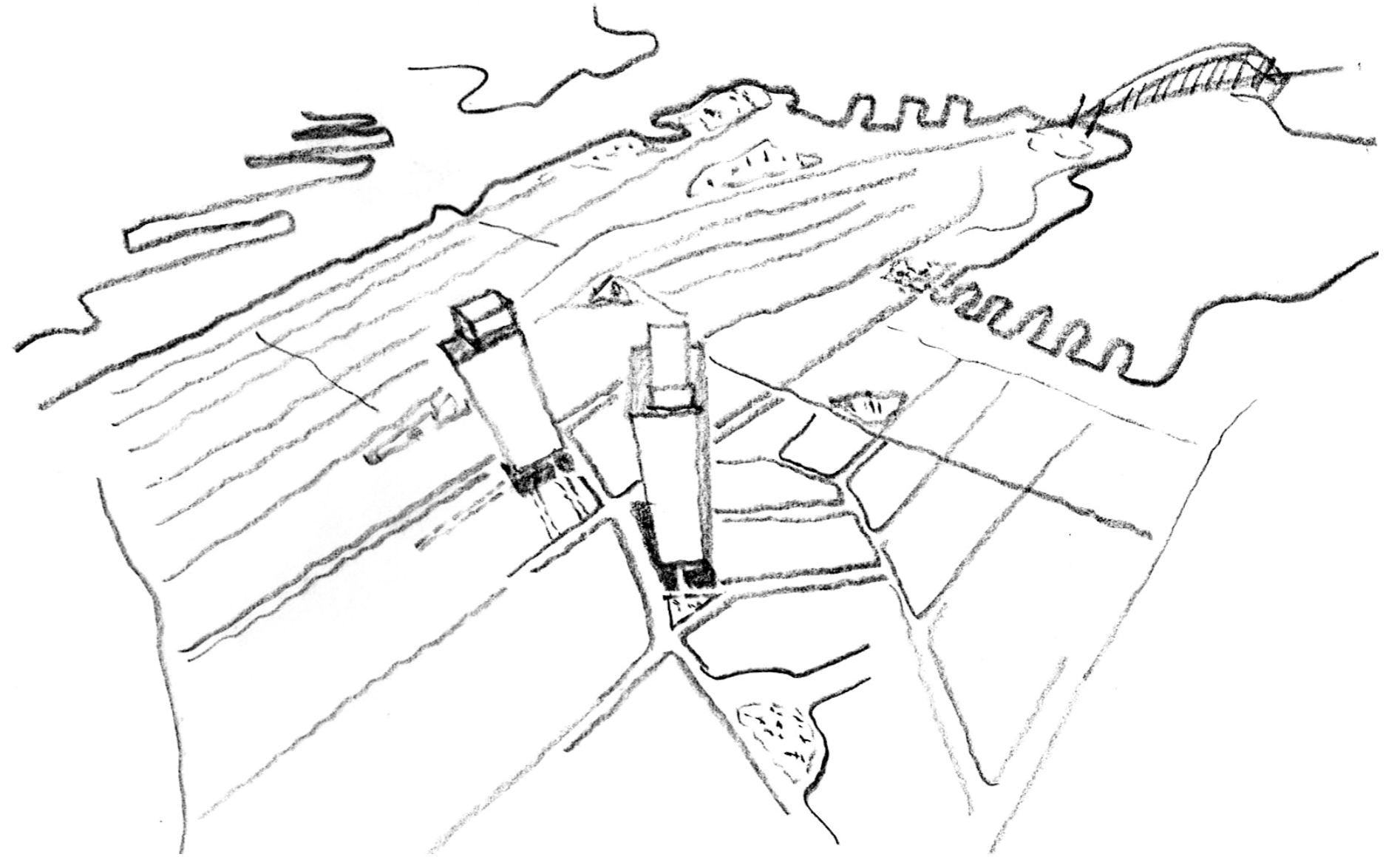


Attachment A4

**Urban Design and Indicative Built
Form Report - Part 1**



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

Sydney Metro — August 2022



duga
 earth
 clay / the ground
 ground
 hole
 place / country
 Sydney cove
 this side of the water
 wurrungwurr
 nura
 gumurr
 duba
 bamal
 fishing line
 oyster
 mussel
 Sydney cove shell
 speared on spear
 kinver

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

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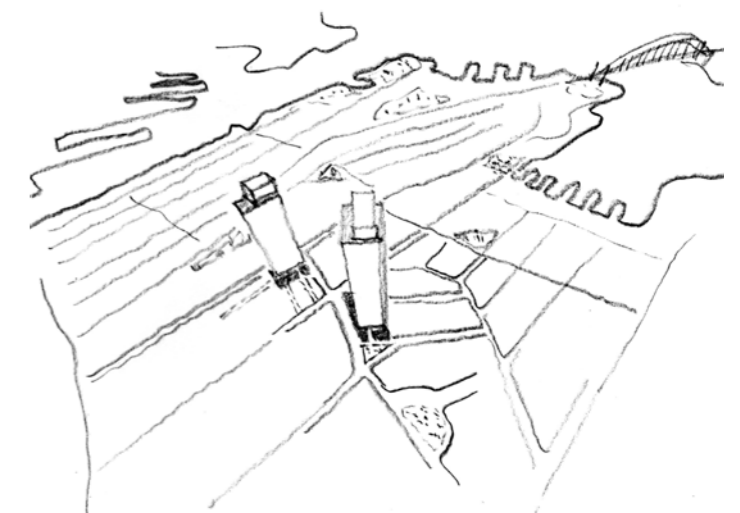
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Project Name	Hunter Street Station (Sydney CBD)		
Project Code	MOSD		
Document Name	Urban Design and Built Form Report		
Document ID			
Revision	Date	Comment	Approved
02	15/08/22	For Submission	JR



Concept Sketch

Introduction

This Urban Design and Built Form Report supports the Hunter Street Station (Sydney CBD) Planning Proposal request that will deliver an integrated station development made up of the Hunter Street Station (Sydney CBD) and over station development (OSD) buildings above and around the station (including below ground access and connectivity to the station platforms) that promotes design excellence and is consistent with the Central Sydney Planning Framework.

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

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

The Planning Proposal request seeks amendment to the Sydney Local Environmental Plan 2012 (SLEP) relating to the sites located at 28 O'Connell, 48 Hunter Street, and 37 Bligh Street, Sydney (Hunter Street East) and 296 George Street, 300 George Street, 312 George Street, 314-318 George Street, 5010 De Mestre Place (Over Pass), 5 Hunter Street, 7-13 Hunter Street, 9 Hunter Street and De Mestre Place, Sydney (Hunter Street West) to provide additional maximum height of building and floor space ratio (FSR) controls. Consideration of the Design and Amenity Guideline prepared in support of the planning proposal request will be required to support the desired outcomes.

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



1.Aerial Context Map



Project Vision

Sydney Metro West - Hunter Street

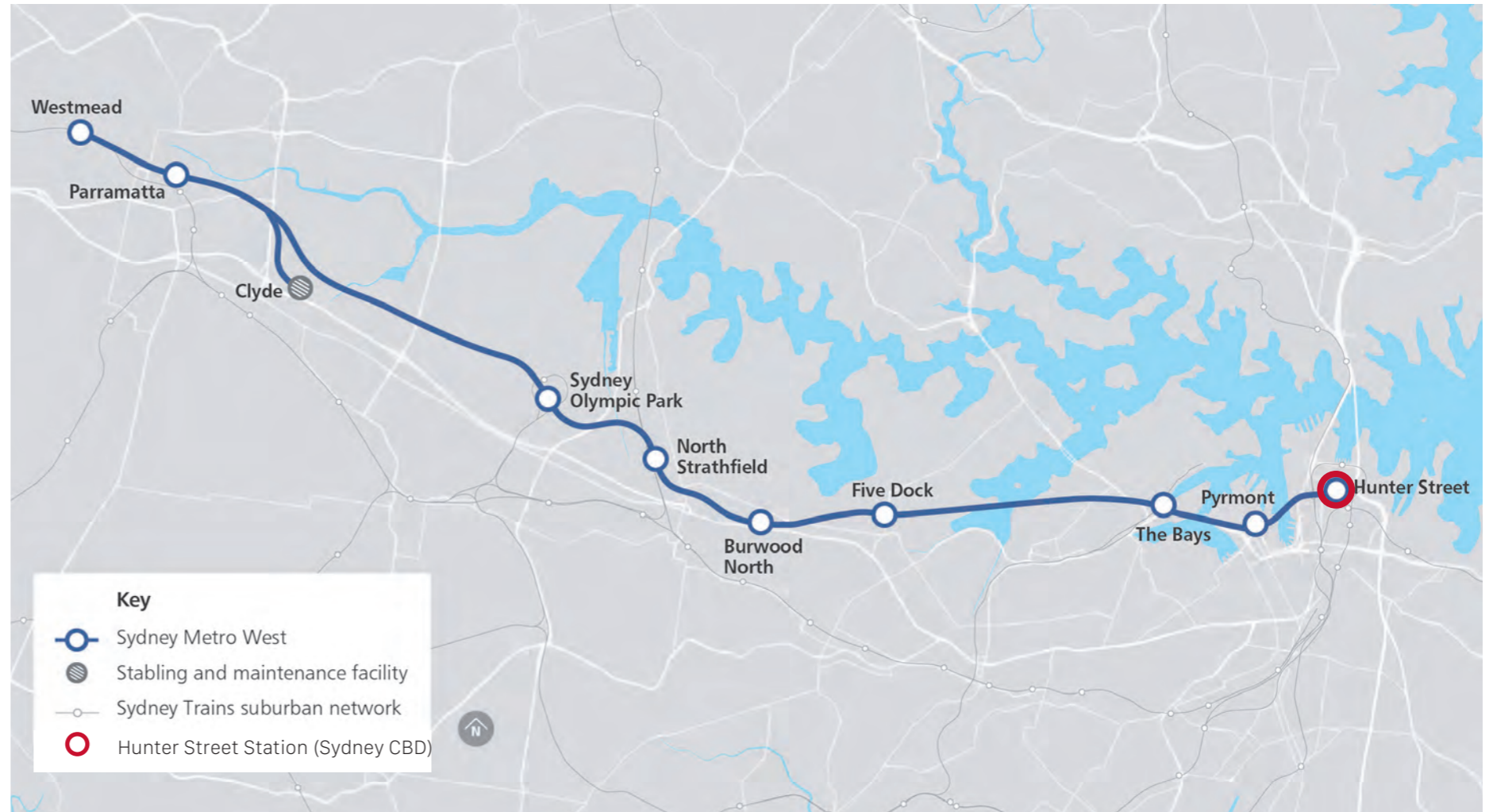
Sydney Metro West comprises a new metro rail line extending from Westmead to Sydney CBD with nine new underground metro stations, including a station at Hunter Street in the Sydney CBD.

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

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

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

The OSD components of the Hunter Street (Sydney CBD) integrated station development are not declared as State significant infrastructure (SSI) and critical State significant infrastructure (CSSI) under State Environmental Planning Policy (State and Regional Development) 2011 (SRD SEPP). As such, separate development consent is required to be granted for the construction and operation of development above the Hunter Street (Sydney CBD) Station. The future OSD will be classified as State Significant Development (SSD).



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

Project Benefit

Public Infrastructure - Hunter Street Metro Station

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

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



Alignment with the City of Sydney Policies and Objectives

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

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



Employment Space - 150,000m2 of employment space within the Commercial core of the Sydney CBD

Introducing a new planning pathway for heights and densities above the established maximums limits will increase growth opportunities for employment floor space, promote the efficient use of land, and encourage innovative design. It will also unlock opportunities for the delivery of cultural, social and essential infrastructure and improved public spaces commensurate with growth. The proposal will respond to the key move of the Central Sydney Planning Strategy by prioritising and increasing employment capacity.



Central Sydney



Source: Central Sydney Planning Strategy

Public Domain Vision

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

Precinct Vision

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

Precinct vision

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

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

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

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



3. Precinct Vision

Development Sustainability Strategy

Sustainability Strategy

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

Minimum sustainability rating requirements are defined for the proposed development.

The commercial tower developments will:

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

Sustainable transport initiatives have been defined to:

- Reduce the emissions attributed to private vehicle use by 40% and VKT by 20%
- Encourage walkability by demonstrating there are a range of diverse amenities within 400 m
- Limit speed to 10 km/h for roads within the site – Improve active mode uses by 90%

A Climate Positive Pathway has been outlined.

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

Further detail on sustainability commitments can be found in the Sydney Metro West Ecologically Sustainable Development Report which accompanies the Planning Proposal request.



CLIMATE POSITIVE

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



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



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



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



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



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



- Protect environmentally significant areas
- Create biodiverse green spaces

Source: Ecologically Sustainable Development Report

Station Design

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

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

The Hunter Street East station entrance faces O'Connell Street, however a secondary entrance is provided from Bligh Street via a through-site-connection that runs in a east-west direction. Hunter Street which runs along the southern edge of the site has a steep gradient and there is a significant level difference of 6-7m between O'Connell and Bligh Street, therefore the through-site-connection will provide equitable level-access between O'Connell and Bligh Streets.

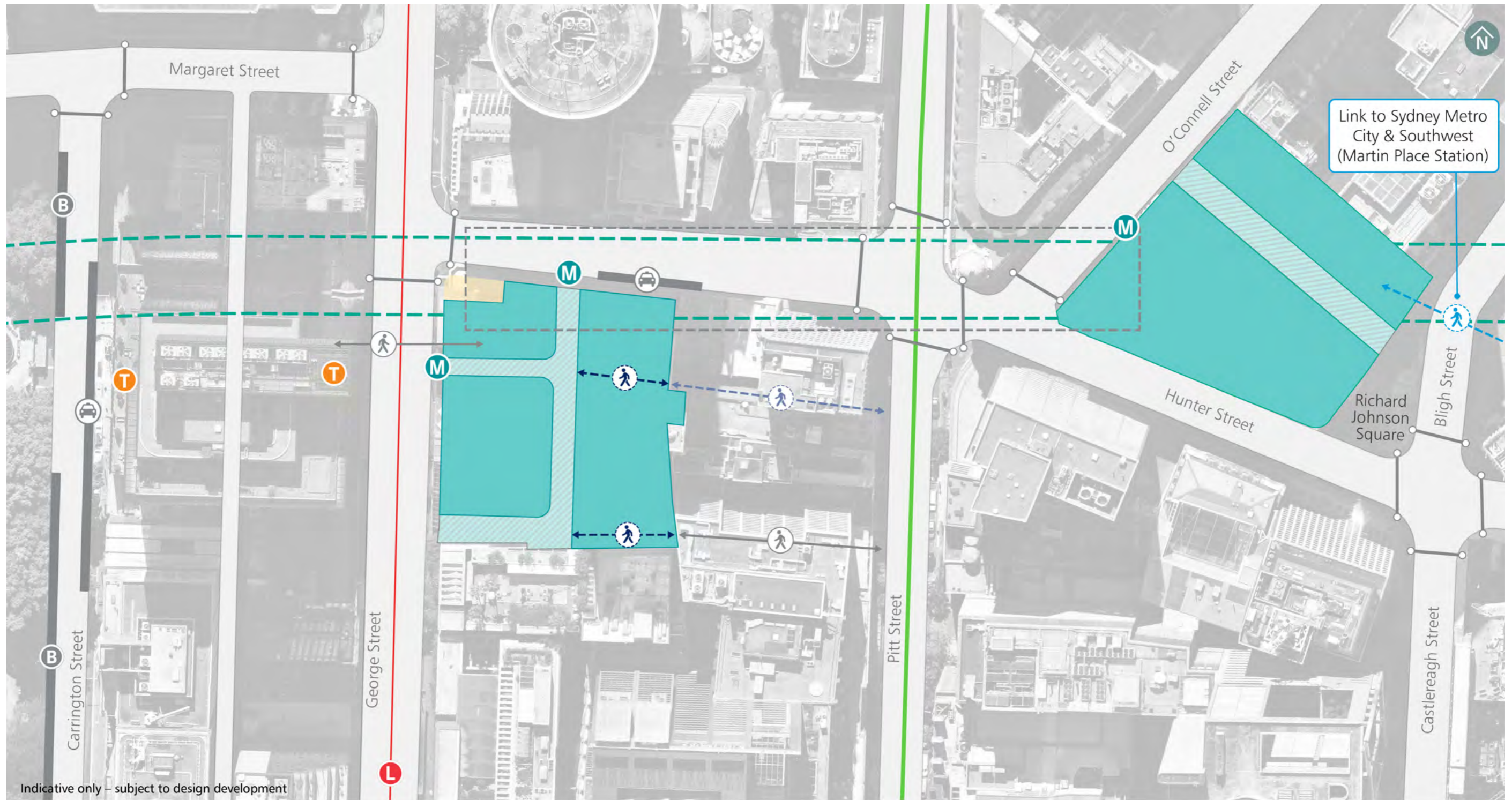
- Cavern is located below Hunter Street and station box is located at the end of the cavern (eastern end).
- Concourse is located at below ground and the gateline is located at the street level entrance on O'Connell Street.
- OSD core is located at the northern boundary of the site to maximise usable space in the station.

The Hunter Street West station entrance faces George Street, almost opposite the George Street entrance to Wynyard Station. There are additional east-west and north-south surface level connections proposed into the station entry hall to improve customer distribution through the surrounding street network.

