



Integrated Management System

Planning Approval Consistency Assessment Form

SM ES-FT-414

Sydney Metro Integrated Management System (IMS)

Assessment Name:	Integrated Station Design for Victoria Cross
Prepared by:	Lendlease
Prepared for:	Sydney Metro
Assessment number:	VC 01
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Form information – do not alter

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The Planning Approval Consistency Assessment Form should be completed in accordance with the Sydney Metro Planning Approval Consistency Assessment Procedure (SM ES-PW-314) and Sydney Metro Environmental Planning and Approval Manual (SM ES-ST-216)

1.0 Existing Approved Project

Planning approval reference details (Application/Document No. (including modifications)):

SSI-15_7400 Sydney Metro City & Southwest – Chatswood to Sydenham including Modifications 1-6 as described below.

Date of determination:

9 January 2017, including subsequent Modifications 1-6 listed below:

- CSSI 7400 MOD 1 – Victoria Cross and Artarmon Substation (determined 18 October 2017)
- CSSI 7400 MOD 4 – Sydenham Station and Metro Facility South (determined 13 December 2017)
- CSSI 7400 MOD 2 – Central Walk (determined 21 December 2017)
- CSSI 7400 MOD 3 – Martin Place Metro Station (determined 22 March 2018)
- CSSI 7400 MOD 5 – Blues Point Acoustic Shed (determined 2 November 2018)
- CSSI 7400 MOD 6 – Administrative Changes (determined 21 February 2019)

Type of planning approval:

Part 5.1 – Critical State Significant infrastructure

Description of existing approved project:

The Chatswood to Sydenham component of Sydney Metro City & Southwest comprises a new metro rail line, approximately 16 kilometres long, between Chatswood and Sydenham. New metro stations would be provided at Crows Nest, Victoria Cross, Barangaroo, Martin Place, Pitt Street and Waterloo, as well as new underground metro platforms provided at Central Station.

The Environmental Impact Statement (EIS) identified that Over Station Development (OSD) may be provided, subject to a separate planning approval process, in the air space above Crows Nest Station, Victoria Cross Station, Martin Place Station, Pitt Street Station and Waterloo Station. The provision of the OSD was further clarified in the Preferred Infrastructure Report (PIR). The EIS and PIR note that the metro stations would be designed to take into account, and make physical provision for, any design or other requirements associated with the OSD and that such design integration would ensure any future developments can be built efficiently and effectively and the stations are appropriately integrated into the metro station structure.

Typically, a metro station would progress up to a 'transfer slab' level above the ground plane. In general, the metro stations could include the following elements:

- Structural elements, building grids, column loadings and building infrastructure and services to enable the construction of future over station development; and
- Space for future lift cores, access, parking, retail and building services for the future OSD.

The PIR noted that the integration of the OSD elements and the metro station elements would be subject to the design resolution process identified in Section 2.3 of the PIR. At Victoria Cross Station (south), the approved project involves a new station beneath Miller Street with station entries / exits via a pedestrian plaza opening to Miller, Denison and Berry streets and associated pedestrian crossing and transport facilities (refer to figure 6-13 provided in Attachment A). The indicative long section and cross section provided in Figure 6-15 of the EIS identified potential for the OSD across the whole site.

Further to the EIS, Appendix D of the PIR (relevant extract included as Attachment A) provided indicative interface drawings for the OSD. At Victoria Cross Station (south), the indicative cross section drawing included both the station and the OSD across the whole site from Berry Street to the southern site boundary, retail activation on the ground floor (near Berry Street) and basement excavation beneath the station entry at the southern end of the station site to support the OSD. The basement excavation to support OSD did not extend as far down as the station excavation. The indicative cross section drawing included a transfer slab in the location of the section although no RL height was provided for this structure. No plans for the station were provided, nor was a cross section from Miller St through to Denison St included.

A consistency assessment was approved in February 2019 (TfNSW 14) that captured the integration of the design at Victoria Cross Station (south) in accordance with the approved Stage 1 over station development design. This consistency assessment approved the following aspects:

- Additional excavation for a deeper basement to support the over station development (an additional two levels, including basement parking) to align with the depth of the excavation of the station
- Relocation of the station entries and over station development lobby. The station entry and lobby entry are from Miller Street and Denison Street. No direct station entry or lobby entry from Berry Street is provided. Modification to the through site link from Miller Street to Denison Street and provision of retail activation on both side of the link. A new Denison Street entry to the station (beneath the through site link) with retail activation.
- Proposed transfer slab around RL 82
- General rearrangement and refinement to layout of services.

