uses. Barangaroo South will be a mixed use precinct consisting of office buildings, apartments, a hotel, shops, cafes, restaurants, and cultural facilities.

Public transport near the proposed metro station currently includes Wynyard station to the east and ferries at King Street Wharf to the south. Transport for NSW has recently commenced construction of a ferry hub at Barangaroo, which is expected to open in late 2016. Wynyard Walk, a pedestrian tunnel and bridges linking Wynyard Station and Barangaroo is currently under construction and will also be open in 2016.

Barangaroo Station would be located on Hickson Road, south of Munn Street. To the north of the proposed site is Barangaroo Reserve and Walsh Bay. To the west is the Central Barangaroo precinct. To the south is Barangaroo South, King Street Wharf, and the Cockle Bay and Darling Harbour precinct, which has a number of waterfront bars and restaurants, boutique commercial suites, office buildings, luxury apartments and cultural facilities. To the east of the proposed station site is Millers Point with the Sydney CBD further to the east.

Land use surrounding the site is shown in Figure 12-6.

Planning controls

The *State Environmental Planning Policy (Major Development) 2005* (NSW Government, 2005a) Barangaroo Land Zoning Map defines the land use zoning within the Barangaroo precinct as a mix of RE1 Public Recreation (Barangaroo Reserve and public foreshore) and B4 Mixed Use (for the remainder of the precinct).

The *Sydney Local Environmental Plan 2012* (Sydney LEP 2012) defines the land use zoning surrounding the Barangaroo precinct as a mix of the following land use zones: R1 General Residential, B1 Neighbourhood Centre, B8 Metropolitan Centre, RE1 Public Recreation and SP2 Infrastructure.

Most surface elements of Barangaroo Station (station entries and traction substation) would be located within the Central Barangaroo development area and some station elements would be located within Hickson Road. Given that Hickson Road is located within the B4 Mixed Use zone at this location, all elements of Barangaroo Station would be within land zoned B4 Mixed Use. The aims of this zone are to provide a mixture of compatible land uses and integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling.

Sydney Development Control Plan 2012 (Sydney DCP 2012) supplements Sydney LEP 2012 and provides more detailed provisions to guide future development, such as building form and controls (ie setbacks, site coverage, building design, parking, access, landscaping etc). The Sydney DCP 2012 aims to recognise and reinforce the distinctive characteristics of the City of Sydney's neighbourhoods and centres; protect and enhance the public domain; encourage design that maintains and enhances the character and heritage significance of heritage items and heritage conservation areas; and encourage ecologically sustainable development and reduce the impacts of development on the environment.



Figure 12-6 Barangaroo Station – existing land use

Station precinct – strategic planning context

A Plan for Growing Sydney (NSW Government, 2014) identifies Barangaroo as part of the Central Subregion and Global Sydney. The following priorities in *A Plan for Growing Sydney* are relevant to the project:

- Enable delivery of key transport projects to facilitate better connections to Global Sydney including Sydney Metro, CBD and South East Light Rail and WestConnex
- Work with councils to identify suitable locations for housing intensification and urban renewal, including employment agglomerations, particularly around established and new centres, and along key public transport corridors including Sydney Metro
- Facilitate delivery of Barangaroo to increase capacity for mixed uses including employment and housing, a major new area of open space and a new ferry hub
- Improve public transport connections to Barangaroo.

Sustainable Sydney 2030 Strategic Plan (City of Sydney, 2008) also nominates the following key priorities:

- Extend the commercial core to Barangaroo and position Sydney – and Australia – for the next wave of global economic development
- Provide essential public transport and pedestrian and cycling connections between the established commercial core and Barangaroo.

The Barangaroo Current Approved Concept Plan (Modification 7) 2014 also addresses strategic urban design and policy initiatives and provides the statutory planning approvals process to guide the urban renewal of Barangaroo.

12.3.7 Martin Place

Land use

The area around the proposed site for Martin Place Station is influenced by two of Central Sydney's most prominent urban plazas, Chifley Square and Martin Place. The area is traversed by several important civic streets, including Elizabeth, Castlereagh and Hunter streets, which are fronted by office towers with intermittent mature trees creating important streetscape vistas.

The proposed Martin Place Station would serve as the primary transport gateway to the financial core, a precinct of the Sydney CBD that occupies about 50 hectares of the most prestigious real estate in the Sydney CBD.

Martin Place Station would have two entrances between Castlereagh and Elizabeth streets – one south of Hunter Street and the other immediately south of Martin Place.

To the north of the proposed Martin Place Station is the northern Sydney CBD and Circular Quay precinct. To the east are Sydney Hospital and the State Library of NSW and the Botanic Gardens subprecinct including the Royal Botanic Gardens, The Domain and the northern tip of Hyde Park. It is a major cultural, social and leisure destination throughout the working week, on weekends for leisure trips into the Sydney CBD and for major cultural events throughout the year.

To the south of the proposed Martin Place Station, the midtown retail precinct is the major destination for shopping in the Sydney CBD and has a high amount of pedestrian activity. The retail precinct is anchored on Pitt Street Mall and comprises major shopping centres and retail outlets, the Queen Victoria Building and numerous smaller malls and arcades. To the west of Martin Place is the western corridor, which is a mixed commercial precinct offering a different built form and character to that of the financial core.

Key attractors within a five-minute walk of the proposed Martin Place Station include Museum of Sydney, State Library, NSW Parliament, Sydney Hospital, The Mint, Hyde Park Barracks, Hyde Park, Pitt Street Mall.

The construction area for the station includes a portion of Crown land within the Martin Place pedestrian zone.

Land use surrounding the site is shown in Figure 12-7.

Planning controls

The Sydney LEP 2012 defines the land use zoning in proximity to the proposed Martin Place Station as a mix of the following zones: B8 Metropolitan Centre, RE1 Public Recreation and SP2 Infrastructure.

The majority of the proposed station footprint is within land zoned B8 Metropolitan Centre. The aims of this zone are to provide an opportunity for the dominant role of business, office, retail, entertainment and tourist premises, commensurate with Sydney's global status.

As for the proposed Barangaroo Station (refer above) Sydney DCP 2012 may also have potential application to the proposed site.