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

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

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



Indicative only – subject to design development

4. Indicative Layout (Source: Sydney Metro – Environmental Impact Assessment)

KEY

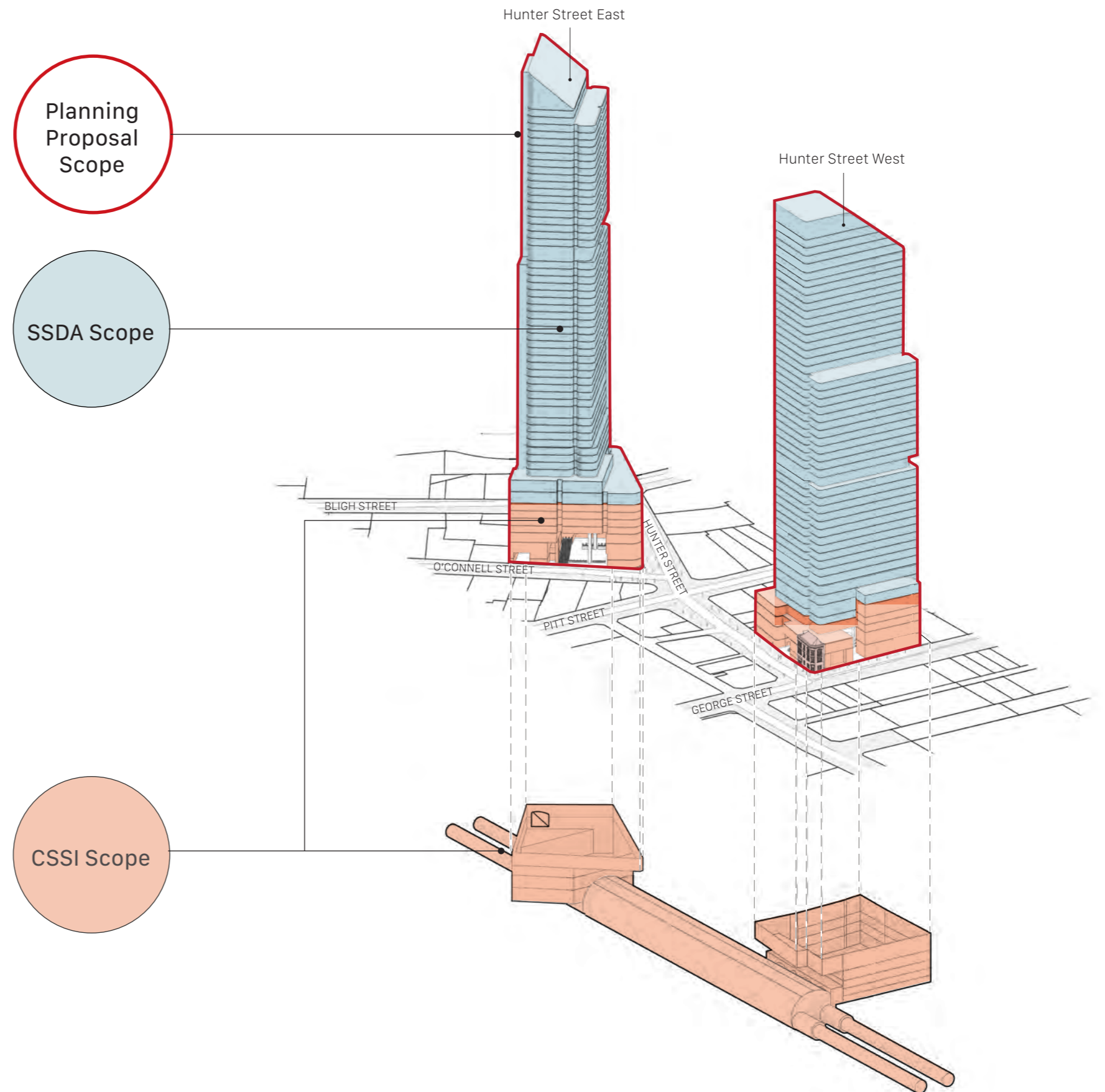
- | | | | | | | |
|------------------------------------|--|--|------------------------|----------------------------|--|---------------------|
| Aboveground Station Infrastructure | Existing Pedestrian Link | Existing Bicycle Route | Existing Taxi | Metro Tunnel and Alignment | Indicative Pedestrian Link (delivered by others) | Existing Light Rail |
| Through Site Links | Proposed Underground Pedestrian Link | Existing Sydney Trains Suburban Rail Network | Retained Heritage Item | Metro Station Entry | Existing Signalised Crossing | Existing Bus Stop |
| Underground Station | Potential Future Pedestrian Connection | | | | | |

Strategic Planning Framework

Planning Approval Pathways

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

1. **CSSI Scope** - Major civil construction works including station excavation and tunneling between The Bays and Sydney CBD; Tunnel fit out, construction of stations, ancillary facilities and station precincts, and operation and maintenance of the Sydney Metro West line.
2. **Planning Proposal request** - To amend Sydney LEP to establish permissibility of a future over station development integrated with the Hunter Street Station. The changes seek to amend built form controls to facilitate an alternate building envelope to deliver commercial towers.
3. **Future Concept SSDA** - The development consent for a detailed design will be subject of a future Concept SSDA and future Detailed SSDA.



Government Architect New South Wales

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

GANSW

Better Placed

The main objectives identified in the document include:

- Better Fit
- Better Performance
- Better for Community
- Better for People
- Better Working
- Better Value
- Better Look and Feel

The Hunter Street Precinct pursues improved outcomes in the built environment through better fit, performance and community benefit.

Aligning Movement and Place

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

Draft Connecting with Country

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

Design and Place SEPP

The main principles are to:

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

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

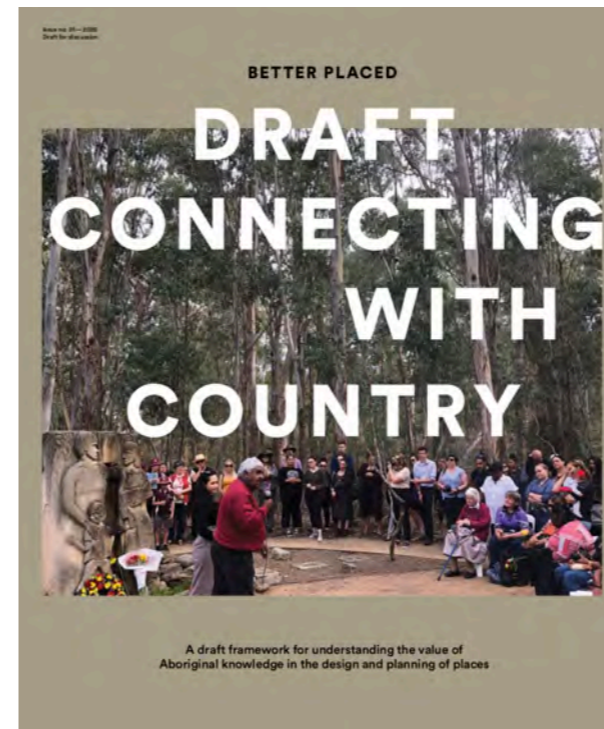
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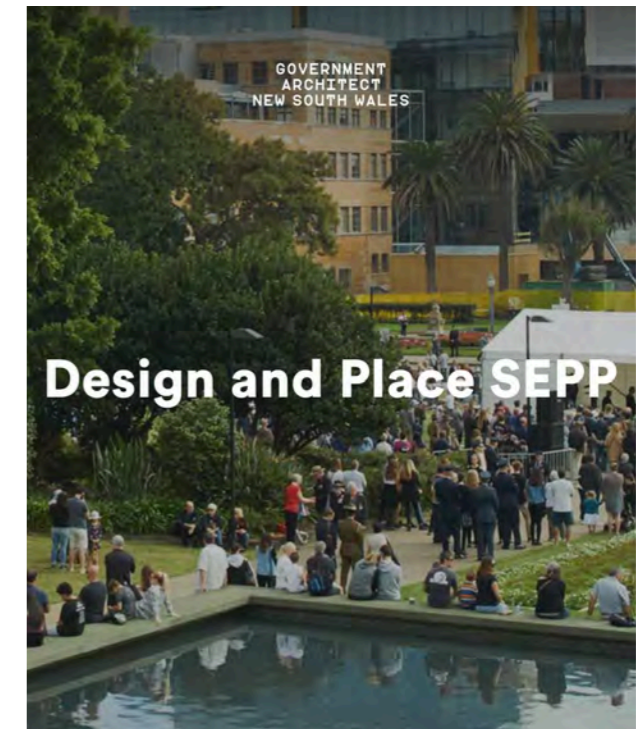
5. Better Placed



6. Aligning Movement and Place



7. Draft Connecting with Country



8. Design and Place SEPP

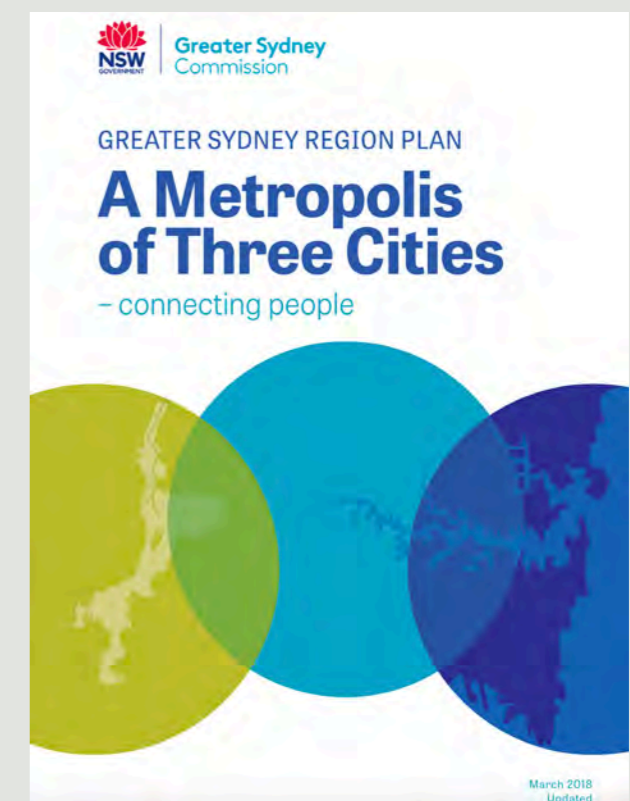
Strategic Planning Framework

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Sydney Metro West has been identified to provide more frequent and faster trips to and from Greater Parramatta. To ensure continued growth, the CBD's main focus is on innovation and global competitiveness through the investment in transport and services, job growth as well as business activity.

The Greater Sydney Region Plan: A Metropolis of Three Cities

The plan acknowledges that the growth in the Eastern Harbour City will lead to urban renewal, resulting in the increase of open and public spaces as well as infrastructure and services in the area.



9. A Metropolis of Three Cities

Eastern City District Plan

The District Plan responds to major transport investments within the District including Sydney Metro. The following are some of the planning priorities which will assist in realising the vision for the District:

- Planning Priority E1: Planning for a city supported by infrastructure
- Planning Priority E6: Creating and renewing great places and local centres, and respecting the District's heritage
- Planning Priority E7: Growing a stronger and more competitive Harbour CBD
- Planning Priority E17: Increasing urban tree canopy cover and delivering Green Grid connections
- Planning Priority E18: Delivering high quality open space

City of Sydney Local Strategic Planning Statement

The City has been divided into 10 villages and the subject sites lie within the CBD and Harbour village. The themes that form part of the Vision for the city include Green, Global and Connected. A few of the key moves identified:

- Strengthen Central Sydney's economic role
- Make great places
- Movement for walkable neighbourhoods and a connected city
- Greening the city and pathways to net zero
- Aligning development with infrastructure

The LSPS also identifies that some city roads do not provide sufficient priority to walking and cycling. Suggestions have been provided to convert these streets to create better places for walking, socialising and shopping.

Public Space and Public Life

The document provides an understanding on the urban changes that occur in cities and on the further development of the public realm. The four themes identified are:

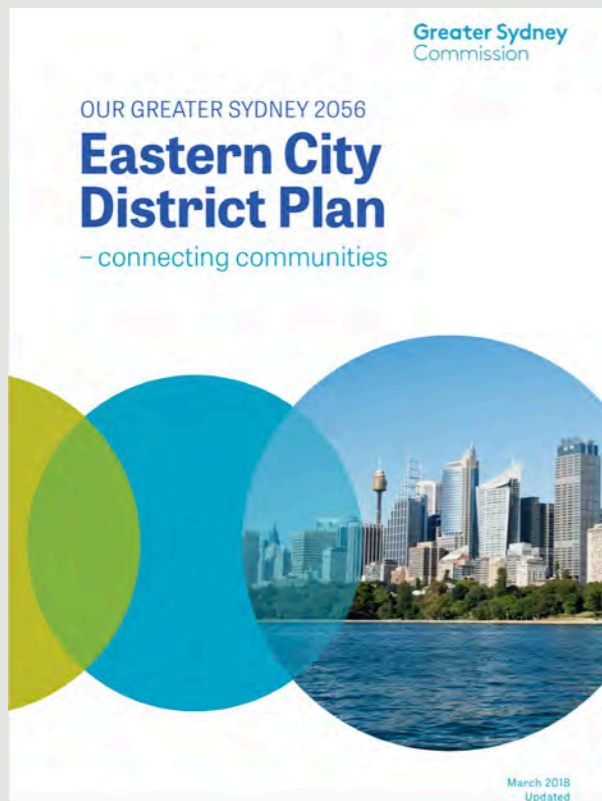
- A green and cool city
- Protected heart
- A city for all
- A strong city identity

Through the analysis it has been identified that the city is a public transport city with walking being the main mode of transport to move around the city. The document states that it is critical to provide infrastructure that supports walking and cycling.

City of Sydney Public Domain Plans

The plan outlines ideas to improve open spaces and streets within the City. The subject sites fall under the Harbour Village North. The key guiding directions for city north are as follows:

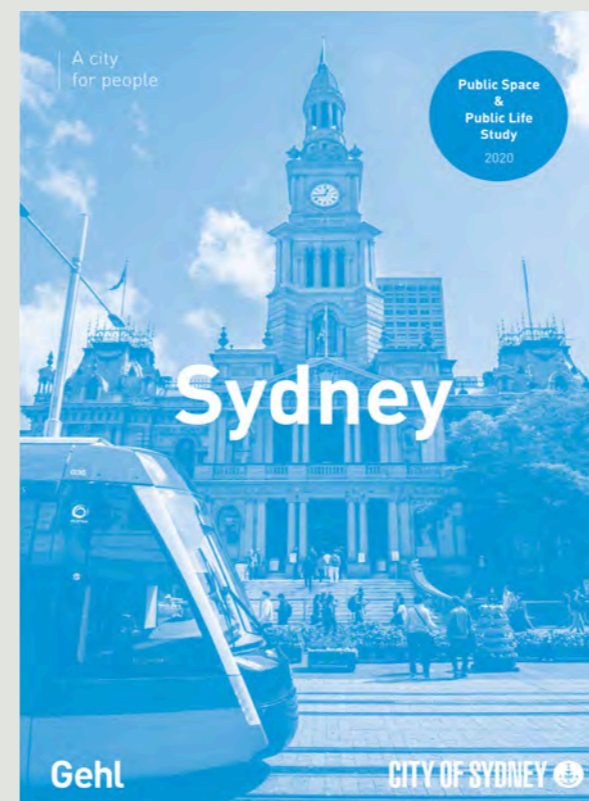
- Strengthen north-south streets and encourage east-west pedestrian permeability
- Reinforce a connected public space at Circular Quay and create a unified square from the building edge to the water
- Reinforce Martin Place as the City's premier civic and public space
- Create a linked series of park and garden spaces and upgrade existing open spaces
- Support and encourage active building edges and high quality activation of the public domain



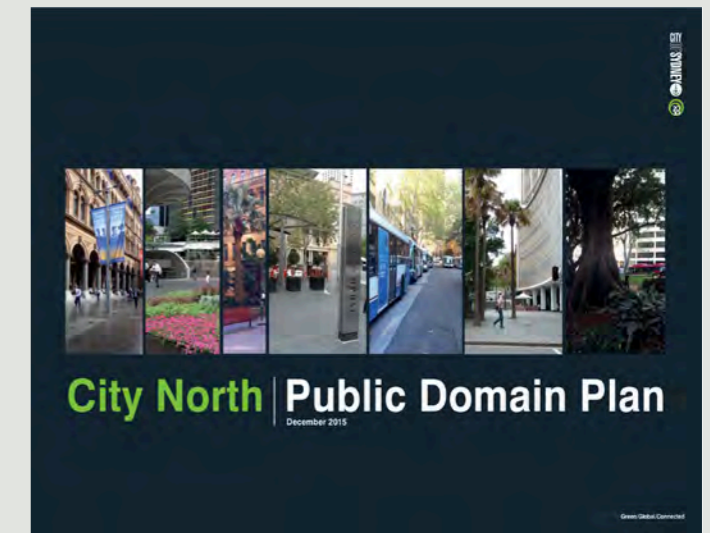
10. Eastern City District Plan



11. City of Sydney - Local Strategic Planning Statement



12. Public Space and Public Life Study 2020



13. City North - Public Domain plan

Central Sydney Planning Strategy

The Central Sydney Planning Strategy provides the strategic policy framework to guide the future growth of the Sydney CBD. It establishes a 20-year growth strategy for Central Sydney, focused on the delivery of a green, global and connected city. The Strategy informed recent amendments to planning controls to incentivise growth of employment centres and retain the primacy of Central Sydney as a globally innovative and competitive city. The introduction of revised densities and height of building controls is to encourage growth of employment generating floor space in Central Sydney, whilst protecting public amenity. Land is Central Sydney's most important asset, maximising the efficiency of floor space within the height available is a key move for the efficient and productive use of land.