The approved plans for consistency assessment TfNSW 14 are provided in Attachment A.

CSSI 7400 MOD 1 – Victoria Cross and Artarmon Substation was determined on the 18 October 2017 and approved the relocation of the Victoria Cross Station northern service building and the Artarmon substation. The modification report and submissions report provided indicative drawings for the Victoria Cross Station (north) site. The approved modification includes:

- A northern station services and station entry building at 50 McLaren Street, North Sydney.
- This building includes a three storey services building and a services shaft extending to the depth of the Victoria Cross Station cavern.
- Underground services adits would connect the station building to the northern end of the station mezzanine and platforms
- A lift-only station entry would be included, including pedestrian access from the corner of Miller and McLaren Streets via vertical-transport (lift only) and an underground pedestrian connection.

The indicative plans from Mod 1 are provided in Attachment A.

Relevant background information (including EA, REF, Submissions Report, Director General's Report, MCoA):

- Chatswood to Sydenham Environmental Impact Statement and accompanying technical papers (May, 2016)
- Chatswood to Sydenham Submissions and Preferred Infrastructure Report (October, 2016)
- Conditions of Approval (dated 9 January 2017).
- Modifications 1-6 listed below:
 - CSSI 7400 MOD 1 – Victoria Cross and Artarmon Substation (determined 18 October 2017), and specifically including the Modification Report (June, 2017) and Submissions Report (September 2017).
 - CSSI 7400 MOD 4 – Sydenham Station and Metro Facility South (determined 13 December 2017)
 - CSSI 7400 MOD 2 – Central Walk (determined 21 December 2017)
 - CSSI 7400 MOD 3 – Martin Place Metro Station (determined 22 March 2018)
 - CSSI 7400 MOD 5 – Blues Point Acoustic Shed (determined 2 November 2018)
 - CSSI 7400 MOD 6 – Administrative Changes (determined 21 February 2019)

2.0 Description of proposed development/activity/works

Since the PIR (and consistency assessment TfNSW 14) and Mod 1 Submissions Report was prepared, design development for the station has progressed as outlined below:

Northern Entrance

- The Northern Entrance buildings architectural form has been designed to respond to its context and the specific servicing and plant requirements of the station below.
- A public bike storage area has been incorporated into the Northern Entrance building with at grade access off McLaren Street. This location provides for an improved pedestrian plaza at the southern site and locates the bike parking at the Northern Entrance which is expected to have the largest percentage of bike users accessing the station.

Southern Entrance

- The lobby to the OSD is elevated above Miller Street and the entrance located on the corner of Berry and Miller Streets.
- The elevation of the lobby to the OSD enables the introduction of retailing within the space below while maintaining suitable access and creates an activated edge to the landscaped pedestrian plaza at Miller Street.
- The structural support system for the podium has been refined to respond to the creation of the additional Miller Street active edge retail by removing the previous Y column arrangement shown on the indicative drawing in the SPIR.
- The design of the landscaped pedestrian plaza along Miller Street has been refined to provide a series of open spaces with seating edges and landscaping which progressively steps down following the gradient fall of Miller Street towards the Pacific Highway. This complements the active retail edge and has been designed to provide a compliant accessible path of travel along the Miller Street edge.
- The form, scale and geometry of the building mass framing each side of the pedestrian through-site link from Miller Street to Denison Street has been designed to provision for the OSD (the OSD structure above the transfer slab and relevant use of OSD space below the transfer slab are subject to a separate planning approval process) to enable the design and physical integration for the structure, services and operational requirements. It also provides a contemporary architectural form which responds to the different uses and includes setbacks to both Denison and Miller Streets, enhancing a street edge condition.
- The building along the northern edge of the through-site link (from Miller Street to Denison Street) is proposed to a maximum of RL 89 (as a response to the reduction in height of that portion of the OSD envelope above this area). The transfer slab level is generally at RL 81.6 apart from the location of the retail and office podium building element at the Denison Street frontage where the transfer slab level is at RL 86.45.
- This has resulted in a sculpting of the 'transfer slab' level which starts at RL 81.6 at the Miller Street end and steps to a maximum of RL 89 before stepping down to RL 86.45.
- A secondary entrance to the OSD has been created adjoining the Miller Street entrance to the Station to provide flexibility and choice in access pathways to the OSD
- The form of the podium has been designed to provide suitable legibility of the entrances to the station and OSD.