Station precinct – strategic planning context

A Plan for Growing Sydney (NSW Government, 2014) identifies Martin Place as part of the Central Subregion and Global Sydney. The following priorities in the report would be potentially relevant to the project:

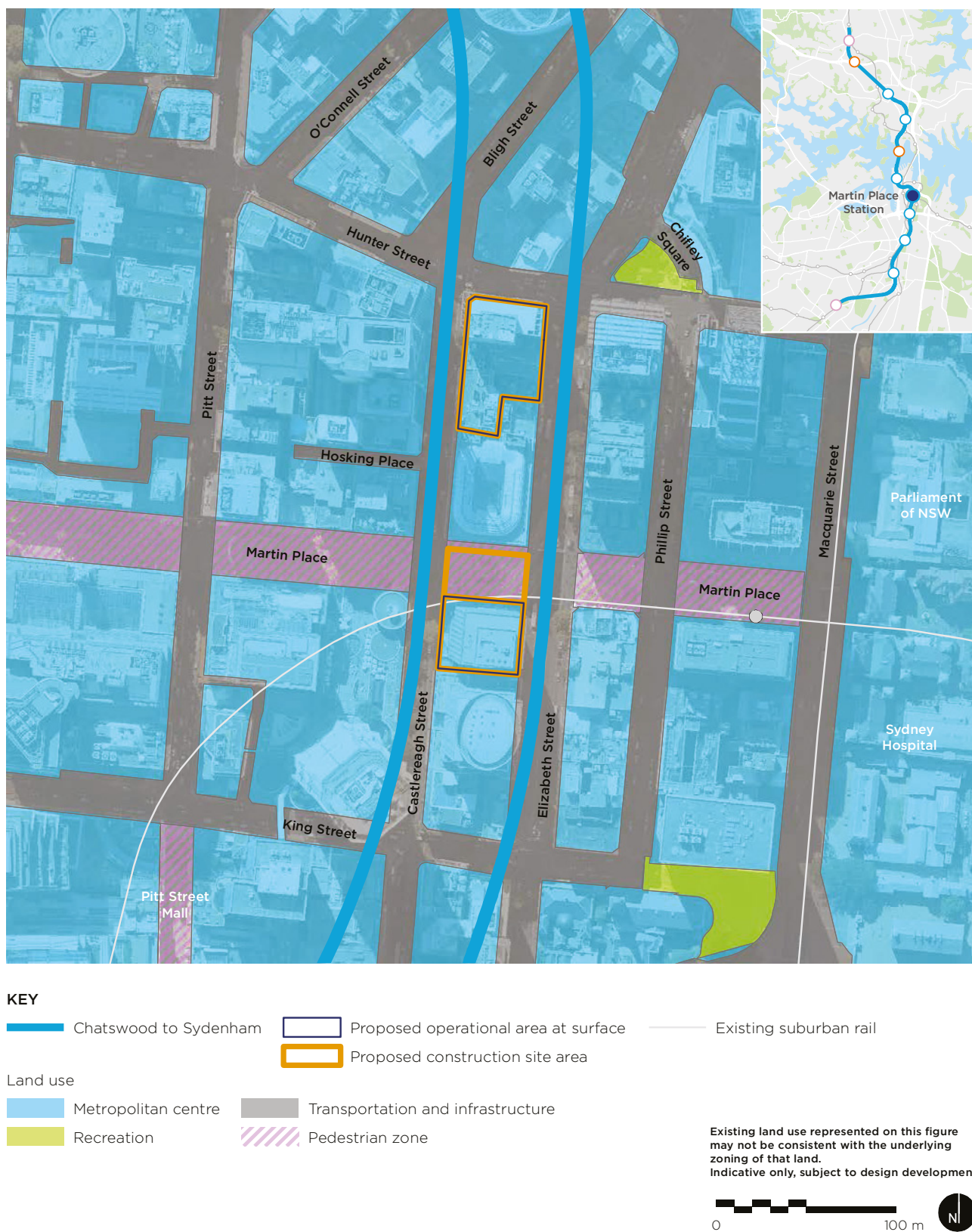
- Preserve a corridor for the Sydney Rapid Transit.
- Enable delivery of key transport projects to facilitate better connections to Global Sydney including Sydney Metro, CBD and South East Light Rail and WestConnex
- Improve access to the CBD including through Sydney Rapid Transit¹ and the CBD and South East Light Rail
- Support the land use requirements of the financial services knowledge hub in the Sydney CBD.

The *City North Public Domain Plan* (City of Sydney, 2015b) is part of the *City Centre Public Domain Plan* and includes specific information on Martin Place. The *City North Public Domain Plan* outlines ideas for improving city streets and open spaces and proposes a range of strategies to improve the experience of Martin Place as a destination in its own right, including ensuring that buildings contribute to an active place, and urban elements provide a high quality background to the human experience of the place.

Sustainable Sydney 2030 Strategic Plan (City of Sydney, 2008) also nominates the following key priorities that are supported by the project:

- A focus on central Sydney as the economic heart of Global Sydney and providing direct connection and accessibility to other economic centres in Sydney's Global Economic Corridor
- Support and plan for enhanced access by public transport from greater Sydney to central Sydney while reducing road congestion.

¹ Sydney Metro City and Southwest was previously called Sydney Rapid Transit



12.3.8 Pitt Street Station

Land use

Pitt Street station would be located between Castlereagh and Pitt streets, north of Park Street and south of Bathurst Street in the Sydney CBD. This is one of the busiest parts of the city. The site is a short walk from, and in view of, some of Sydney's most prominent landmarks and attractions.

To the north of the proposed site, the midtown retail precinct is the major destination for shopping in the Sydney CBD and has a high amount of pedestrian activity. The retail precinct is anchored on Pitt Street Mall and comprises major shopping centres and retail outlets, the Queen Victoria Building and numerous smaller malls and arcades.

To the north and west is the 'western corridor', the western face of Sydney's CBD. It is a mixed commercial precinct offering a different built form and character to that of the financial core. The western corridor is the location of a number of multi-national corporations. West of the proposed site is Darling Harbour and associated tourist attractions such as Cockle Bay, King Street Wharf, Darling Quarter, Sydney Aquarium and the new (under construction) Sydney international convention, exhibition and entertainment precinct.

South of the station is Chinatown and the southern Sydney CBD broadly bounded by Bathurst, Elizabeth, Harbour and Hay streets. The southern Sydney CBD and Haymarket is the most diverse and active precinct within the Sydney CBD, comprising cinemas, restaurants, shops, bars, clubs, tourist accommodation, high density residential and office spaces.

East of the station is Hyde Park and Eastern Sydney, encompassing St Mary's Cathedral, the Australian Museum and the western end of Oxford Street.

Key attractors within a five-minute walk of the proposed station include the major shopping centres, Queen Victoria Building, Chinatown, World Square, Town Hall, major cinemas and Hyde Park.