Key Moves

- Planning controls which provide reasonable flexibility for tall buildings to respond to their contexts. Site specific considerations, such as site area, adequate building separations and outlook, heritage curtilage, wind impacts, sunlight and air movement will determine how a new tower can appropriately be accommodated.
- Create growth opportunities for employment floor space, promote the efficient use of land, and encourage innovative design.
- Growth opportunity sites to drive zero-net energy outcomes.
- Enhance and expand our network of public places and spaces.
- Commitment to design excellence.

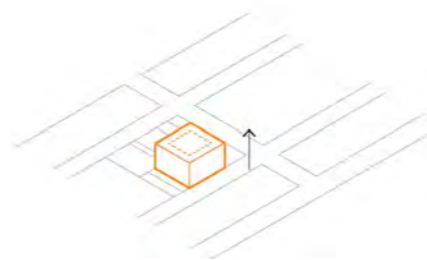


14. Tower Cluster 3D (Source: Central Sydney Planning Strategy)

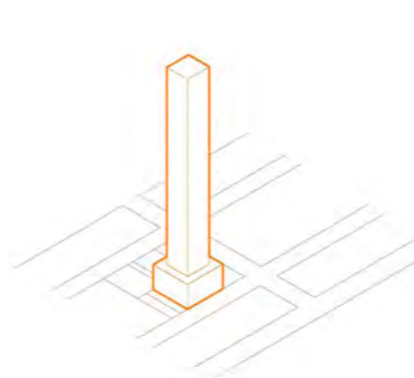
Steps in determining an envelope that are outlined within the strategy



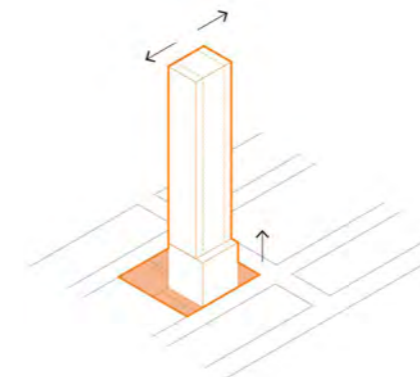
Step 1: identify a site(s) complying with the Guidelines minimum Site Area



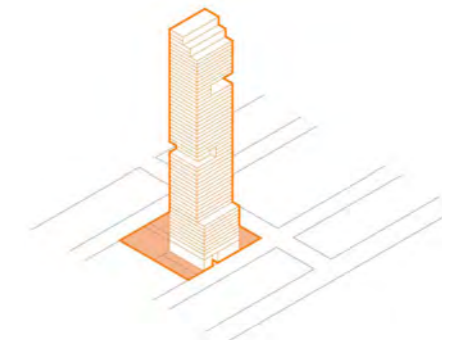
Step 2: define a podium form in compliance with Sydney DCP



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



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



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

Tower Cluster Areas

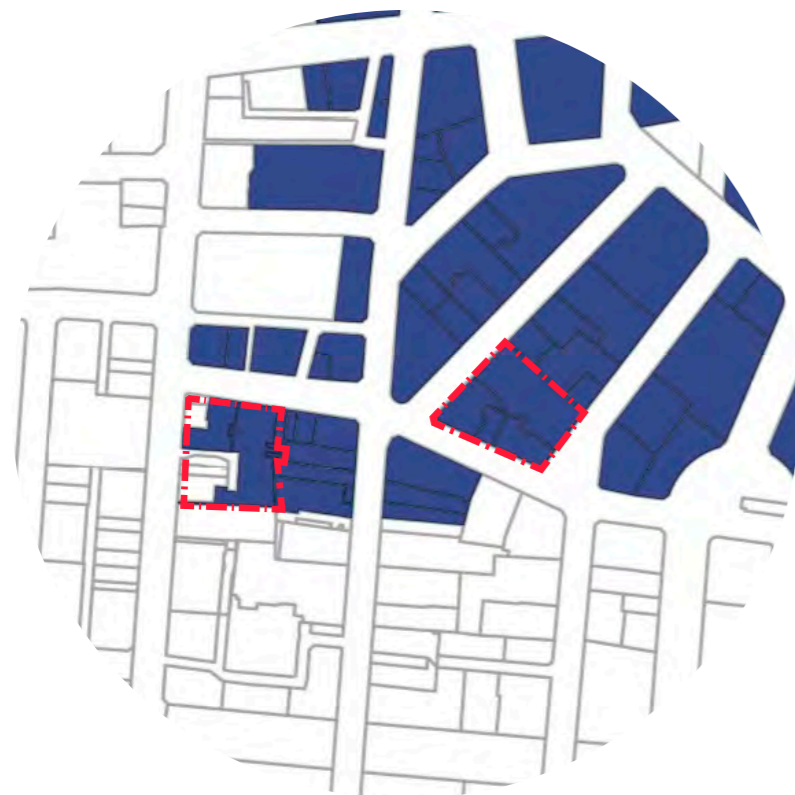
To recognise and provide for the pre-eminent role of business, office, retail, entertainment and tourist premises in Central Sydney, the City of Sydney have introduced into the SLEP 2012 provisions for development within tower cluster areas.

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

Key LEP Controls

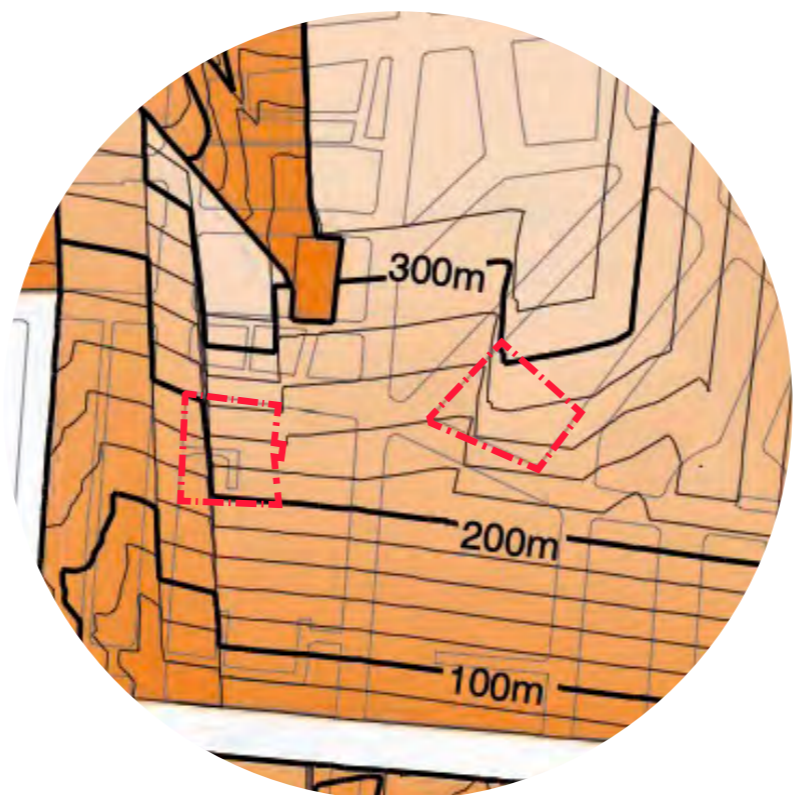
The draft amendments to the Sydney LEP include the following key maps which apply to the land which is the subject of this report.

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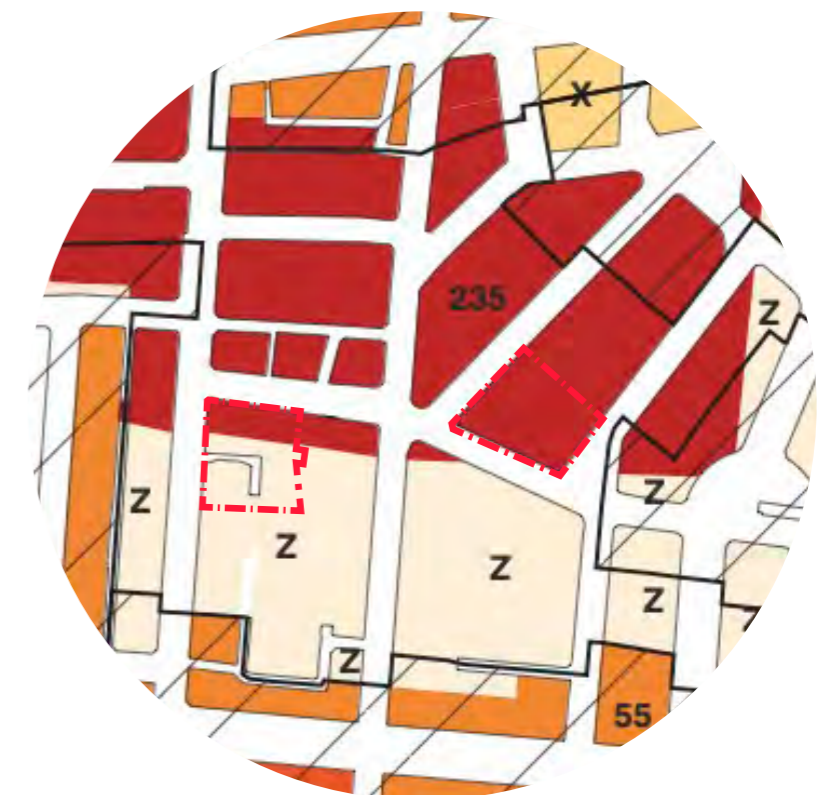
15. Tower Cluster Map

KEY
 Tower Cluster Areas



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

KEY
 0m
 450m



17. Height of Building Map

KEY
 235
 55
 X - Existing Height of Building
 Z - Height Defined by a Sun Access Protection Control

The Hunter Street sites are mapped with the Tower Cluster Area. Whilst the planning proposal request does not rely on the Tower Cluster provisions, it remains aligned with the overarching strategic intent of the Central Sydney Planning Strategy, to deliver high quality employment generating floor space.

Urban Design Analysis

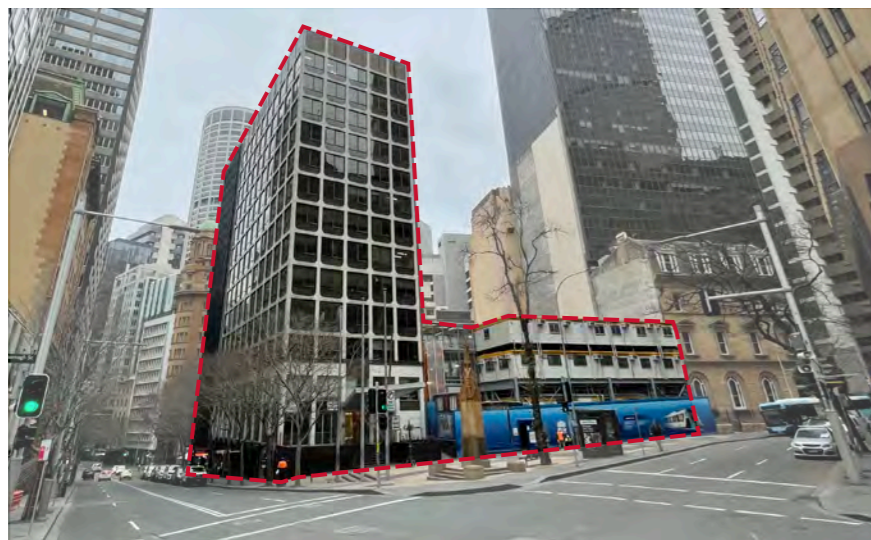
Site Context

Hunter Street East

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

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

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



18. Existing Development - Hunter Street East

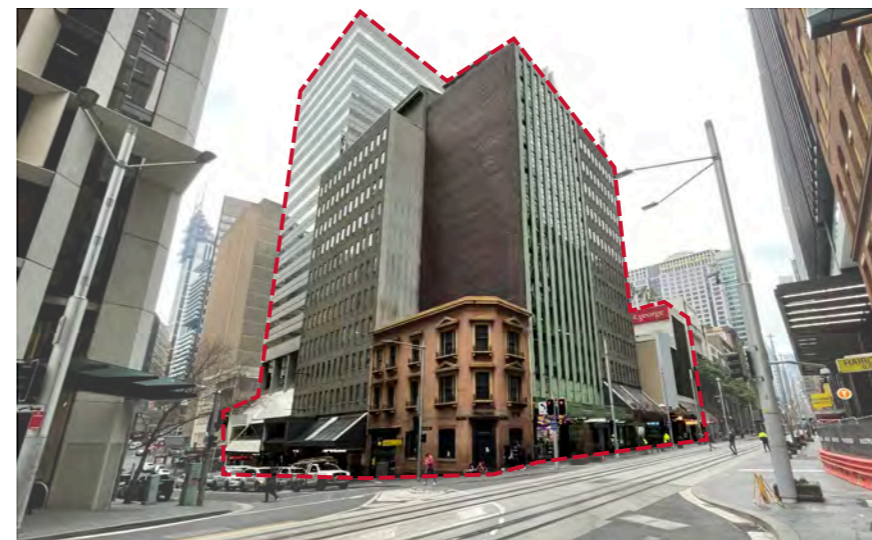
Hunter Street West

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

The existing buildings occupying the Hunter Street West site include:

- 296 George Street
An existing 3-storey building with a single level basement known as the former Skinners Family Hotel which is listed on the State Heritage Register.
- 300 George Street
A 14-storey strata-titled commercial office building which is adjacent to the former Skinners Family Hotel and opposite Wynyard Place.
- 312 George Street
A 3-storey building with restaurant at ground floor.
- 314-318 George Street
A 6-storey commercial office building.

- 5010 De Mestre Place (Over Pass)
Stratum above ground level for a pedestrian bridge connecting George Street to Pitt and Hunter Streets via Hunter Connection.
- 9 Hunter Street
A 20-storey commercial office building, and the main Hunter Street entry point to Hunter Connection.
- 5 Hunter Street
Includes Hunter Arcade and a 11-storey commercial.
- 7-13 Hunter Street
Includes Hunter Connection, a through-site link connecting George, Pitt and Hunter Streets to Wynyard Station.
- De Mestre Place
A laneway off George Street which includes access for loading and servicing.



19. Existing Development - Hunter Street West

Surrounding Development

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

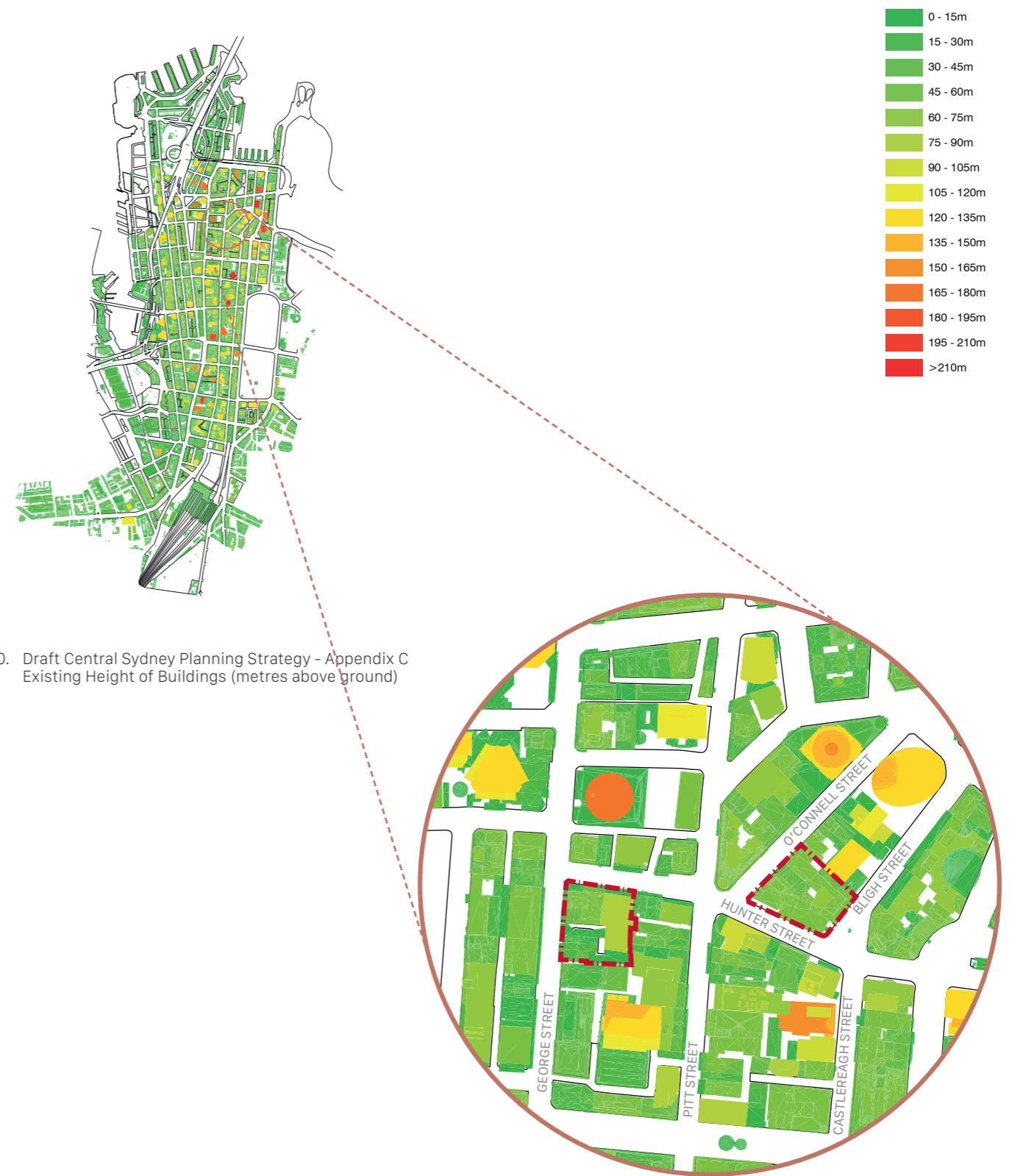
A number of key commercial buildings are located in or around the Sydney CBD, including educational facilities, historic buildings and structures, law courts, public gathering spaces and places of worship. Significant areas of open space, such as the Botanical Gardens, the Domain and Hyde Park are also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

— North of the sites is a major commercial area comprising high density commercial towers along George Street, Pitt Street, and Bridge Street, including the Met Centre and Australia Square buildings. The area also comprises tourism and entertainment related uses including hotels, shops, restaurants, cafés, nightclubs and bars, with the area around Circular Quay and the Rocks a major tourism precinct and providing significant support for the night time economy.