- The relevant integrated station design drawings for the proposed works are included in Attachment B.

3.0 Timeframe

The approved station excavation works at the site commenced in 2018. The construction of the proposed station entry works would commence in 2020. This construction program would be consistent with the indicative construction program identified in the EIS. The station would be opened to the public as part of the Chatswood to Sydenham project in 2024.

4.0 Site description

Works will be carried out within the boundary of the approved Victoria Cross Station (north and south) site. Refer to Figure 6-13 of the EIS and Figure 1-1 of the Modification Report (extract provided in Attachment A).

5.0 Site Environmental Characteristics

The proposed works are contained wholly within the construction site identified for Victoria Cross Station (south) within the EIS and PIR and for Victoria Cross Station (north) within the Modification Report. Therefore the environmental characteristics for the site are as per the EIS and PIR and Modification Report.

6.0 Justification for the proposed works

Northern Entrance

The Northern Entrance design has been refined in terms of its form and volume in response to the development and confirmation of the specific servicing requirements for the station and as a result includes the introduction of secure public bike parking facilities to be accessed off McLaren Street.

During the detailed design process confirmation of the specific requirements for the plant spaces and equipment which are necessary to serve the station environment below, has been undertaken. This has resulted in the need to re-configure areas of the plant spaces within the Northern Entrance; this includes adjustments in the sizing and location of air intakes and discharges to ensure suitable environmental and operational separations at roof level are achieved as well as adjustments to fire stair and egress paths to ensure compliance with building code requirements. The resolution of these detailed design elements has meant that the previous arrangement of a screened

rooftop plenum occupying only part of the original roof area has been modified and the plant area expanded to incorporate the entire footprint of the Northern Entrance structure.

In addition, to accommodate the proposed public bike parking spaces in an appropriate manner, the design has been refined to ensure there is an at-grade solution accessible off McLaren Street and therefore has been introduced one level below the Miller Street frontage. In order to accommodate this additional public facility, it has been necessary to relocate plant and equipment spaces previously occupying this space into new space above the concourse area. As a result, an additional level has been added to the overall building structure making it 4 storeys (previously 3 storeys under the CSSI 7400 MOD 1 – Victoria Cross and Artarmon Substation Modification Report). The overall height of the building will now extend to approximately RL 105.6 to accommodate these additional facilities and consequent replanning of the plant and equipment provisions required for the station. The setbacks on the proposed design have been improved and are greater than the MOD 1 approval on the east, west and south elevations. The Northern elevation setback is consistent with the MOD 1 approval.

Southern Entrance

The design of the Southern entrance podium including the elevation of the OSD's lobby space provides for legibility and clarity of the entrances to the Station and OSD, as well as creating an active and inviting edge to Miller Street with the inclusion of retail and connected landscape spaces on this frontage.

The design of the Miller Street landscape plaza will provide community benefit with large at grade open spaces and seating edges connected with the adjoining retail uses. These design elements have also enabled the creation of a fully accessible path of travel along this Miller Street frontage.

The creation of a secondary access to the OSD lobby and public space has been incorporated into the design to provide a more direct means of access to the Metro station from the commercial use above.

Modifications to the OSD envelope (and the resulting enabling infrastructure) along the Northern edge of the through site link has resulted in the creation of a podium of a height that mediates between the tower scale and the intimate laneway scale. Along with the southern edge building this creates a human scale in the laneway creating an active and inviting place.

7.0 Environmental Benefit

The benefit of the proposed works is the development of an integrated station and OSD design with excellent customer environment and facilities. The combination of the design of the public domain spaces, podium architecture and planning, along with the retailing edge to the Miller Street frontage, provides desirable activation of the precinct, public amenity and equitability of access to all areas.

Co-locating the public bicycle facilities at the Northern Entrance promotes sustainable travel solutions and excellent customer service.

8.0 Control Measures

Will a project and site specific EMP be prepared? Yes

Are appropriate control measures already identified in an existing EMP? A EMP for the construction of the station entries at Victoria Cross will be prepared.