Land use surrounding the site is shown in Figure 12-8.

Planning controls

The Sydney LEP 2012 defines the land use zoning in proximity to the proposed Pitt Street station as a mix of the following land use zones: B8 Metropolitan Centre, RE1 Public Recreation and SP2 Infrastructure

The majority of the station footprint is within land zoned B8 Metropolitan Centre. The aims of this zone are to provide an opportunity for the dominant role of business, office, retail, entertainment and tourist premises, commensurate with Sydney's global status.

As for the proposed Barangaroo Station (refer above) Sydney DCP 2012 may also have some potential application.

Station precinct – strategic planning context

The station strategic planning context for Pitt Street Station is the same as that presented for Martin Place (refer Section 12.3.7).



Figure 12-8 Pitt Street Station – existing land use

12.3.9 Central Station

Land use

The proposed metro platforms at Central Station would be located underground between intercity rail platforms and suburban rail platforms.

The Central Station precinct is a major interchange between all rail services, buses, coaches and light rail. There is a major bus stop on Eddy Avenue which experiences high bus volumes, with university students travelling to and from the University of NSW in Randwick making up a significant proportion of the demand. Railway Square, bounded by George Street and Lee Street is the site of another large bus interchange. George Street and Elizabeth Street are the main north-south roads through the western and eastern edge of the precinct. They experience high traffic volumes and are major bus routes. The CBD and South East Light Rail will have a stop at Central Station on Chalmers Street.

To the north of Central Station are the precincts of Chinatown and the southern Sydney CBD broadly bounded by Bathurst, Elizabeth, Harbour and Hay streets. The southern Sydney CBD and Haymarket is the most diverse and active precinct within the Sydney CBD, comprising cinemas, restaurants, shops, bars, clubs, tourist accommodation, high density residential and office spaces.

Darling Harbour is northwest of Central Station and includes tourism, entertainment and leisure attractions such as Cockle Bay, King Street Wharf, Darling Quarter, Sydney Aquarium and the new Sydney international convention, exhibition and entertainment precinct. To the west is the Sydney education and health precinct, which is a major driver of economic activity and prosperity within Global Sydney. The precinct extends to the west along Broadway to encompass the Sydney Institute of TAFE, University of Technology, Notre Dame University, The University of Sydney and Royal Prince Alfred Hospital.

To the south and east of the station are Surry Hills and Chippendale, which have become a creative cluster of Global Sydney, attracting advertising, design, architecture, engineering and boutique services.

Some major attractors within a five minute walk of Central Station include World Square, Chinatown, Sydney Entertainment Centre, Sydney Institute of TAFE, UTS, Central Park, Prince Alfred Park and Railway Square.

Land use surrounding the proposed site is shown in Figure 12-9.

Planning controls

The Sydney LEP 2012 defines the land use zoning within the Central Station study area as a mix of the following zones: SP2 Infrastructure, B8 Metropolitan Centre, RE1 Public Recreation, B4 Mixed Use and R1 General Residential.

With the exception of the proposed access at Regent Street the station footprint is contained within land zoned SP2 Infrastructure. The aims of this zone are to provide for infrastructure and related uses and to prevent development that is not compatible with, or that may detract from, the provision of infrastructure.

The proposed construction access at Regent Street is zoned B4 Mixed Use. The aims of this zone include to provide a mixture of compatible land uses to integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage, encourage walking and cycling and ensure uses support the viability of centres.

As for the proposed Barangaroo Station (refer above) Sydney DCP 2012 may also have potential application to the proposed site.