— West of the sites the land use remains predominantly high-density commercial offices, anchored by Wynyard Station. George Street contains the Sydney Light Rail (L2 Randwick Line and L3 Kingsford Line) and is a major north-south axis through the CBD, 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.

— East of the 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 sites the land use remains predominantly multi-storey commercial offices but also includes cafés, bars and nightclubs, including the Ivy complex. Martin Place is a significant east-west pedestrian thoroughfare which contains many culturally significant buildings and structures including the Cenotaph memorial and the General Post Office building, as well as Martin Place Station. Beyond Martin Place the Sydney CBD continues towards Town Hall, Haymarket and the Central Station precinct.



Urban Context

The Hunter Street (Sydney CBD) integrated station development is located in the northern part of the Sydney CBD, within the commercial core precinct of Central Sydney, within the Sydney Local Government Area (LGA). The subject station site comprises of 'Hunter Street East site' and a 'Hunter Street West site'.

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

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

KEY

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

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



21. Existing Urban Context

Site Survey

Hunter Street East



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

Hunter Street East
Site Area - 3694.5m²

Hunter Street West



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

Hunter Street West
Site Area - 3736.1m²

There is significant level difference between the East site and West site. Hunter street traverse across the historical topography of the Centre CBD district. The low point of Hunter street signifies the tank stream.

Site Development

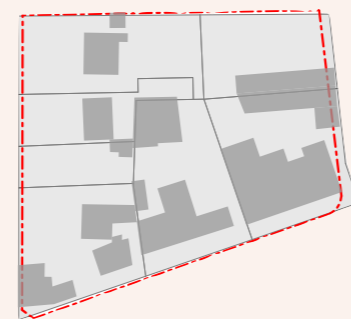
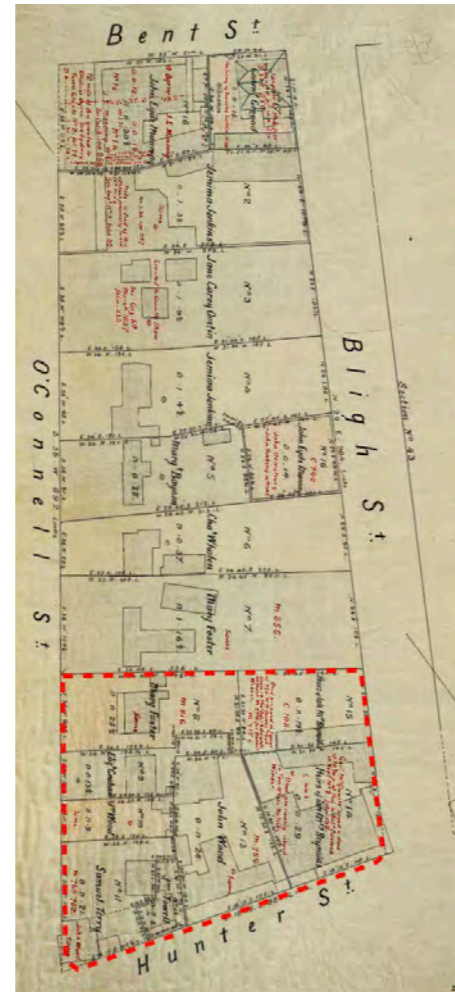
Historical Evolution - Hunter Street East

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

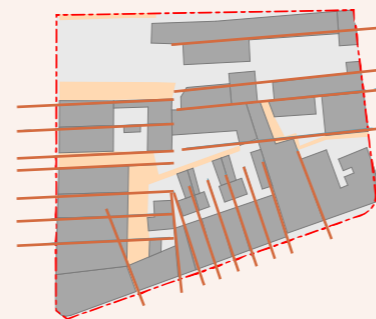
The Tank Stream, topography and the location of the Governor's House played a role in defining the street orientation especially of Bligh and O'Connell Street. There is a large level change between Bligh and O'Connell Street. An original service lane passed between these streets.

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

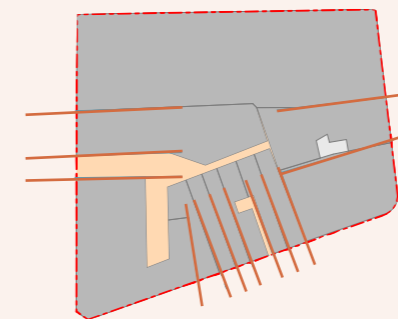
The Former NSW Club, designed by William Wardell and constructed in 1884, adjusted the alignment of the western streetwall of Bligh Street, further reinforced with the demolition of the Adyar building at 25-29 Bligh Street, and the demolition of 33-35 Bligh Street.



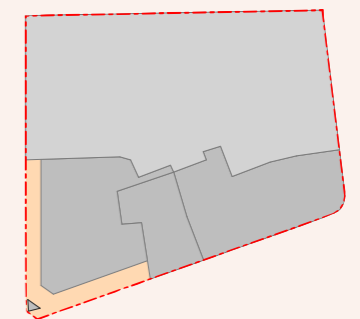
1833



1880



1917-1939



CURRENT

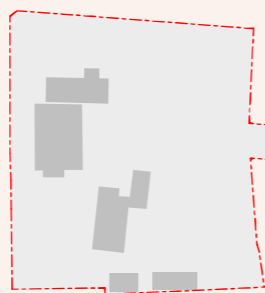
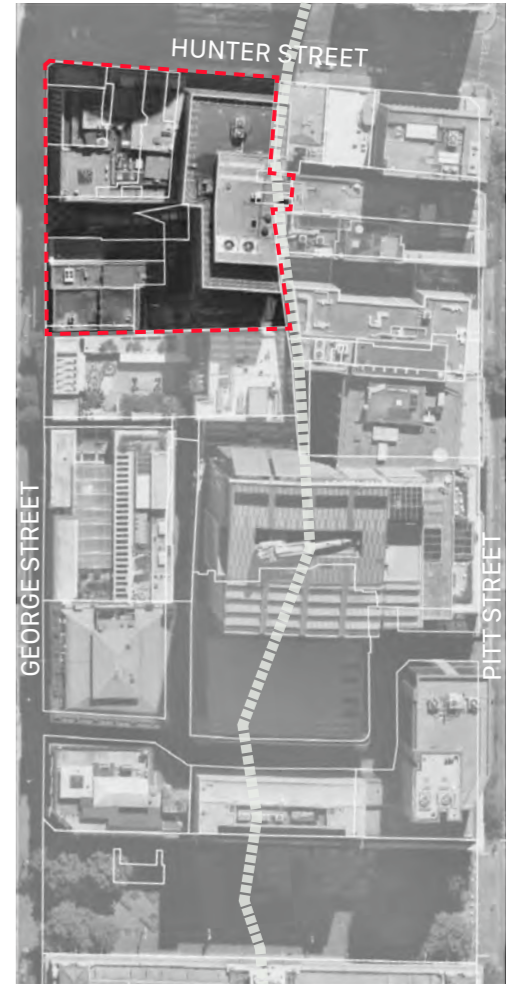
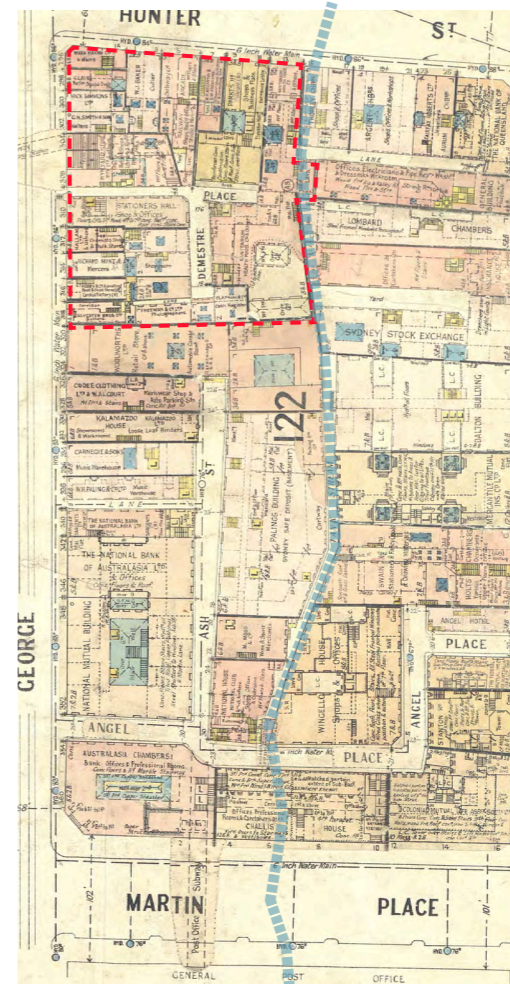
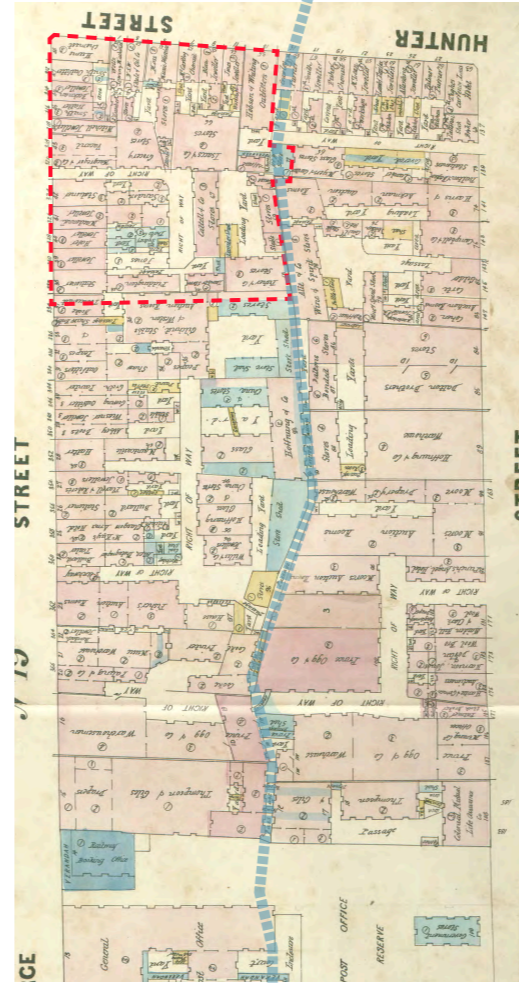
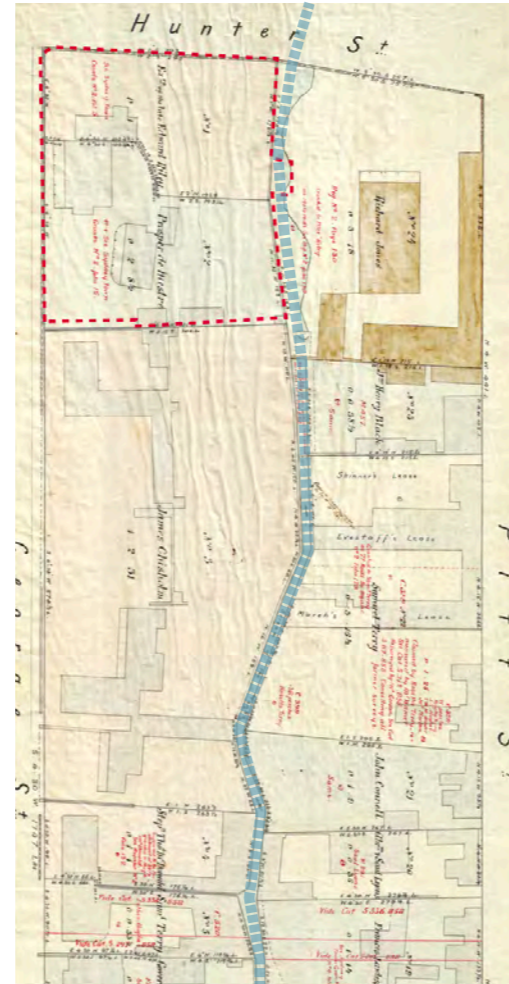
Historical Evolution - Hunter Street West

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

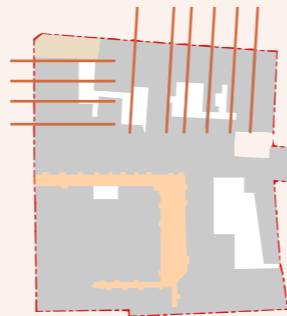
With the development of Wynyard Station and the hunter connection the site became associated with transport

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

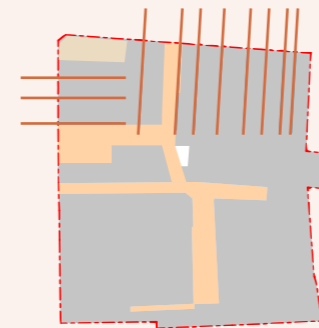
De Mestre Place is one of the oldest laneways in Sydney and named after Prosper de Mestre. Prosper de Mestre built a series of elegant stores from 1821 to 1844 along George Street. A laneway was created to provide access for goods being transported to the stores now called De Mestre Place.



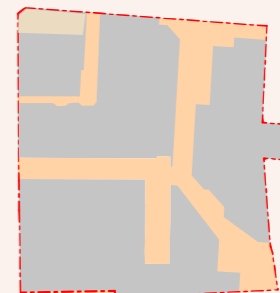
1833



1880



1917-1939



CURRENT

Heritage Building Prominence

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

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

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

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

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24. Key Heritage Views

KEY
 State Listed Heritage Items
 Local Heritage Items
 Tank Stream
 View Lines



25. Surrounding Heritage Items



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



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



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



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



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



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



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



32. Site of first church, 1930s. Richard Johnson Square is located immediately adjacent to the east of the Hunter st East site. The memorial was constructed in the centre of the intersection at the junction of Bligh and Hunter Streets in 1925.



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



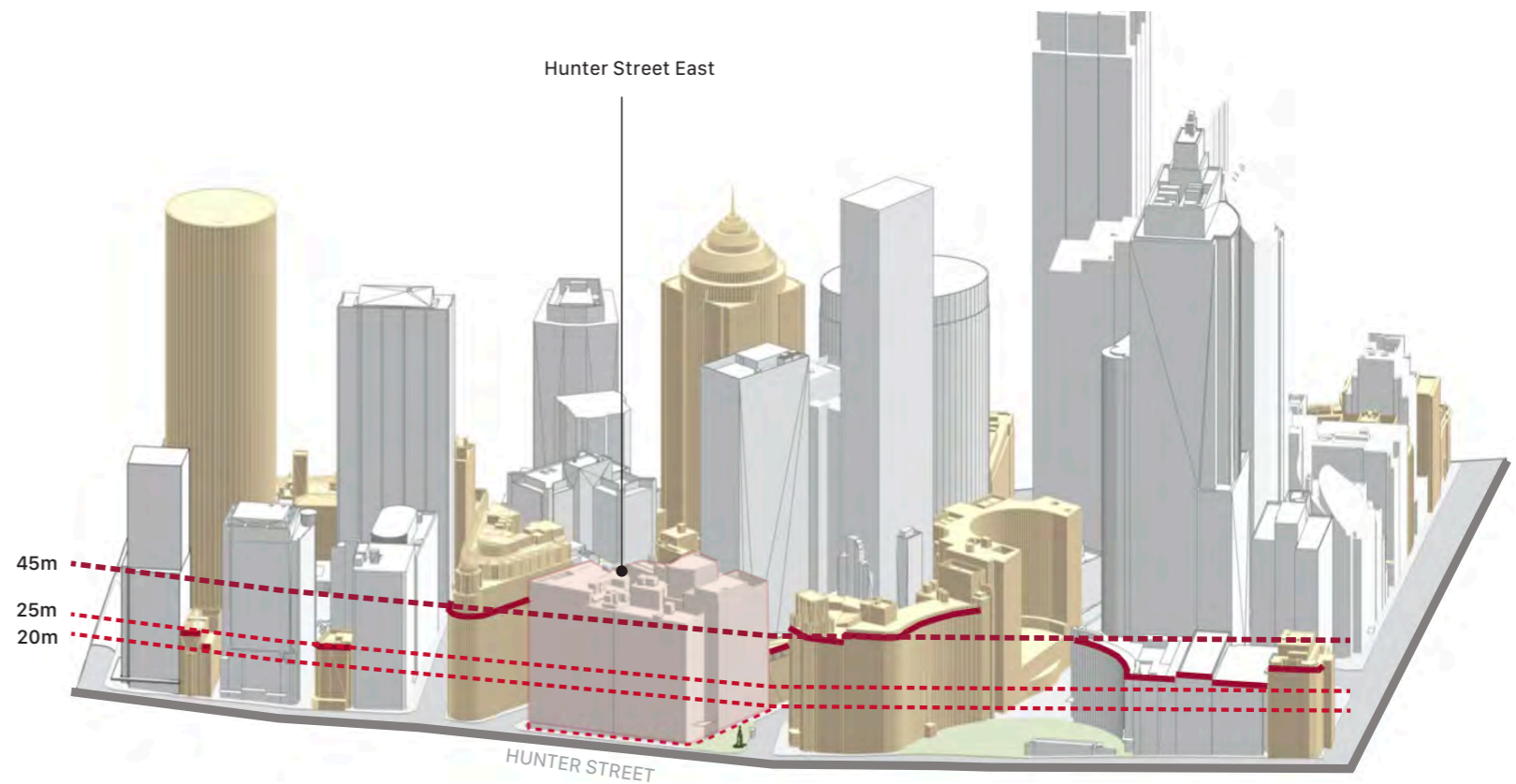
34. View looking west along Hunter St near corner of Pitt and O'Connell st, 1870-75.

Contextual Analysis: Existing Streetscape

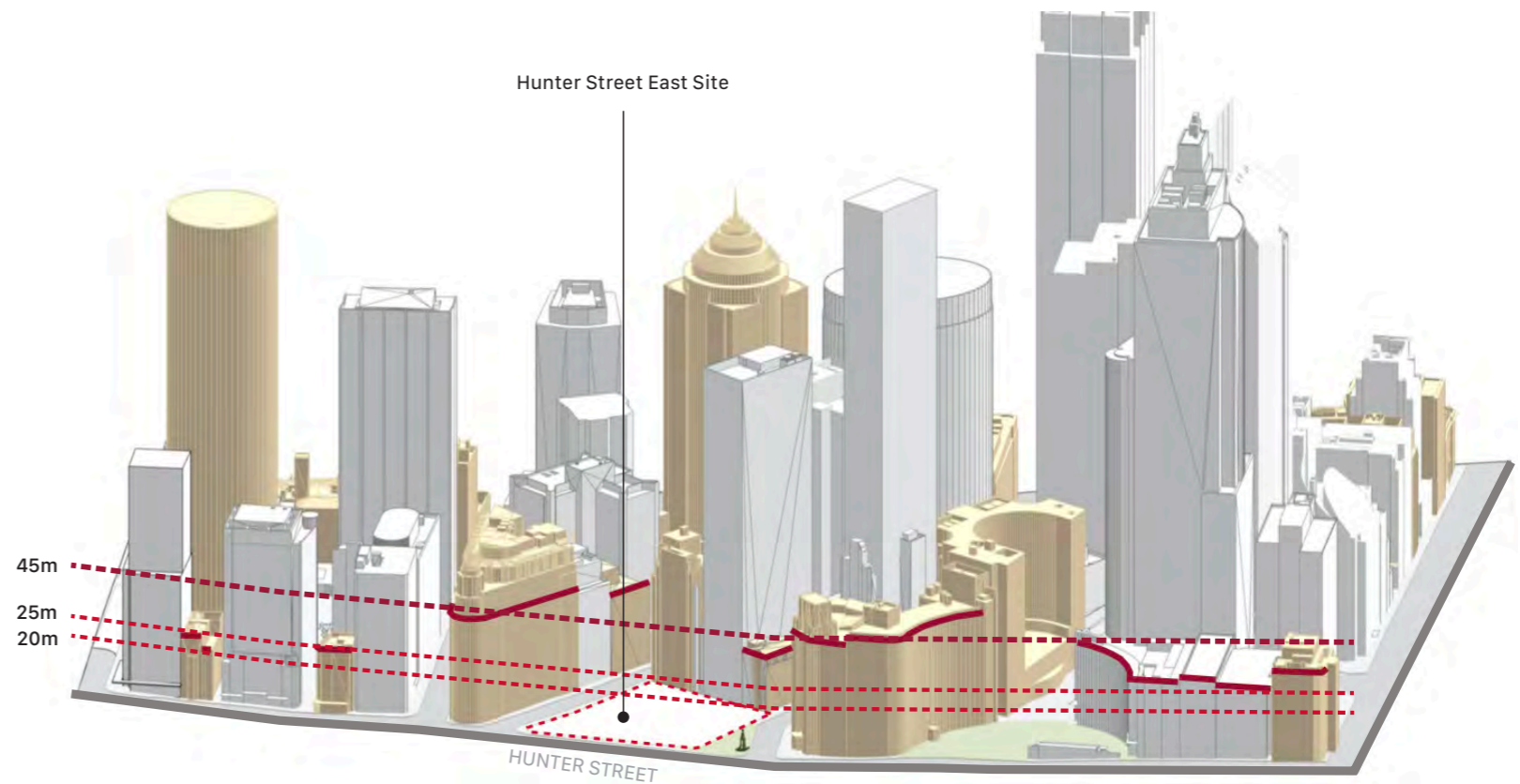
Hunter Street Streetscape (North)

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

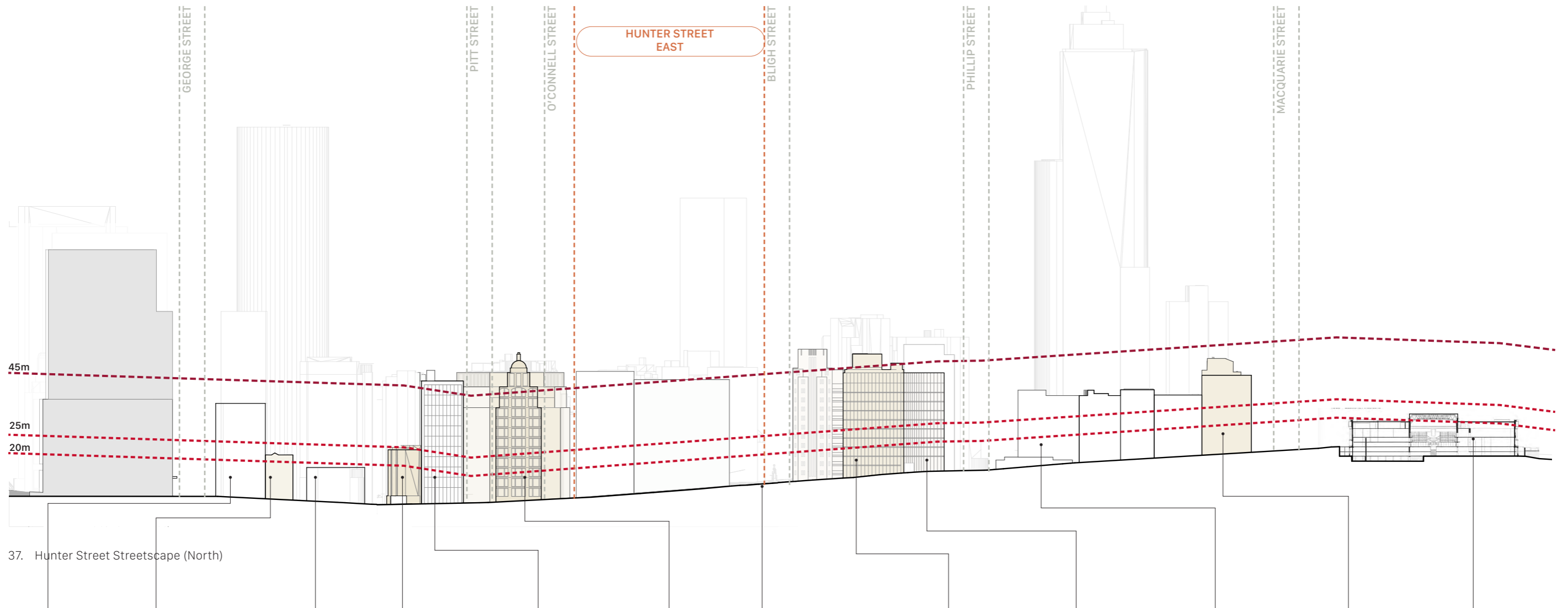
The predominant streetwall height is 45m and the secondary streetwall heights are 20m and 25m.



35. Axonometric View with the Existing Building



36. Axonometric View without the Existing Building



37. Hunter Street Streetscape (North)

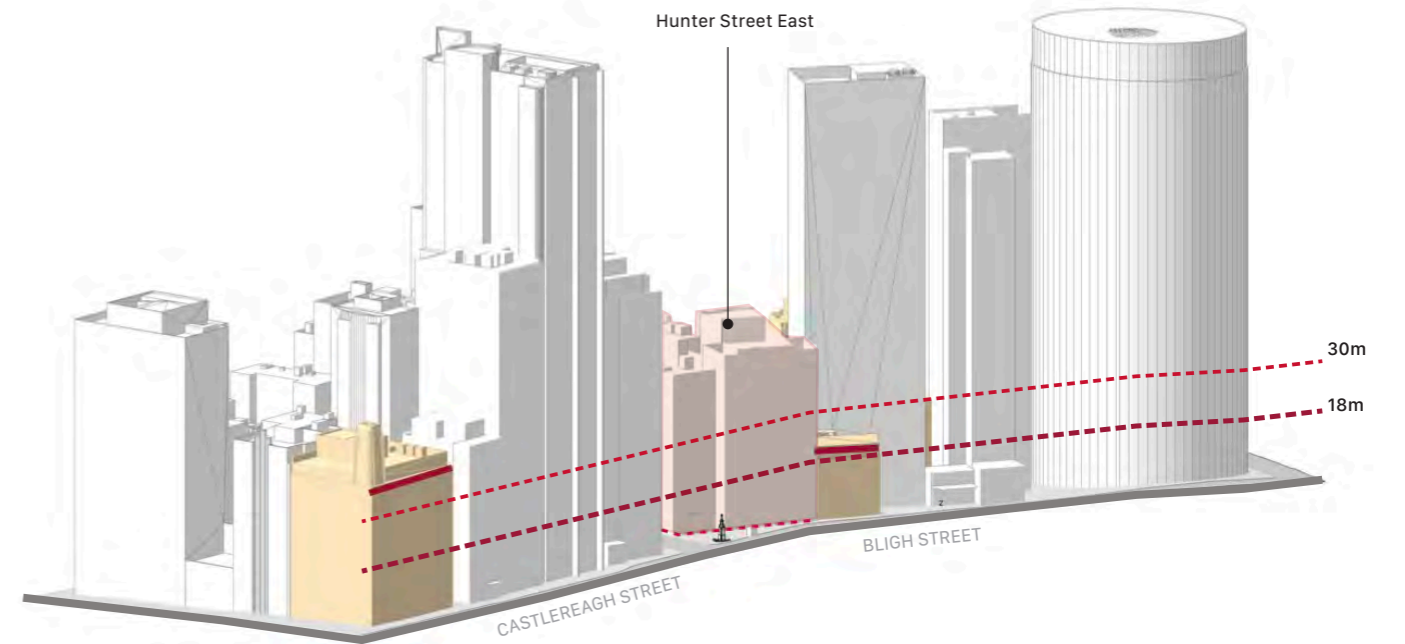


280 George Street 10-14 Hunter Street 20 Hunter Street 22 Hunter Street 34 Hunter Street 64-66 Pitt Street Richard Johnson Square 10 Bligh Street 1 Chifley Square 2 Chifley Square 175 Macquarie Street State Library NSW

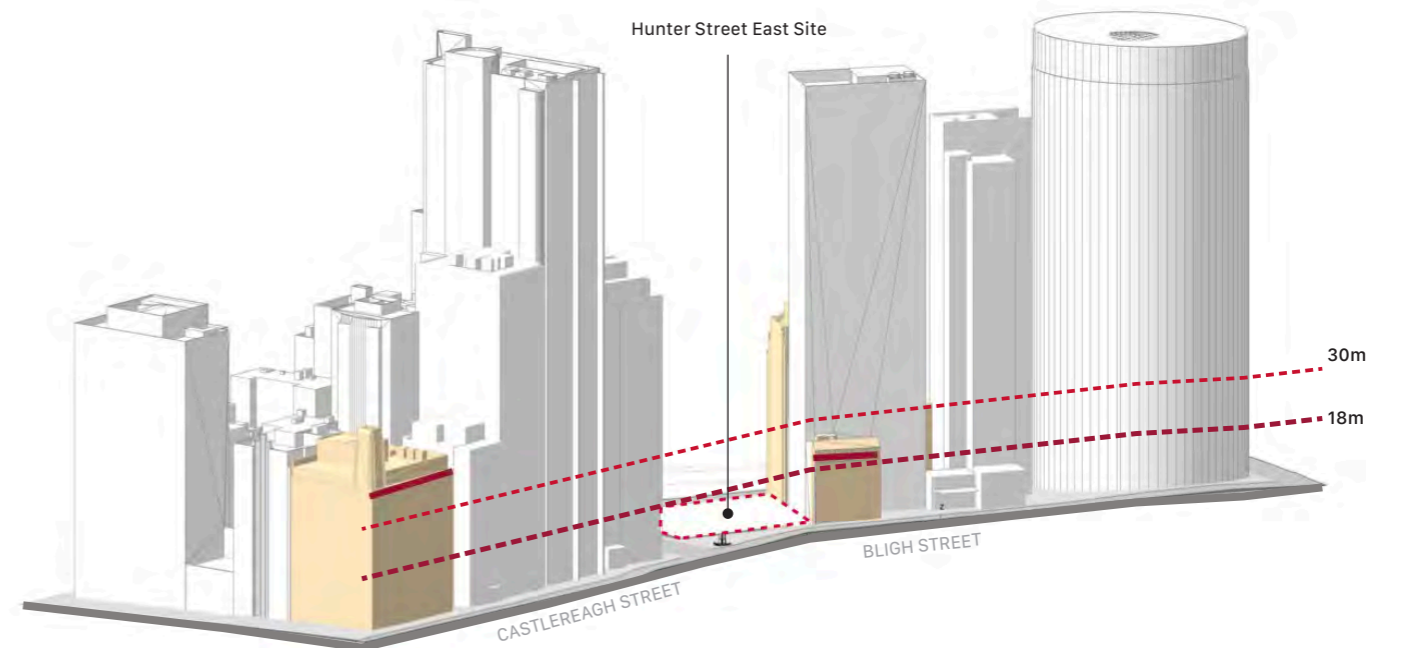
Bligh and Castlereagh Street Streetscape