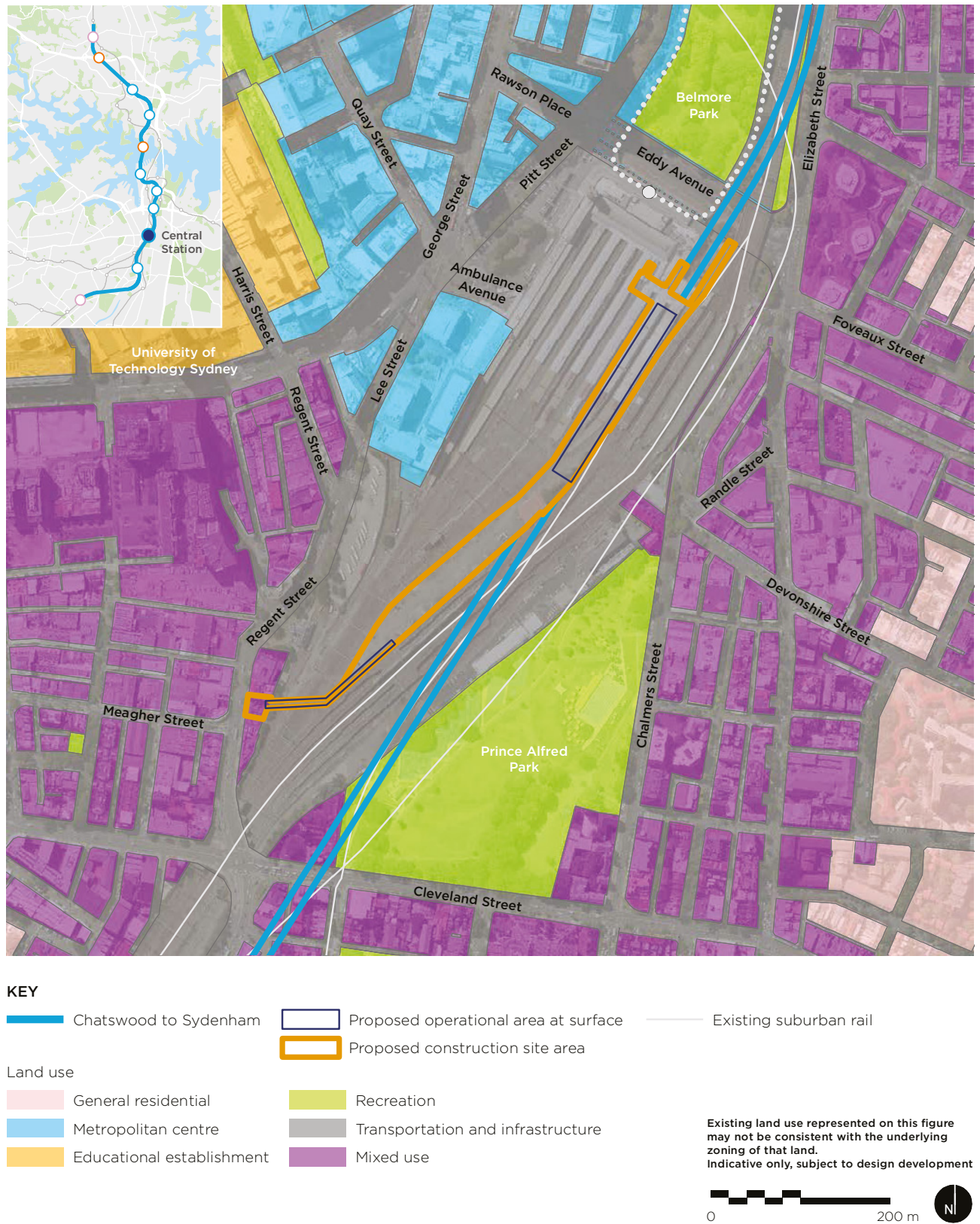


Figure 12-9 Central Station – existing land use

Station precinct – strategic planning context

A Plan for Growing Sydney (NSW Government, 2014) identifies Central Station as part of the Central Subregion and Global Sydney. The following priorities in the report are relevant to the project:

- Enable delivery of key transport projects to facilitate better connections to Global Sydney including Sydney Metro, CBD and South East Light Rail and WestConnex
- Work with councils to identify suitable locations for housing intensification and urban renewal, including employment agglomerations, particularly around established and new centres, and along key public transport corridors including Sydney Metro
- Support the land use requirements of the financial services knowledge hub in the Sydney CBD
- Investigate opportunities to expand the Sydney CBD in the Central to Eveleigh corridor and implement the UrbanGrowth NSW urban renewal and transport program for Central to Eveleigh.

The project supports the *Sustainable Sydney 2030 Strategic Plan* (City of Sydney, 2008) by further integrating the public transport network at Central Station, Global Sydney's most important public transport interchange. A connected public transport network improves business competitiveness and supports land use development priorities that strengthen local area economies, including in Chinatown and the southern Sydney CBD as well as globally competitive business clusters.

The benefits identified above for areas in the vicinity of Barangaroo, Martin Place and Pitt Street stations are also applicable to the area surrounding Central Station.

12.3.10 Waterloo Station

Land use

Waterloo Station would be located between Botany Road, Cope Street, Raglan Street and Wellington Street. The proposed station would serve as the link between Waterloo and the Global Economic Corridor.

To the north of the proposed site is a commercial and mixed use area leading to Redfern Station. To the east of the proposed site is a low to medium density residential area leading to Moore Park. To the southwest are low density residential and mixed use areas including Australian Technology Park and public recreation areas such as Alexandria Park.

Existing land use surrounding the proposed site is shown in Figure 12-10.

Planning controls

The Sydney LEP 2012 defines the land use zoning in proximity to the proposed Waterloo Station as a mix of the following zones: SP2 Infrastructure, B4 Mixed Use, RE1 Public Recreation, R1 General Residential and B2 Local Centre.

The majority of the proposed station footprint is within land zoned B4 Mixed Use. The aims of this zone are to provide a mixture of compatible land uses and integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling.

As for the proposed Barangaroo Station (refer above) Sydney DCP 2012 may also have potential application to the proposed site.

Station precinct – strategic planning context

A Plan for Growing Sydney (NSW Government, 2014) identifies Waterloo as part of the Central Subregion. The following priorities in the report are relevant to the project:

- Enable delivery of key transport projects to facilitate better connections to Global Sydney including Sydney Metro, CBD and South East Light Rail and WestConnex
- Work with councils to identify suitable locations for housing intensification and urban renewal, including employment agglomerations, particularly around established and new centres, and along key public transport corridors including Sydney Metro.

Waterloo Station falls within the Redfern-Waterloo Growth Centre area. This area is a priority for Urban Growth NSW who will be working ensure the ageing Waterloo social housing estate is progressively renewed to create a vibrant and more sustainable community with a mix of private, affordable and social housing and that it reaches its full economic and social potential. The urban revitalisation of the area is a priority for the NSW Government.

The project is also consistent with the following key priorities identified in *Sustainable Sydney 2030 Strategic Plan* (City of Sydney, 2008):

- As a Global City, retain focus on the development and urban renewal of central Sydney, including physical infrastructure, development capacity and clusters of high value economic activity
- Ensure renewal plans for the longer term structure of the local area and makes major contributions to the sustainability of the local area.