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

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



41. Axonometric View with the Existing Building



42. Axonometric View without the Existing Building

Richard Johnson Square

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

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



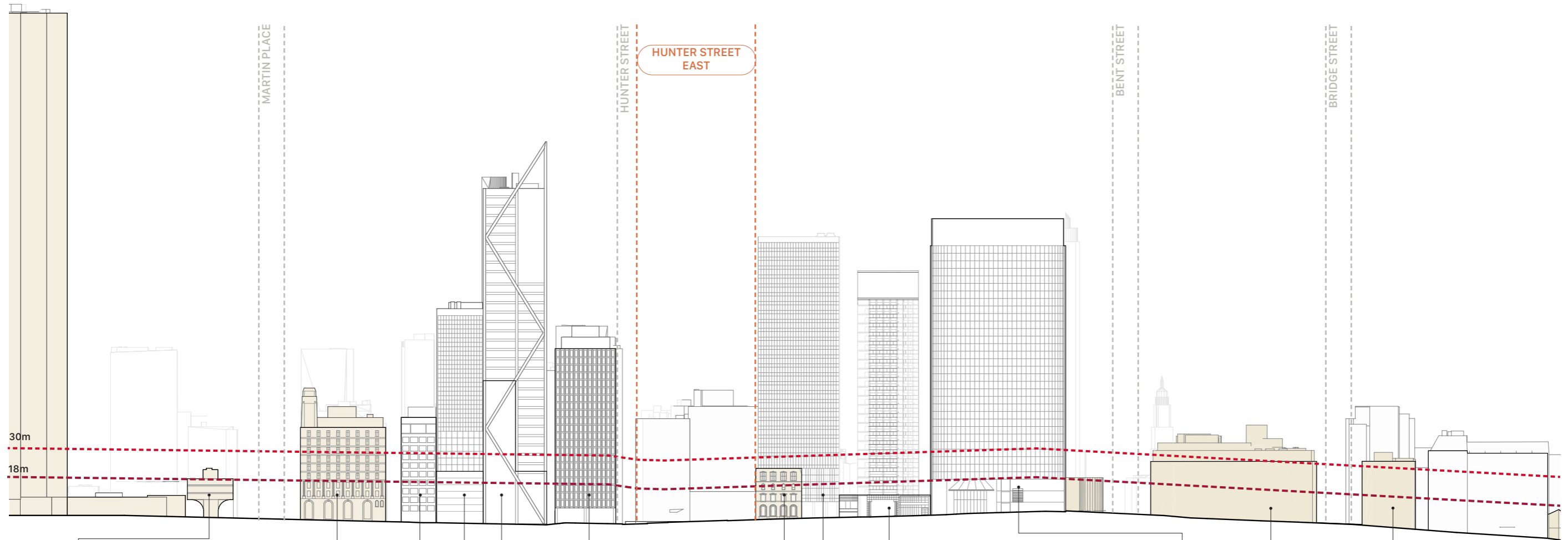
38. First Church In 1783



39. Richard Johnson Square 1940



40. Existing Monument



43. Bligh and Castlereagh Street Streetscape



19-29 Martin Place

44 Martin Place

17 Castlereagh Street

15 Castlereagh Street

9 Castlereagh Street

1 Castlereagh Street

31 Bligh Street

25 Bligh Street

15-23 Bligh Street

1 Bligh Street

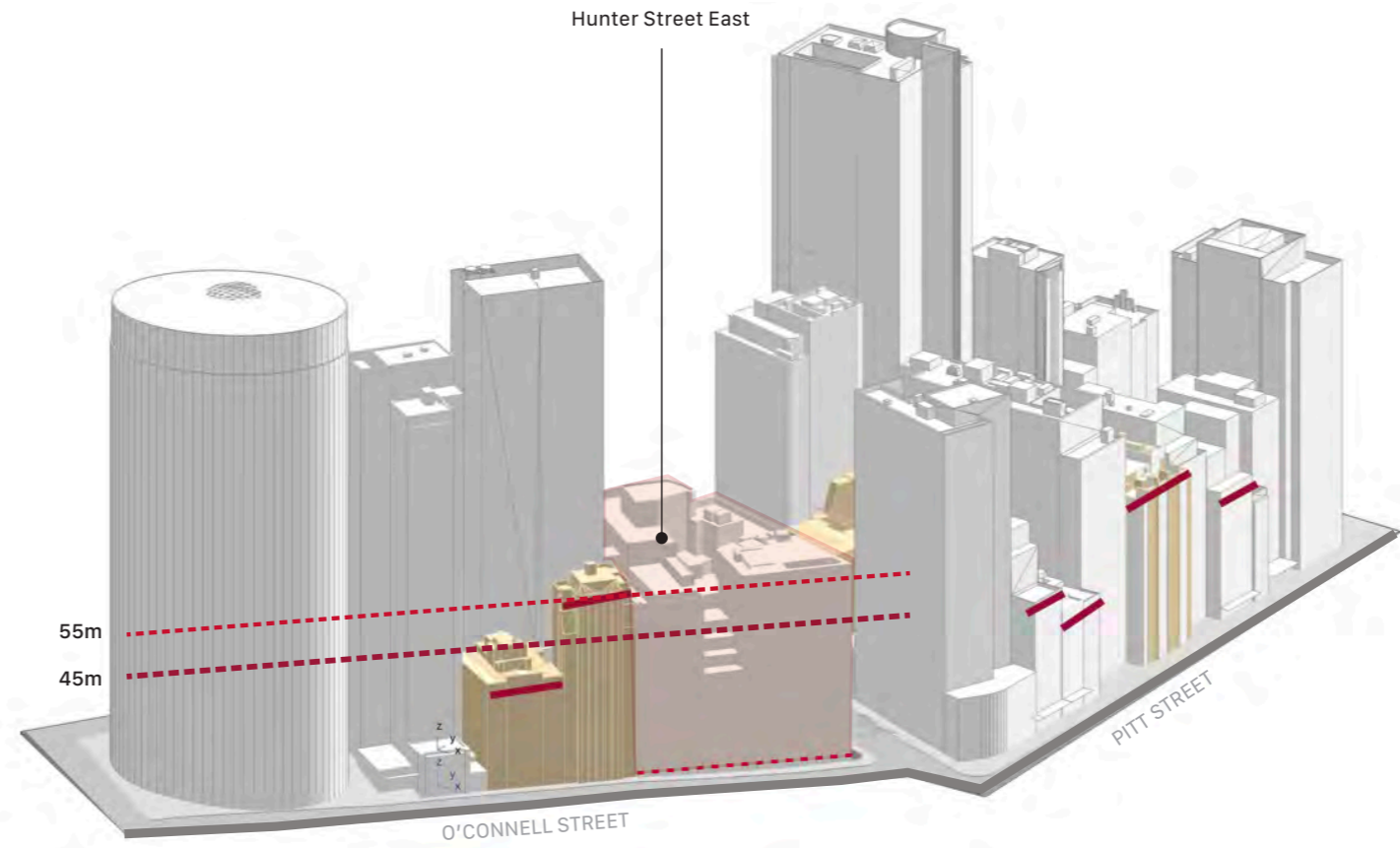
Department of Education Building

44 Bridge Street

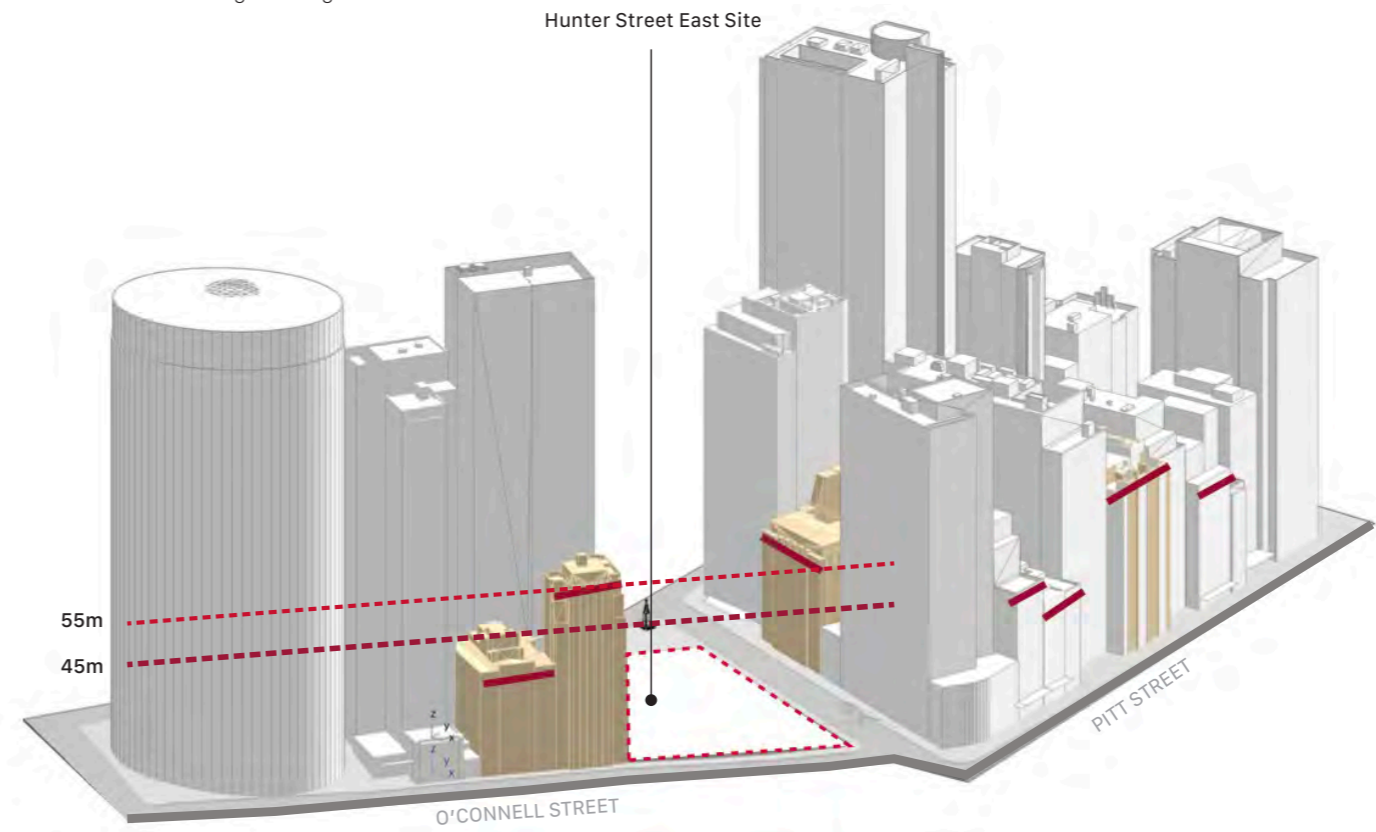
O'Connell and Pitt Street Streetscape

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

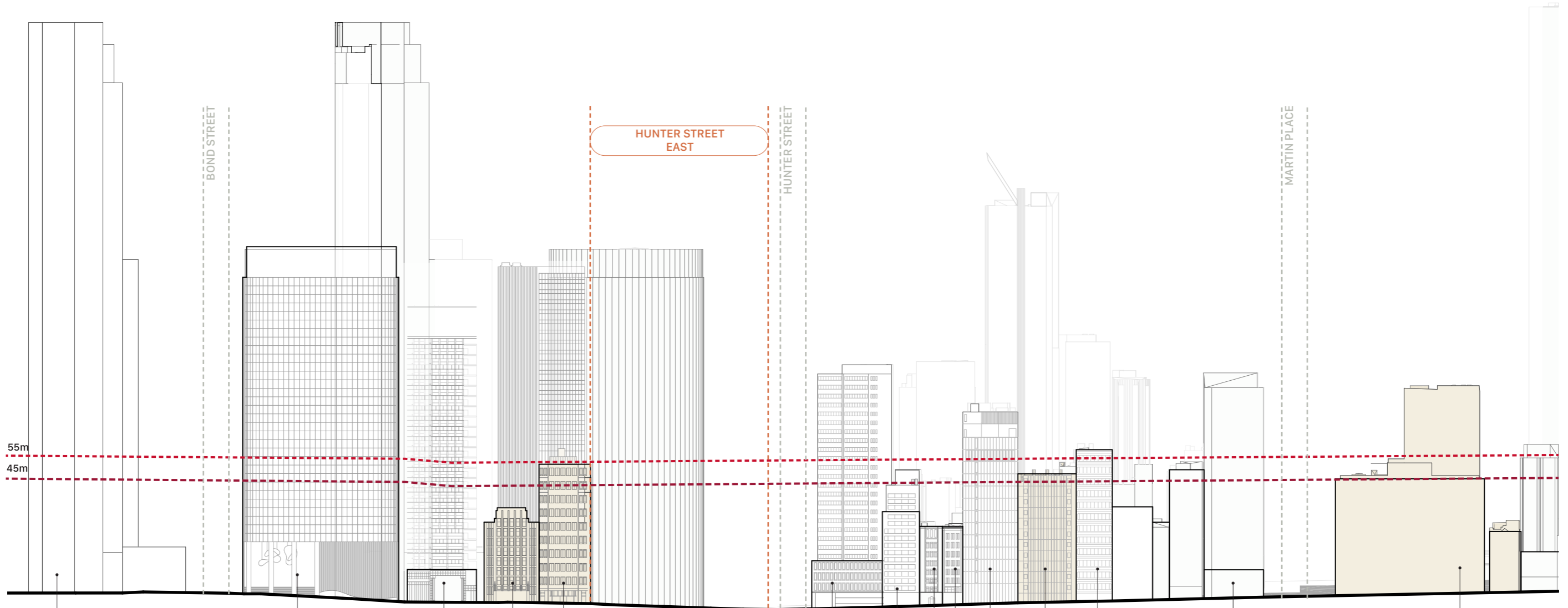
The predominant streetwall height is 45m and the secondary streetwall height is 55m.



44. Axonometric View with the Existing Building



45. Axonometric View without the Existing Building



46. O'Connell and Pitt Street Streetscape

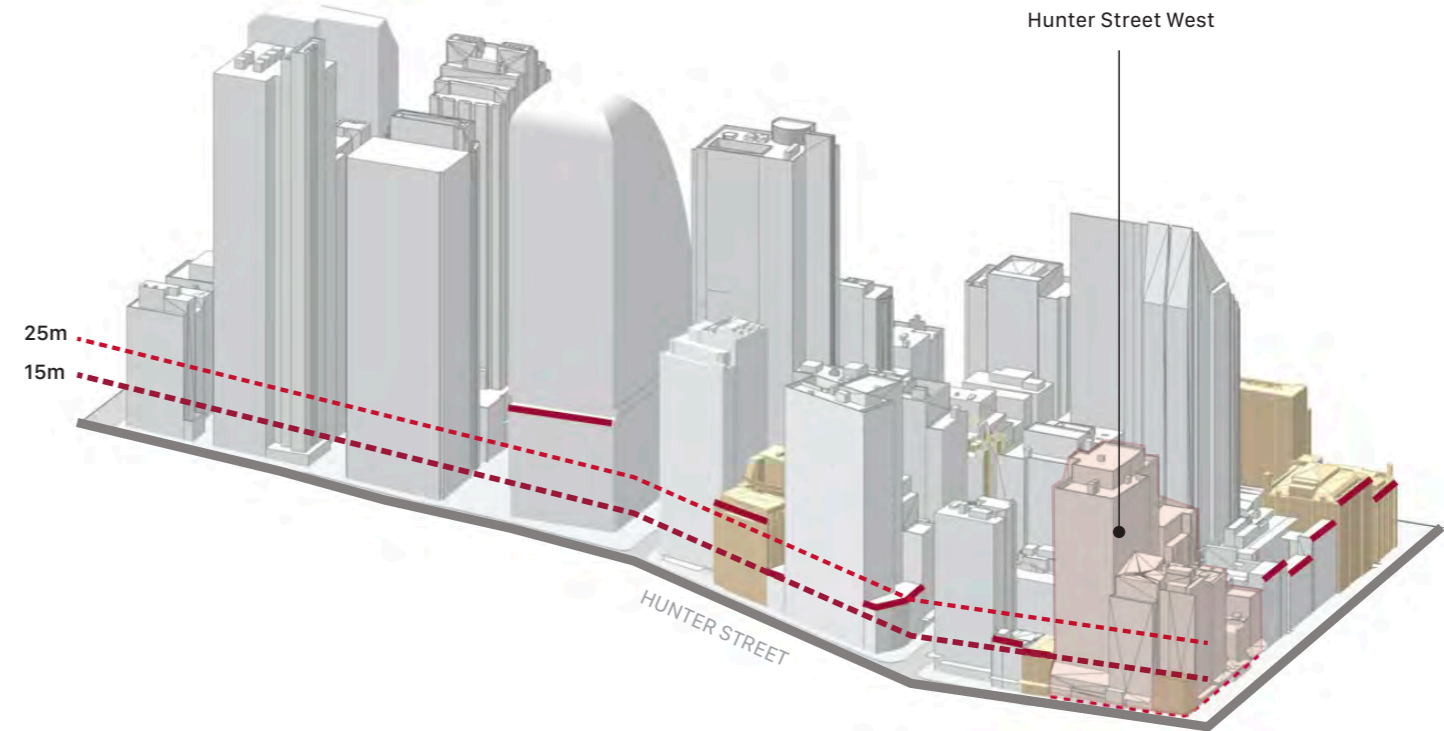


Governor Phillip Tower 1 Blight Street 6 O'Connell Street 12 O'Connell Street 16 O'Connell Street 68 Pitt Street 70 Pitt Street 72 Pitt Street 74 Pitt Street 76-78 Pitt Street 80-82 Pitt Street 84 Pitt Street 20 Martin Place 5 Martin Place

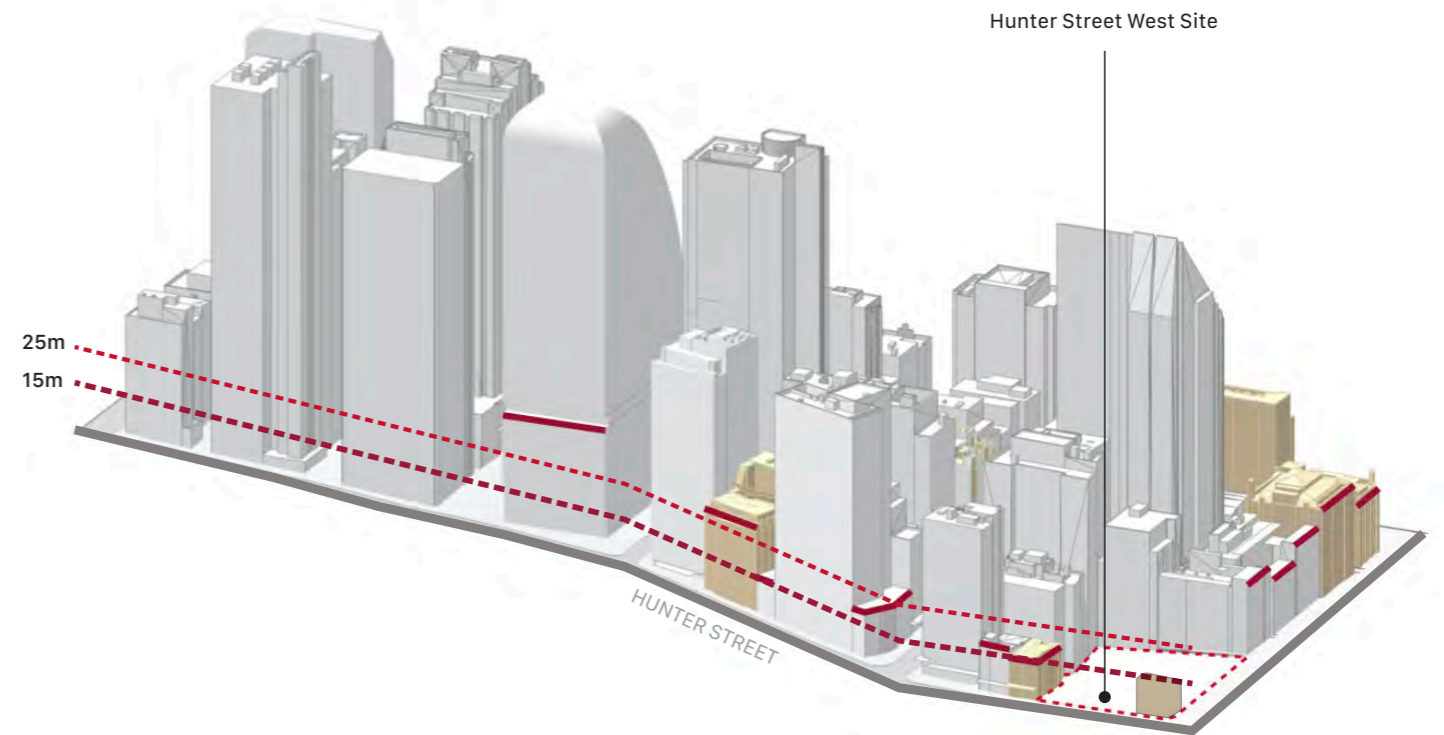
Hunter Street Streetscape (South)

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

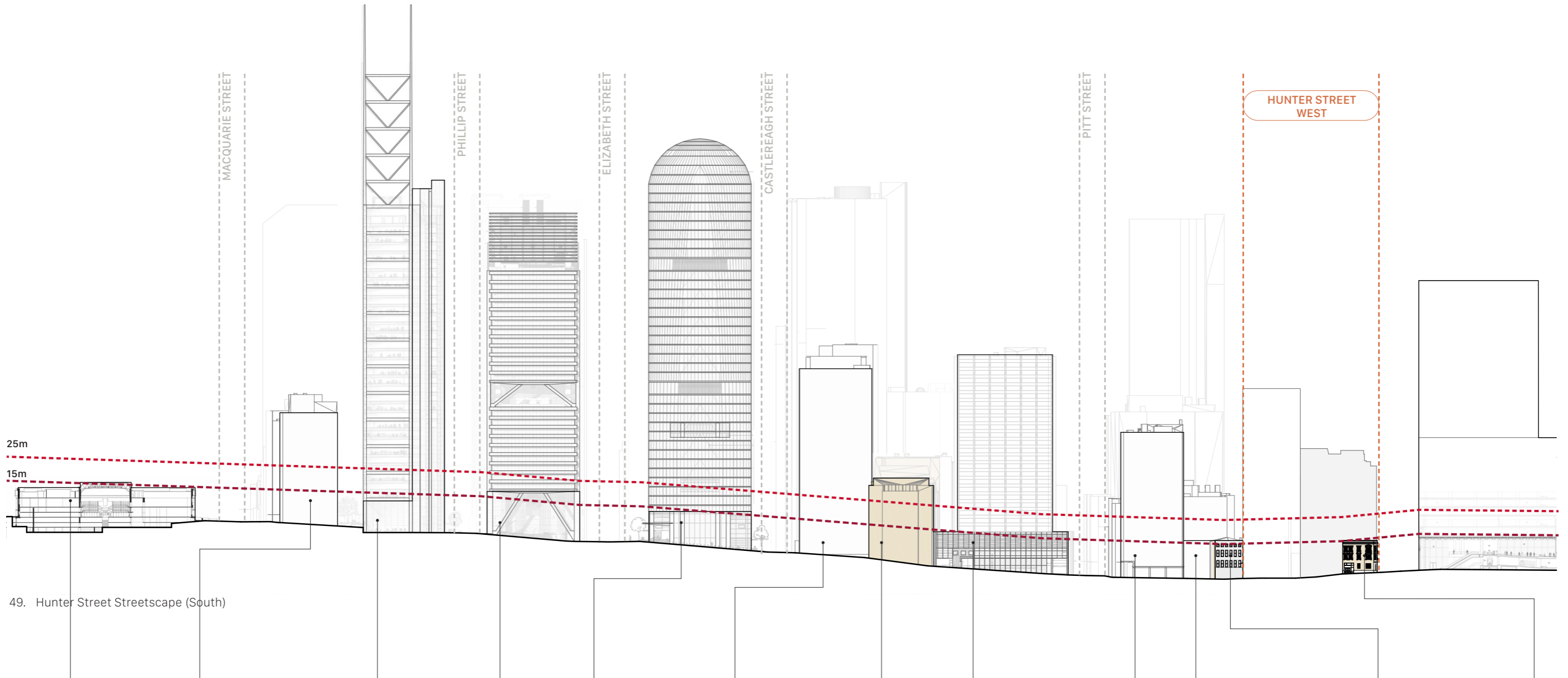
The predominant streetwall height is 15m and the secondary streetwall height is 25m.



47. Axonometric View with the Existing Building



48. Axonometric View without the Existing Building



49. Hunter Street Streetscape (South)



1 Shakespeare Place

183 Macquarie Street

126 Phillip Street

8 Chifley Square

Martin Place North OSD

1-7 Castlereagh Street

39 Hunter Street

68 Pitt Street

23 Hunter Street

19-21 Hunter Street

15-17 Hunter Street

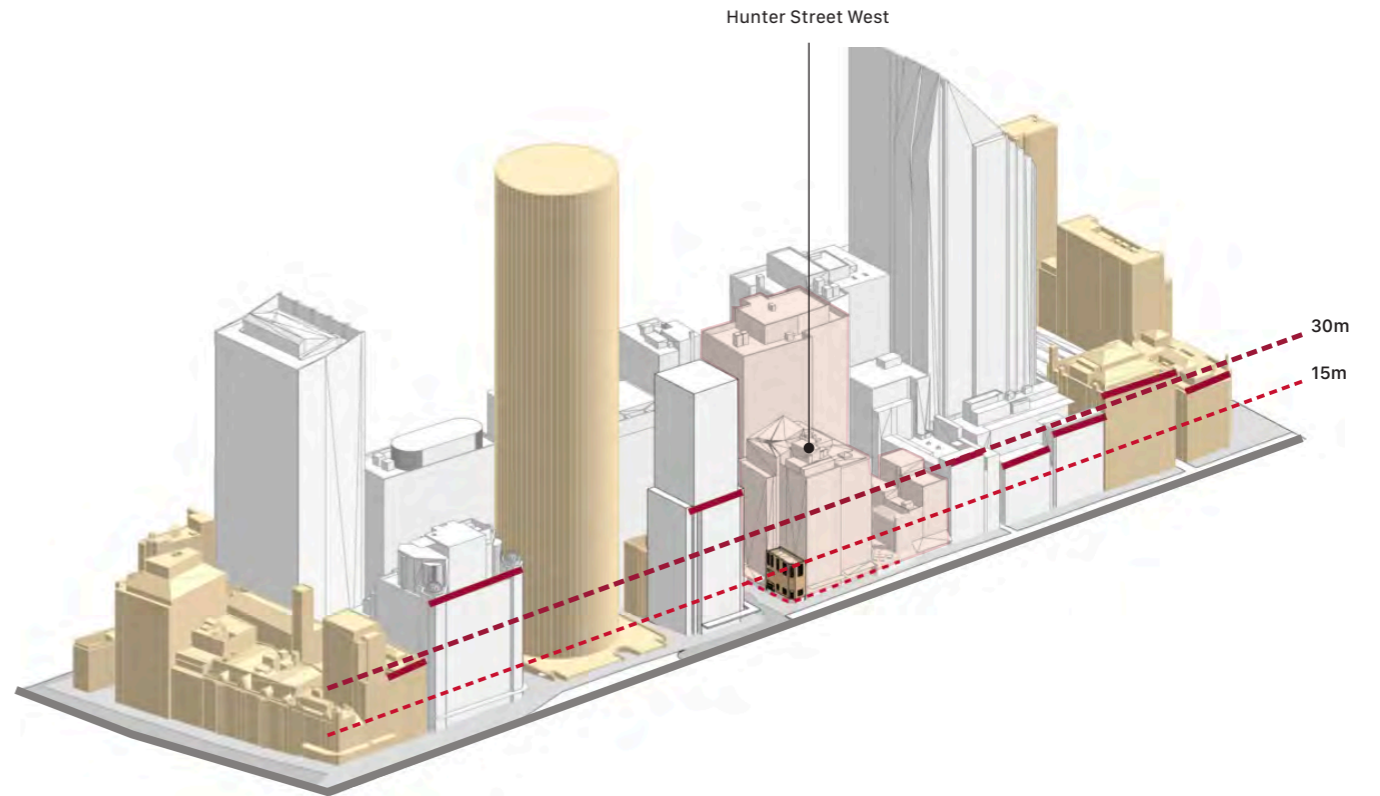
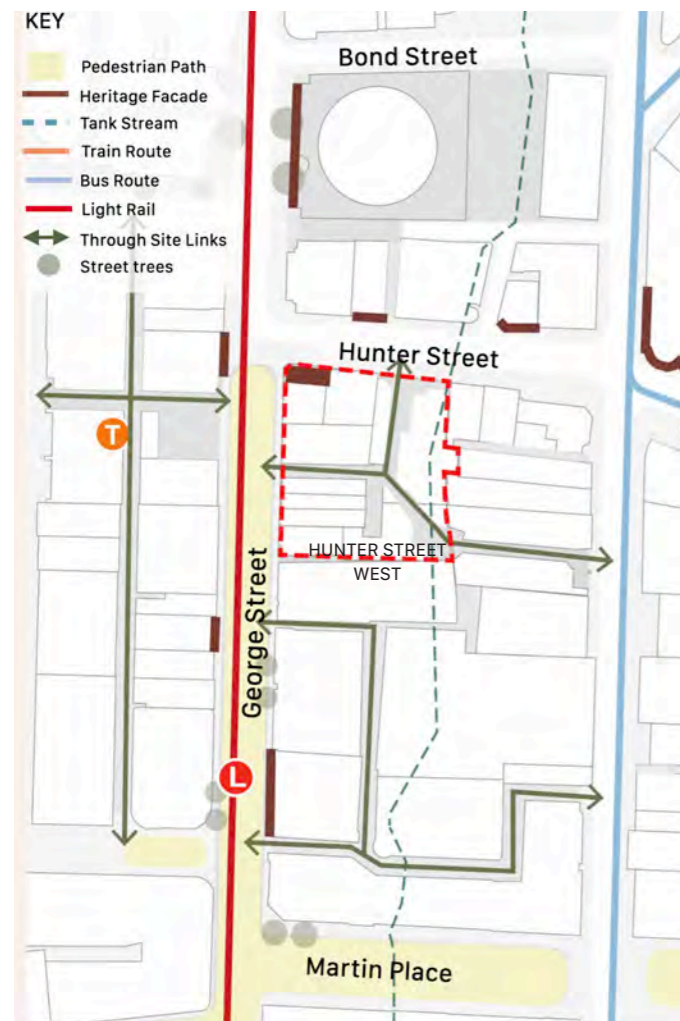
296 George Street

George Street Streetscape

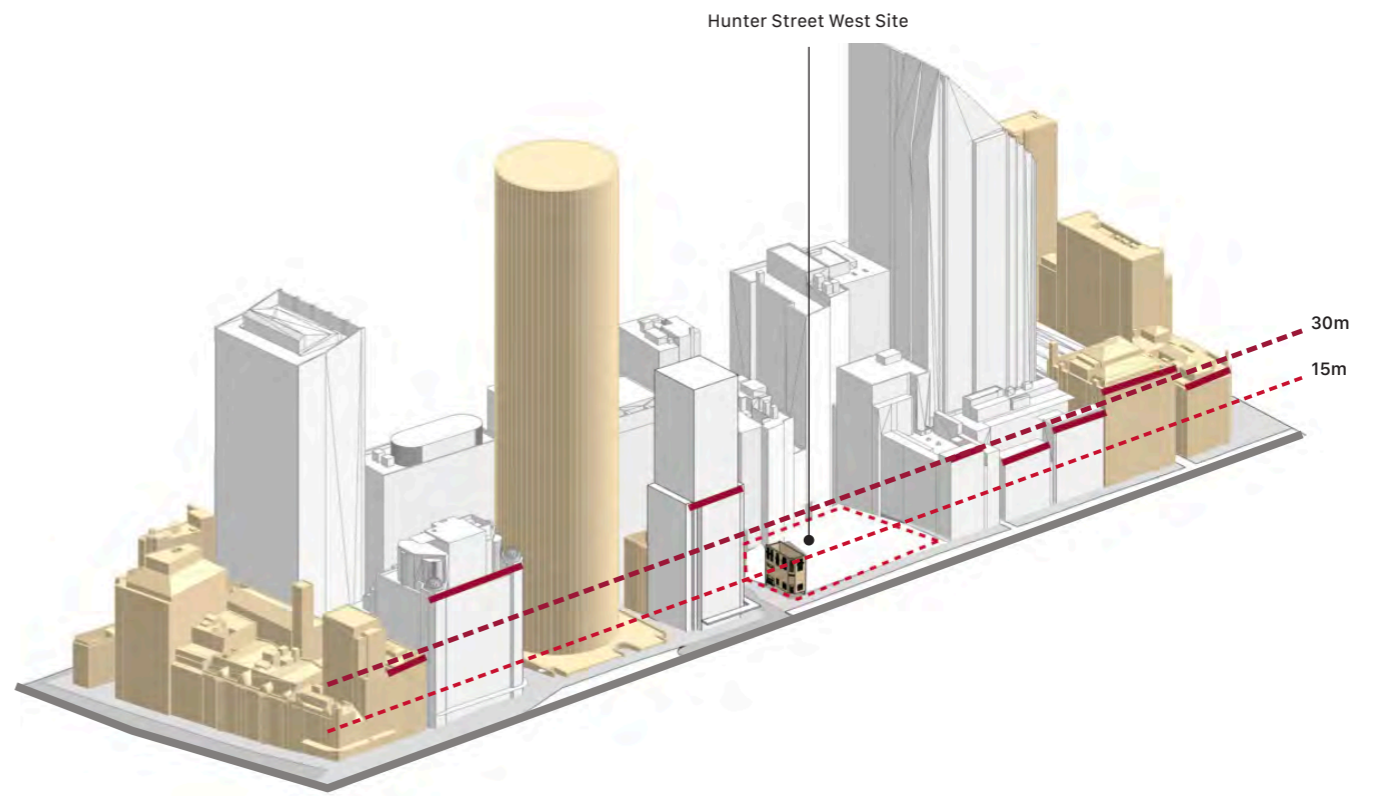
Hunter Street West has an important interface with George Street. The Former Skinners Family Hotel and other heritage items along George Street provide key datum lines. The predominant streetwall height is 30m and the secondary streetwall height is 15m.

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

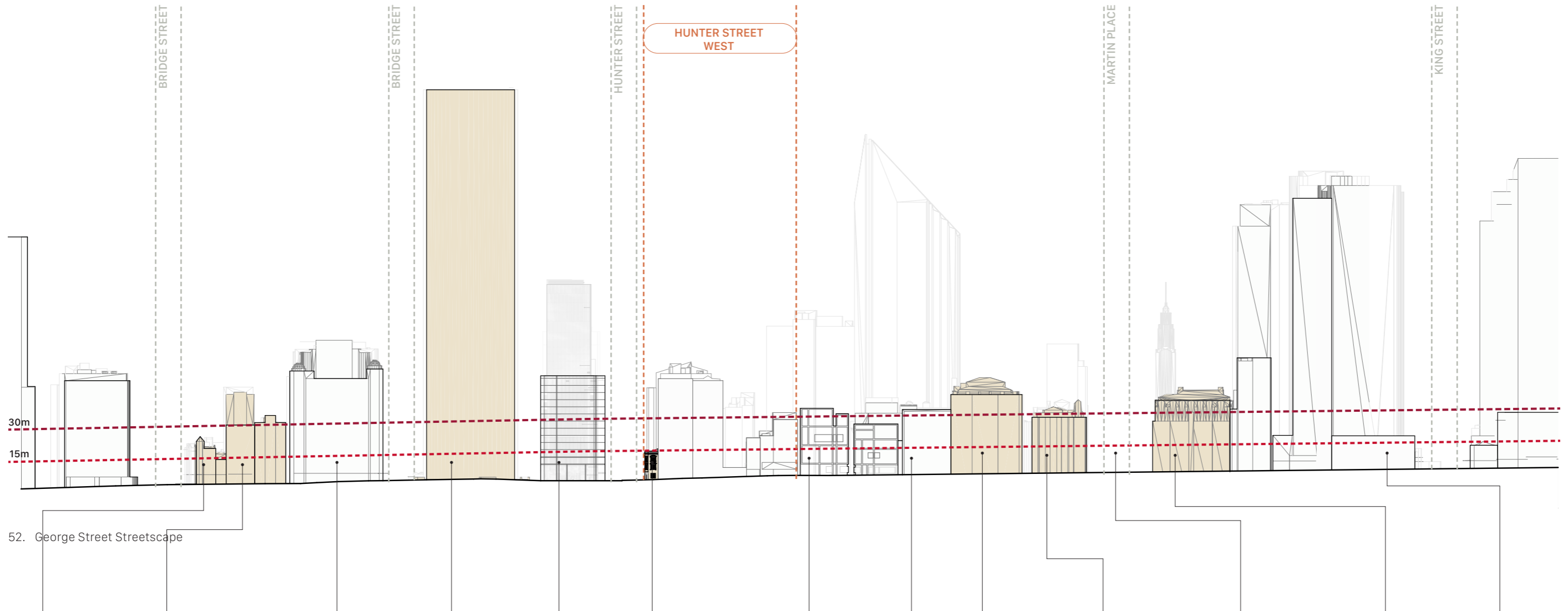
The predominant streetwall height is 30m and the secondary streetwall height is 15m.