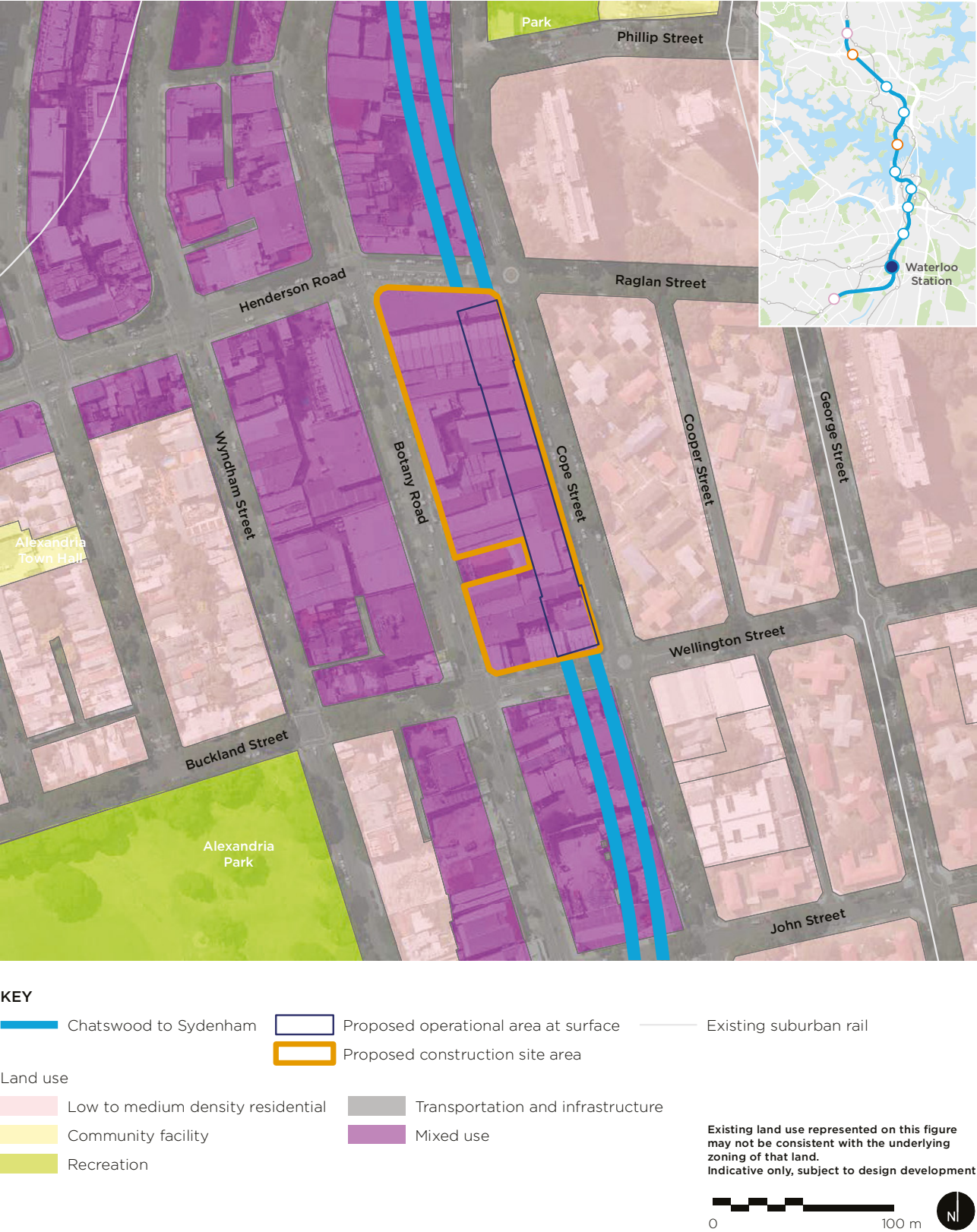


Figure 12-10 Waterloo Station – existing land use

12.3.11 Marrickville dive site (southern) and southern services facility

Land use

The Marrickville dive site would be located northeast of Sydenham Station at Marrickville. The southern services facility would be located adjacent to the Marrickville tunnel portal.

To the north of the proposed dive site is a general industrial area. To the east of the proposed site is generally a low-density residential area interspersed with high density residential. To the south and west of the site is a general and light industrial area followed by a low-density residential area.

The Sydenham Storage Pit, an asset of Sydney Water is located south of the Marrickville dive site. This is a large detention basin that collects urban runoff from areas of Marrickville which is then pumped into the Eastern Channel, and discharges into Cooks River and ultimately to Botany Bay.

Land use surrounding the site is shown in Figure 12-11.

Planning controls

The *Marrickville Local Environmental Plan 2011* (Marrickville Council LEP 2011) defines the land use zoning surrounding the proposed southern tunnel portal site as a mix of the following zones: SP2 Infrastructure, IN1 General Industrial, IN2 Light Industrial, RE1 Public Recreation, R1 General Residential, R2 Low Density Residential and R4 High Density Residential.

The proposed site and immediate surrounds is zoned IN1 General Industrial. The aims of this zone are to provide a wide range of industrial and warehouse land uses, encourage employment opportunities, and minimise any adverse effect of industry on other land uses.

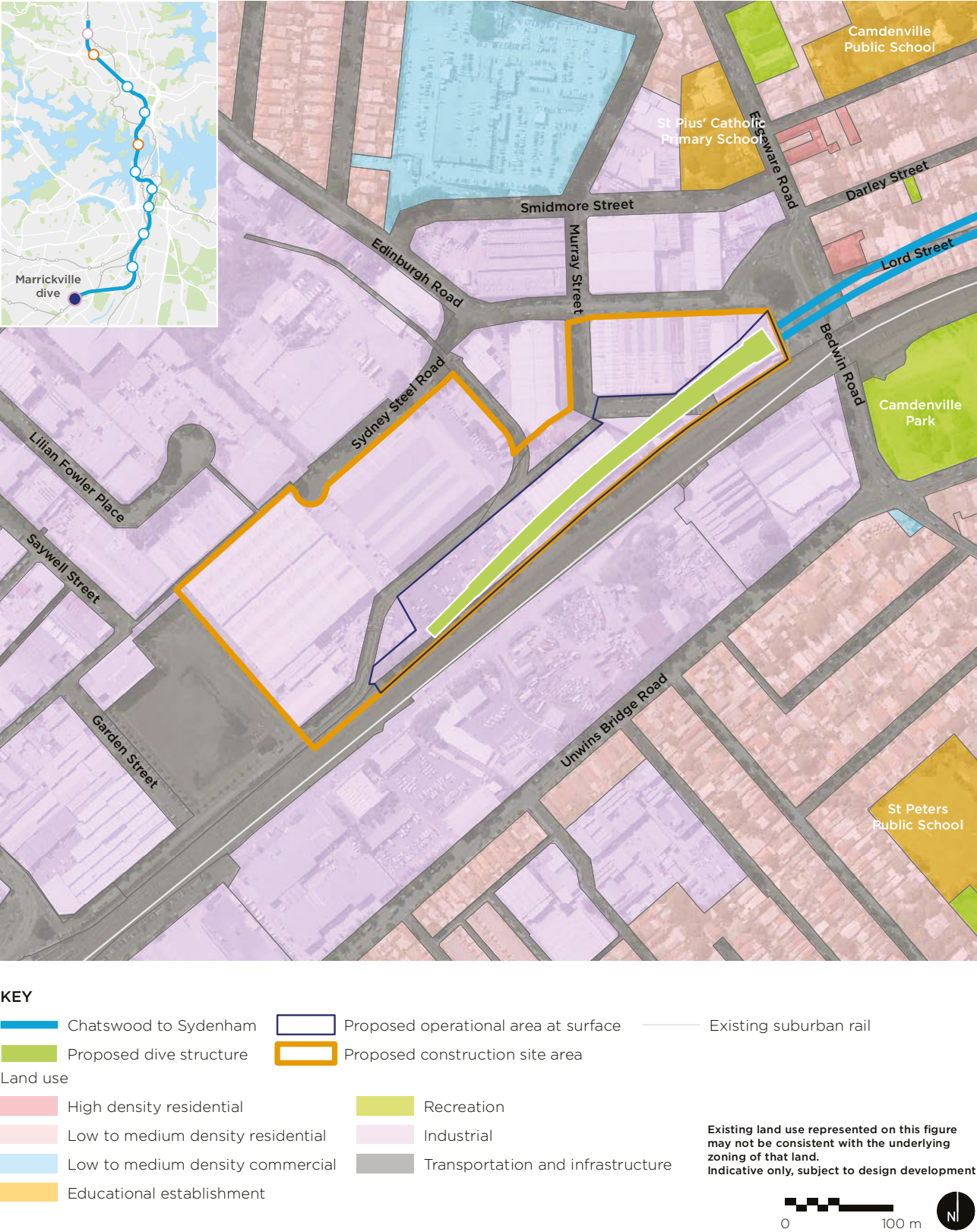


Figure 12-11 Marrickville dive site and southern services facility – land use

12.4 Potential impacts – property

12.4.1 Surface construction sites

During construction, the main land use and property impacts would relate to property acquisitions. Construction stage land use impacts would largely relate to business and amenity issues (ie visual, noise, air quality, traffic, social impacts etc) and are addressed in other chapters of this Environmental Impact Statement.

The project would require some 98 total property acquisitions and two partial property acquisitions. Property acquisition requirements for the project are summarised in Table 12-2. Many of the station sites would require demolition of buildings and therefore, in addition to acquisition of properties, Transport for NSW would also be required to manage the transfer or cessation of a number of leases within buildings subject to acquisition.

All property acquisition would be managed in accordance with the *Land Acquisition (Just Terms Compensation) Act 1991*. Every effort would be made to acquire the affected properties through negotiated purchase. This requires appropriate compensation to be paid including associated legal costs, valuation fees, relocation and removal expenses, and mortgage costs. For further details see Chapter 2 (Planning and assessment process).

Where the project requires the permanent use of Government owned land (such as at Barangaroo Station, Central Station and at the Marrickville dive site) Transport for NSW would enter into agreements with the relevant Government departments regarding the permanent use of this land – including acquisition or lease arrangements.

Where the project would require temporary use of Government owned land (such as Blues Point temporary site), this would typically be secured by way of a lease or a Memorandum of Understanding. Where privately owned land is temporarily affected, similar options would be available as well as the option for acquisition.

Table 12-2 Property acquisition requirement for the project

Location	Land use (type)	Approx. area of acquisition (m ²)	No. of total acquisitions ¹	No. of partial acquisitions ²
Chatswood dive site (northern)	Mixed use	2371	5	0
	Industrial	20,777	11	0
	Infrastructure – road	605	1	1
Artarmon substation	Temporary education	3164	3	0
Crows Nest Station	Mixed use	4149	5	0
	Commercial / retail	2137	4	1
Victoria Cross Station	Mixed use	177	1	0
	Commercial / retail	5495	7	0
Barangaroo Station	Infrastructure – road	920	0	1
Martin Place Station	Mixed use	3541	4	0
	Commercial / retail	702	3	0
	Residential	241	1	0
Pitt Street Station	Mixed use	980	6	0
	Commercial / retail	1013	2	0
	Hotel	1214	4	0
Central Station	Mixed use	613	10	0
Waterloo Station	Mixed use	12,512	17	0
	Residential	948	1	0
Marrickville dive site (southern)	Industrial	70,000	13	0
Total		131,559	98	3

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

² Number of partial acquisitions to be confirmed based on further consultation with property owners.

12.4.2 Tunnel stratum

It would also be necessary to acquire stratum below the surface of properties for the construction of the project. Under the *Transport Administration Act 1988*, compensation is not payable where stratum is required for the development of underground infrastructure.

This subsurface stratum would be a stratum acquisition envelope around the tunnel, including any tunnel anchors required. The introduction of the subsurface stratum, and the tunnel itself, has the potential to limit development above the alignment. The project alignment is generally shallowest at stations and at tunnel portals (at stations tunnel depths are typically greater than 20 metres) and between stations tunnel depth increases to typically between 25 and greater than 40 metres. Based on proposed tunnel depths there would be a minor impact with respect to limiting future development potential above project infrastructure.

Development applications within the project corridor would be referred to Transport for NSW for concurrence and to ensure that project infrastructure is not impacted by proposed developments.

12.5 Potential impacts – land use

The project would provide the opportunity for future land use change. Sydney Metro has commenced discussions with the Department of Planning and Environment, Urban Growth NSW and local Councils to develop an appropriate land use planning framework for the stations to ensure that any proposed over station development is consistent with strategic planning requirements.

Land use changes would occur largely in response to the introduction of new metro stations at Crows Nest, Victoria Cross and Waterloo. Land use changes associated with new stations at Barangaroo, Pitt Street, Martin Place and Central would be minor given the current intensity and diversity of development on and near to these sites.

The project would have a very minor land use impact with respect to the acquisition of property currently subject to development applications and / or subject to recently approved development applications. Development applications in the vicinity of proposed station sites are typically for residential or mixed use developments, and would be consistent with the relevant strategic land use planning objectives.

A discussion on each of the sites is provided below.

12.5.1 Chatswood dive site (northern)

The impact of the change in land use at the Chatswood dive site from electricity infrastructure and retail property fronting Pacific Highway to railway infrastructure would be minor.

At the completion of construction there is likely to be residual land at this location (land required for construction purposes that is not required for operation of the project). A change in land use may result depending on the proposed future use of the land and Transport for NSW would review opportunities for the appropriate reuse of this land in consultation with the relevant council.

12.5.2 Artarmon substation

The construction of a traction substation would result in a change in land use at the site from an area housing temporary education to transport infrastructure, although the sites use as a temporary education facility would otherwise cease prior to its use by the project. The change in land use would limit or remove the potential for future redevelopment of the site for residential purposes (that may have otherwise been possible given its R3 Medium Density Residential zoning).

The project would create a small area of residual land at the site. This residual land would have limited opportunity for reuse given its size, shape and location. The land use impact at this site would be minor, limited to potentially being unable to redevelop the land for residential purposes in the future.

Details relating to other amenity impacts that may influence (or limit) the future land use at the site (such as visual, noise, traffic, air quality) are discussed in the relevant issue chapters.

12.5.3 Crows Nest Station

Direct impacts on existing land use

The direct impact on land use at this site would be a change from mixed use (commercial / retail) and residential areas to transport infrastructure.

Given the small scale of this change, land use impacts would be minor. This minor impact may be offset by the replacement and / or expansion of mixed use development in the area associated with potential over station development opportunities.