50. Axonometric View with the Existing Building



51. Axonometric View without the Existing Building



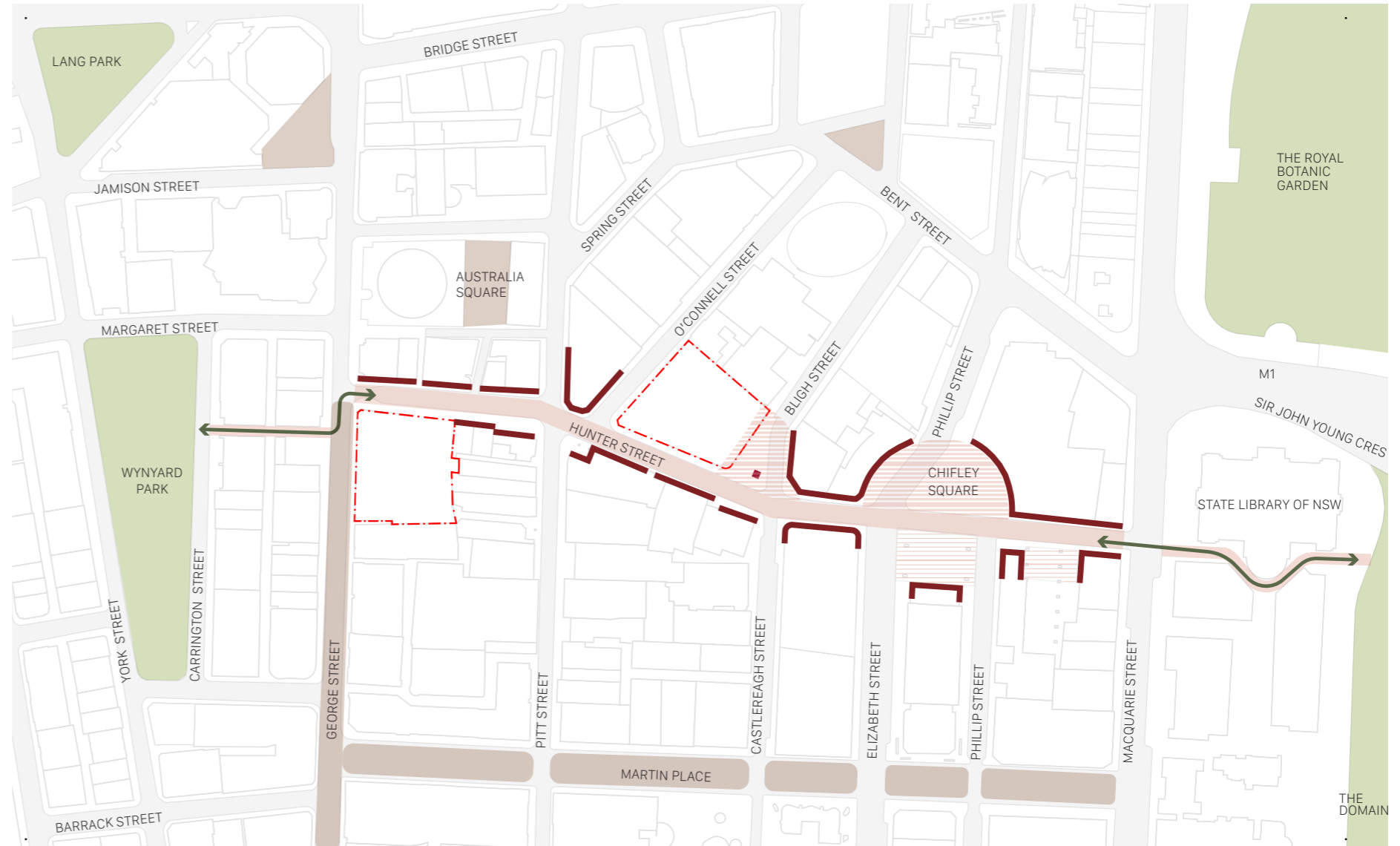
244-246 George Street 252 George Street 2 Bond Street 264-278 George Street 280-288 George Street 296 George Street 314-320 George Street Palings Lane 330 George Street 350 George Street 2 Martin Place Martin Place 1 Martin Place

Urban Form and Public Space

Streetwall Articulation

Strong arterial roads transverse across Hunter Street with strong street wall characters can be observed in a north-south orientation. The streetwall character in the east-west direction along Hunter Street is predominantly continuous with breaks for laneways and station entries.

- Emphasising the existing ground plane public domain conditions along Hunter Street.
- Streetwalls are guided by historic buildings which hold corners, build to the street edge and emphasise the public domain.



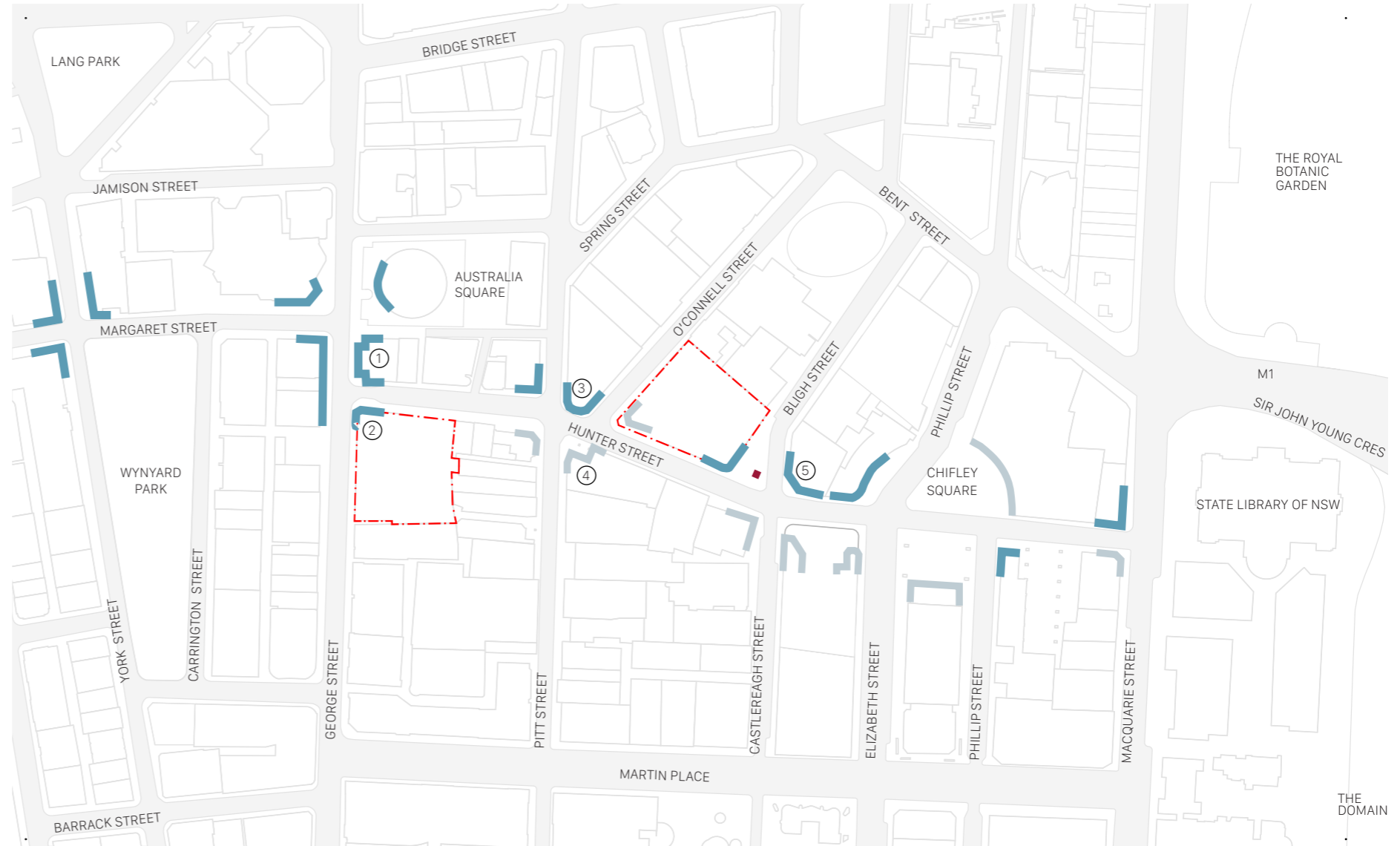
53. Streetwall Articulation

KEY
 Site Boundary
 Built Form Framing the Street
↔ Existing Connections
 Public Space

Corner Interface

The corner buildings located at the intersections along Hunter Street have varying interface characters. Some buildings hold the corner through architectural facade treatment whilst the others have a recessed built form on the ground level.

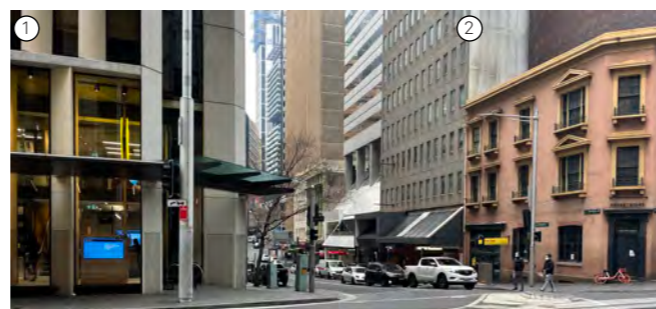
- Different examples of recessed forms at ground level have been identified.
- There is diversity in the way heritage buildings along Hunter Street interact with street corners. Some reinforce key corners, while others offer recessed forms to create public space.



54. Corner Interface

KEY

- Site Boundary
- Built Form framing the Corners
- Recessed Built Form at Ground level



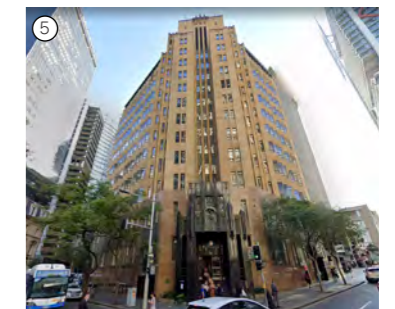
8 Hunter Street and Former Skinners Family Hotel



Radisson



27-29 Hunter Street

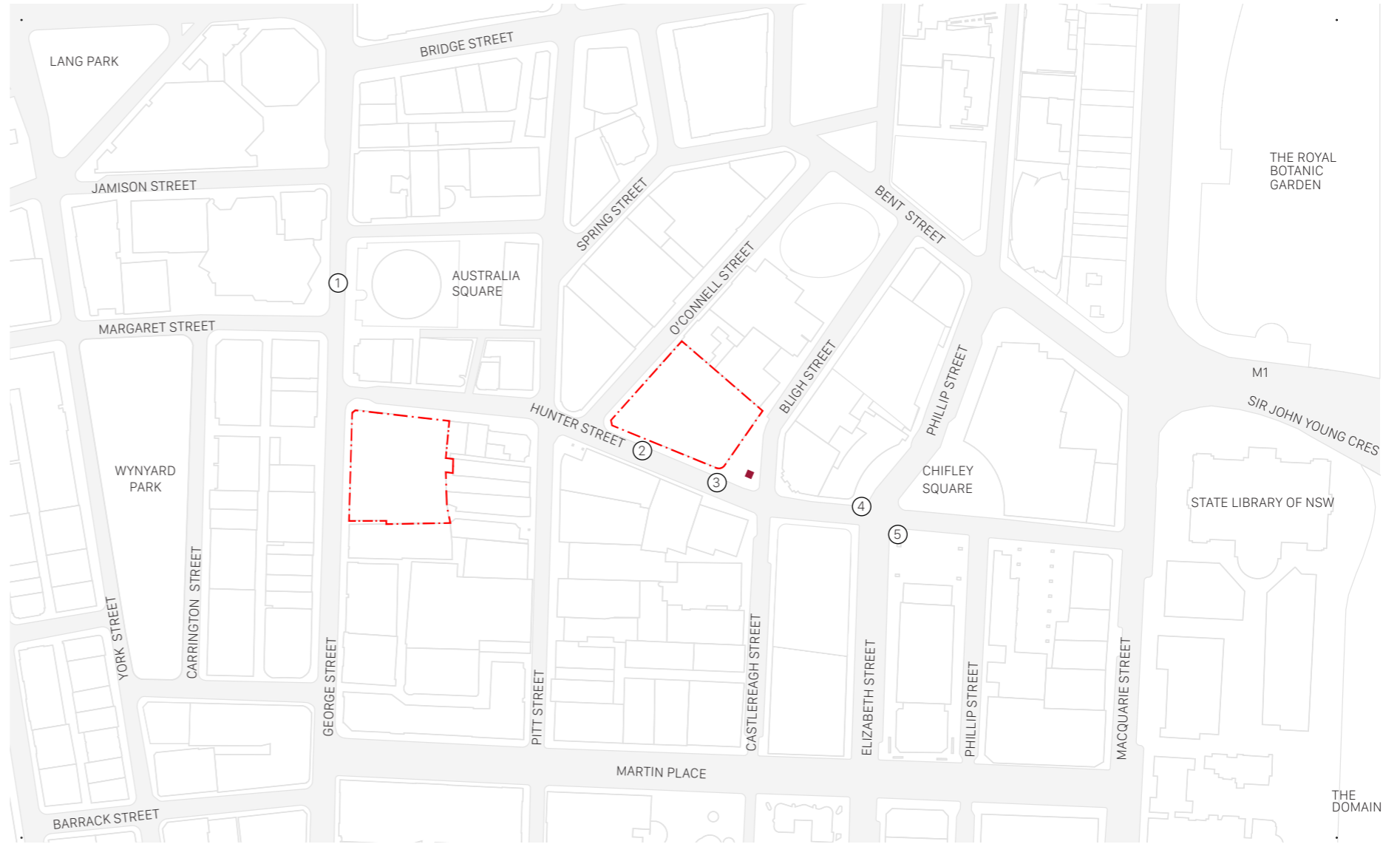


Former City Mutual Life Assurance

Open Space and Street Trees

There are a number of public plazas located in the surrounding catchment area including Martin Place and Chifley Square. Richard Johnson Square is located to the east of the Hunter Street East site. Wynyard Park is located within a 3 - 5 minute walking distance from the subject sites. The Royal Botanic Garden is located within a 11- 12 minute walking distance from the subject sites. A dense tree canopy can be seen between O'Connell and Bligh Street as well as in Chifley Square.

- A number of street trees have been identified within the precinct.
- The public domain offers a series of public spaces along Hunter Street, connecting The Domain to George Street/ Wynyard Park.



55. Public Plazas, Open Spaces and Street Trees

KEY

- Site Boundary
- Public Space
- Street Trees
- Parks



Australia Square

Hunter Street East

Richard Johnson Square

Chifley Square

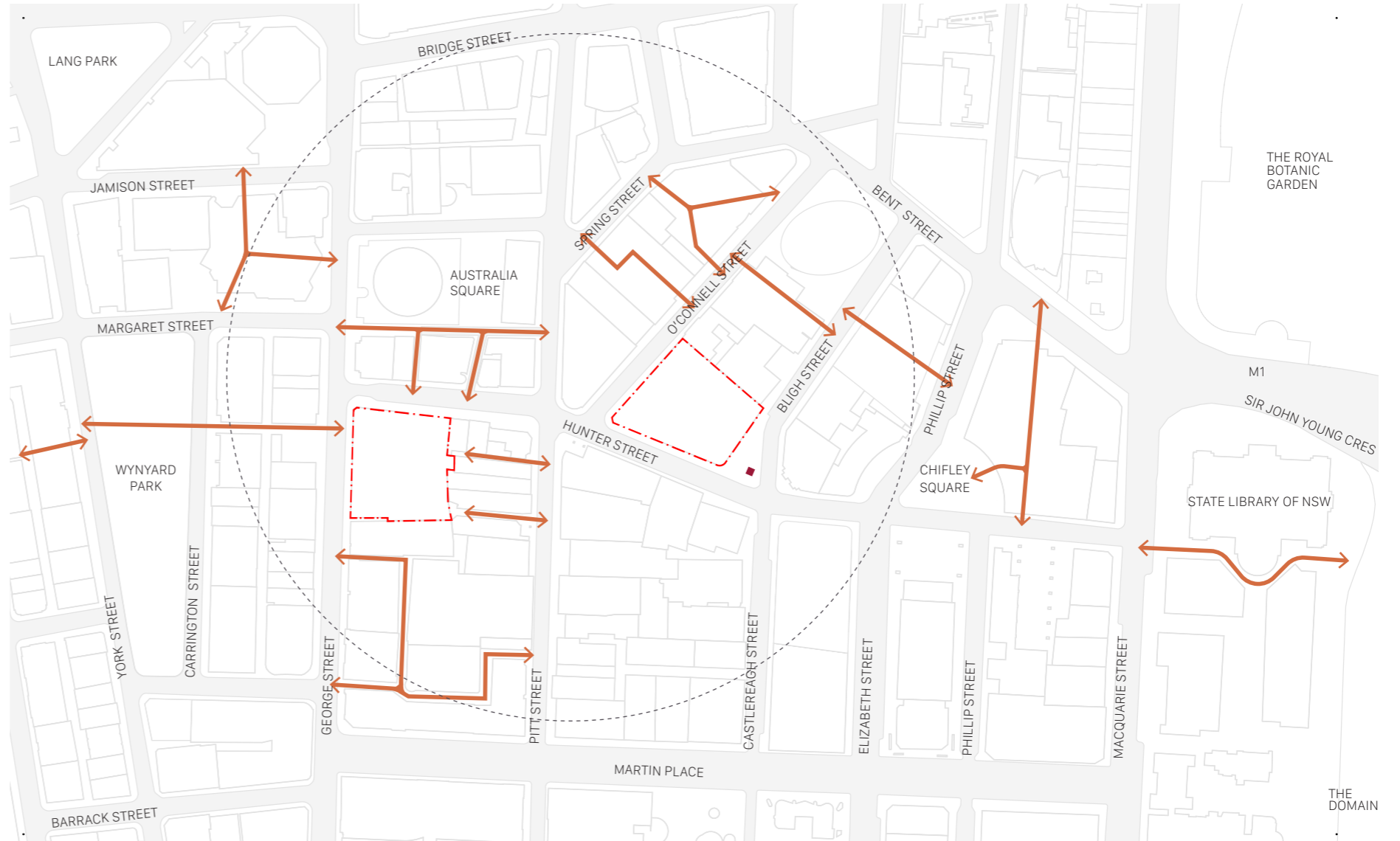
8 Chifley Square

Through Site Links

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



56. SLEP 2012 Through Site Links Map



57. Potential Through Site Links