Land use / transport integration and opportunities

A proposed metro station at Crows Nest would support State and local strategic priorities and planning controls by providing an incentive for investment along the Pacific Highway. This would enhance urban design and amenity, and improve connectivity in Crows Nest. It is expected that the station would have the following specific benefits:

- Residential and mixed use land uses surrounding the station would directly benefit from additional transport connectivity to the Global Economic Corridor
- The station would provide the opportunity for further development of the area as a mixed use centre with strong public transport links to North Sydney and the Sydney CBD and other centres throughout the Global Economic Corridor. The station would provide further incentive for the area to evolve as a vibrant and active centre comprising offices, retailing, community facilities, recreation, cultural, leisure, education and housing within walking distance of a station
- The increased utilisation of the existing employment area extending along Willoughby Road, Christie Street and the Pacific Highway could deliver an increase in new jobs in an area with high levels of amenity, recreation opportunities and good access to public transport
- The station would provide opportunities to increase residential densities within walking distance of the station.

As indicated above these strategies and opportunities would be developed in consultation with the Department of Planning and Environment, the Greater Sydney Commission and North Sydney Council.

The project would also provide local opportunities to enhance permeability and accessibility in the locality, including improved connections across the Pacific Highway and pedestrianisation of key retail streets. These opportunities do not form part of this project, but would be subject to council master-planning processes and funding.

12.5.4 Victoria Cross Station

Direct impacts on existing land use

The direct impact on land use at this site would be a change in land use from commercial core / mixed use to transport infrastructure. Given the small scale of the change, the land use impacts would be minor. This minor impact may be mitigated by the replacement and / or expansion of areas of mixed use land associated with potential over station development.

Land use / transport integration and opportunities

A metro station at Victoria Cross would support State and local strategic priorities and planning controls by enhancing North Sydney's character and improving connectivity to employment, residential properties, services, cultural and recreational activities.

It is expected that the proposed Victoria Cross Station would have the following specific benefits:

- The North Sydney commercial core, centered on Berry Street, Miller Street, Walker Street and the Pacific Highway would benefit from additional transport connectivity to the Global Economic Corridor
- The station would benefit significant educational institutions including the Australian Catholic University, Northern Sydney Institute of TAFE Bradfield Campus and the nearby high schools and colleges
- The station would further reinforce North Sydney as the northern anchor of Global Sydney and the largest employment centre for Sydney's north. The station, located within the existing commercial core, would provide further incentive for North Sydney to evolve as an active centre of business for the region, comprising offices, retailing, recreation, cultural facilities, educational institutions and housing
- The station would work in tandem with the existing North Sydney Station, serving the northern periphery of the commercial core and stimulating further growth along the Miller Street corridor
- There may be an opportunity to integrate expanded retailing, community uses and cultural facilities within the North Sydney catchment, which would activate a number of new pedestrian links, plazas and squares and cater for the increased numbers of workers, residents and visitors
- The station would provide opportunities to increase residential densities on the periphery of the North Sydney commercial core, but still within walking distance of the station
- The station would provide the opportunity for the renewal and development of a number of sites, such as commercial premises and under-utilised sites west of the Pacific Highway.

These strategies and opportunities would be further developed in consultation with the Department of Planning and Environment, Greater Sydney Commission and North Sydney Council.

12.5.5 Blues Point temporary site

The site at Blues Point is temporary and would only be required during construction. Therefore, there would be no permanent change to land use at the site as a result of the operation of the project. Following construction, the site's current land use would be retained through rehabilitation and restoration of the site to its pre-construction state (and function) as an important harbour foreshore open space.

12.5.6 Barangaroo Station

Direct impacts on existing land use

Barangaroo Station would be located largely below Hickson Road, with permanent (surface) infrastructure proposed either within Hickson Road or within the Central Barangaroo development area. Although currently undeveloped, mixed use developments will be constructed within the Central Barangaroo development area.

An operational Barangaroo Station would represent a major land use change compared with the 'future existing' land use for the site. This change in land use would be consistent and compatible with the substantial level of new development activity occurring in the immediate vicinity of the proposed station site.

Land use / transport integration and opportunities

A metro station at Barangaroo would support State and local strategic priorities and planning controls by meeting the needs of residents, workers and visitors to the precinct and providing connections between the established commercial core within the Sydney CBD and the development at Barangaroo. It is expected that Barangaroo Station would have the following specific benefits:

- The station would further reinforce the Sydney CBD as the anchor of Global Sydney and the largest employment centre within Australia
- The station would serve a growing and evolving concentration of global economic activities located within the heart of the western extension of the Sydney CBD, including international headquarters, financial institutions, law firms, accountants and insurers
- The broader station catchment would benefit the western corridor of the Sydney CBD, encompassing a vibrant and active precinct of commercial, residential, entertainment, cultural and leisure opportunities
- The station would serve an increasingly diverse role throughout the day and week as an events, cultural, retail, employment and transport interchange precinct. The station would provide a western access to the city – from Barangaroo Reserve to the north to Darling Harbour in the south – and provide direct connections to the Sydney Metro network, ferry services, suburban rail at Wynyard and light rail on George Street
- The station – being an interchange with direct access to multiple modes and services to all regions of metropolitan Sydney – would provide the opportunity for the redevelopment of sites nearby.

These strategies and opportunities would be further developed in consultation primarily with the Department of Planning and Environment and the Barangaroo Delivery Authority to integrate the project into the development planned for the Central Barangaroo precinct.

12.5.7 Martin Place Station

Direct impacts on existing land use

The proposed metro station would change immediate land use from metropolitan centre to transport infrastructure. This impact would be minor given the scale of existing development surrounding the site and considering the opportunities for over station development.

Land use / transport integration and opportunities

The proposed metro station at Martin Place would support State and local strategic priorities and planning controls by reinforcing Sydney CBD as an important location for business, education, cultural activities and tourism, facilitating connections to the Global Economic Corridor, and enhancing the character and heritage of the area.

It is expected that a metro station at Martin Place would have the following specific benefits:

- The proposed station would serve an increasingly diverse role throughout the day and week as an events, cultural, retail, employment and transport interchange precinct. Martin Place would be reinforced as the civic spine of the city bounded by Circular Quay, the Royal Botanic Gardens, The Domain, Hyde Park and numerous cultural institutions on Macquarie Street
- The proposed station would further reinforce the Sydney CBD as the anchor of Global Sydney and Australia's largest employment centre. The station would provide further incentive for Sydney CBD to continue to grow and evolve as a focus of global economic activities, including international headquarters, financial institutions, law firms, accountants and insurers
- The proposed station would further drive the attractiveness of Martin Place as the economic engine of the Sydney CBD, increasing connectivity between Martin Place and the strategic centres of the Global Economic Corridor
- The proposed station would provide the opportunity for the renewal and development of a number of underutilised commercial sites between Castlereagh Street and Pitt Street north of Martin Place.

These strategies and opportunities would be further developed in consultation with the Department of Planning and Environment, Greater Sydney Commission and City of Sydney Council.

12.5.8 Pitt Street Station

Direct impacts on existing land use

The proposed metro station would change immediate land use from metropolitan centre to transport infrastructure. This impact would be minor given the scale of existing development surrounding the site and considering the opportunities for over station development.

Land use / transport integration and opportunities

A metro station at Pitt Street would support State and local strategic and planning controls by encouraging economic growth and facilitating connections to the Global Economic Corridor. It is expected that a metro station at Pitt Street would have the following specific benefits:

- The station would provide greater transport connectivity to the Global Economic Corridor for the western corridor, midtown and Chinatown precincts, in addition to the existing suburban rail services at Town Hall Station
- The station would further reinforce the Sydney CBD as the anchor of Global Sydney and Australia's largest employment centre. The station would provide further incentive for the Sydney CBD to continue to grow and evolve as a focus of global economic activities, including international headquarters, financial institutions, law firms, accountants and insurers
- The station – being an interchange with direct access to multiple modes and services to all regions of metropolitan Sydney – would provide the opportunity for the redevelopment of sites nearby
- The station is likely to reinforce the midtown retail, southern Sydney CBD and Chinatown precincts as the new growth areas of the Sydney CBD and serve the transitional precinct between the midtown retail precinct and the mixed, employment, residential, entertainment, cultural and events based activities within the southern Sydney CBD and Chinatown
- The station would serve as the transport gateway to Eastern Sydney, Hyde Park and Pitt Street Mall. The station would serve an increasingly diverse role throughout the day and week as an events, cultural, retail, employment and transport interchange precinct
- The station may serve provide the opportunity for the renewal and redevelopment of presently underutilised sites within the midtown and southern Sydney CBD precinct.

These strategies and opportunities would be further developed in consultation with the Department of Planning and Environment, Greater Sydney Commission and City of Sydney Council.

12.5.9 Central Station

Direct impacts on existing land use

There would be no change in land use as a result of the construction of new underground platforms at Central Station as the work would be located wholly within the existing station footprint.

The construction of the bridge at Regent Street (Sydney Yard Access Bridge) would result in the permanent loss of a large proportion of a small residential block located on the eastern side of Regent Street. This change in land use from residential to infrastructure would have a moderate to high local impact on land use. However the broader area surrounding the site on Regent Street contains residential and other mixed uses and proportionately the loss of a large part of a small residential block in this location is considered in a regional context to be minor.

Land use / transport integration and opportunities

New underground platforms at Central Station would support State and local strategic priorities and planning controls by encouraging economic growth in the Central to Eveleigh corridor, facilitating connections to the Global Economic Corridor and enabling a range of services and infrastructure that meets the needs of residents, workers and visitors. It is expected that metro platforms at Central Station would have the following specific benefits:

- The proposed underground platforms would serve the southern Sydney CBD, the fastest growing mixed employment, residential, educational and retail area in Global Sydney, with proximity to Chinatown, Darling Harbour, southern Sydney CBD and the educational institutions of the Sydney Institute of TAFE and the University of Technology Sydney
- The proposed underground platforms would further reinforce the Sydney CBD and the Sydney education and health precinct as the anchor of Global Sydney and Australia's largest employment centre
- The proposed underground platforms would reinforce the role of Central as the heart of Sydney's transport network and provide improved network connectivity with access to suburban rail lines, light rail, intercity trains, intercity coaches and bus services to the inner west and southeast
- The proposed underground platforms would provide an opportunity for the renewal and development of a number of sites adjacent the station, comprising the strip of mixed retail, commercial and recreation on the eastern side of Elizabeth Street. It is also likely to reinforce the southern Sydney CBD, Chinatown, Haymarket, Darling Harbour, Ultimo and the Sydney education and health precincts as new growth areas of the Sydney CBD.

These strategies and opportunities would be further developed in consultation with the Department of Planning and Environment, Greater Sydney Commission and City of Sydney Council.

12.5.10 Waterloo Station

Direct impacts on existing land use

The change in land use at the site would be from mixed use retail and residential to transport infrastructure. Relative to the area of mixed use and residential land use types impacted by the project, there are large areas of these land uses remaining in the immediate vicinity of the station site. Given the small scale of the loss, the land use impact would be minor.

In addition, this area is undergoing a transition to intensification of development as part of the revitalisation of the Redfern and Waterloo area. Urban revitalisation proposed for this area would require transport infrastructure (as provided by the project). The potential over station development opportunities at this site would also be consistent with the land use changes associated with urban revitalisation and would likely offset any potential loss in existing land use in the long term.

Land use / transport integration and opportunities

A metro station at Waterloo would support State and local strategic priorities and planning controls by enabling opportunities for urban renewal including housing diversity and intensification, meeting the needs of residents, workers and visitors, and creating a vibrant, sustainable community that it reaches its full economic and social potential. It is expected that a metro station at Waterloo would have the following specific benefits:

- Provide further incentive for the progressive renewal of the ageing Waterloo social housing estate including a mix of private, affordable and social housing
- The potential to provide for the further development of the area as a mixed use centre with strong public transport links to the Sydney CBD and other centres throughout the Global Economic Corridor
- Improve access to the existing employment area and could deliver a significant number of jobs in an area with high levels of amenity, recreation and access to public transport
- Provide opportunities to increase residential densities within walking distance of the station.

These strategies and opportunities would be further developed in consultation with the Department of Planning and Environment, Urban Growth NSW, Greater Sydney Commission, City of Sydney Council and other relevant agencies.

The NSW Government will investigate a Special Infrastructure Contribution around Waterloo station to be reserved for the Sydney Metro project and associated infrastructure.

12.5.11 Marrickville dive site (southern) and southern services facility

The introduction of a tunnel dive and services facility at this location would result in a change in land use to a small area of the site from industrial to transport infrastructure. There are currently other areas of industrial land locally and a change in land use at the Marrickville dive site away from its current industrial use, should this occur, would have a minor land use impact.

At the completion of construction there would be a relatively large area of residual land (land required for construction purposes that is not required for operation of the project). Transport for NSW would review opportunities for the appropriate reuse of this land in consultation with the relevant council.

12.6 Mitigation measures

There are no specific mitigation measures that would be implemented to address potential land use and property impacts. A framework for the implementation of mitigation measures is discussed in Chapter 27 (Consolidated environmental mitigation measures and environmental performance outcomes).