9.0 Climate Change Impacts

Is the site likely to be adversely affected by the impacts of climate change? If yes, what adaptation/mitigation measures will be incorporated into the design?

No, the site is not likely to be impacted adversely by the impacts of climate change.

10.0 Impact Assessment – Construction

Attach supporting evidence in the Appendices if required. Make reference to the relevant Appendix if used.

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Flora and fauna	No change from approved project.	No additional measures required.	Y	Y	
Water	No change from approved project.	No additional measures required.	Y	Y	
Air quality	No change from approved project.	No additional measures required.	Y	Y	
Noise vibration	No change from approved project.	No additional measures required.	Y	Y	
Indigenous heritage	No change from approved project.	No additional measures required.	Y	Y	
Non-indigenous heritage	No change from approved project.	No additional measures required.	Y	Y	
Community and stakeholder	No change from approved project.	No additional measures required.	Y	Y	
Traffic	No change from approved project.	No additional measures required.	Y	Y	
Waste	No change from approved project.	No additional measures required.	Y	Y	

Unclassified

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(Uncontrolled when printed)

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Social	No change from approved project.	No additional measures required.	Y	Y	
Economic	No change from approved project.	No additional measures required.	Y	Y	
Visual	No change from approved project.	No additional measures required.	Y	Y	
Urban design	No change from approved project.	No additional measures required.	Y	Y	
Geotechnical	No change from approved project.	No additional measures required.	Y	Y	
Land use	No change from approved project.	No additional measures required.	Y	Y	
Climate Change	No change from approved project.	No additional measures required.	Y	Y	
Risk	No change from approved project.	No additional measures required.	Y	Y	
Other	No change from approved project.	No additional measures required.	Y	Y	
Management and mitigation measures	No change from approved project.	No additional measures required.	Y	Y	

11.0 Impact Assessment – Operation

Attach supporting evidence in the Appendix if required. Make reference to the relevant Appendix if used.

Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Flora and fauna	No change from approved project.	No additional measures required.	Y	Y	
Water	No change from approved project.	No additional measures required.	Y	Y	
Air quality	No change from approved project.	No additional measures required.	Y	Y	
Noise vibration	The maximum acceptable sound power level identified in the EIS to manage operational noise from stations and ensure compliance with the Industrial Noise Policy would continue to apply to Victoria Cross Station and guide detailed design, in accordance with mitigation measure OpNV3.	No additional measures required.	Y	Y	
Indigenous heritage	No change from approved project.	No additional measures required.	Y	Y	
Non-indigenous heritage	No change from approved project.	No additional measures required.	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Community and stakeholder	<p>The integrated station design would include provision of a through site link between Denison and Miller streets, as well as direct access from Denison Street to the Metro station. The proposed works would result in an excellent customer experience and precinct activation, providing public domain benefits to the community.</p> <p>Ongoing community and stakeholder consultation is progressing and will continue for the planning and construction phases of the station.</p>	No additional measures required.	Y	Y	
Traffic	Bike Parking will be captured in the interchange access plan.	No additional measures required.	Y	Y	
Waste	No change from approved project.	No additional measures required.	Y	Y	
Social	<p>The integrated station design would include provision of a through site link between Denison and Miller streets, as well as direct access from Denison Street to the metro station. The proposed works would result in an excellent customer experience and precinct activation, providing public domain benefits.</p>	No additional measures required.	Y	Y	
Economic	No change from approved project.	No additional measures required.	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Visual	The proposed integrated station design would not change the outcomes of the landscape character and visual amenity impact assessment provided in the EIS at the south site. Active street frontages would continue to be provided along Miller Street, Berry Street and along the through site link and direct station connection to Denison Street. The visual impact assessment in EIS and the 6 viewpoints have been reviewed and there is no impact to these viewpoints,	No additional measures required.	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Urban design	<p>The proposed design has been presented to the Sydney Metro Design Review Panel in accordance with the Design Excellence Strategy for the Victoria Cross Integrated Station Development.</p> <p>The detailed design will be captured as part of the overall station design within the Station Design Precinct Plans (SDPP).</p>	No additional measures required.	Y	Y	
Geotechnical	No change from approved project.	No additional measures required.	Y	Y	
Land use	No change from approved project.	No additional measures required.	Y	Y	
Climate Change	No change from approved project.	No additional measures required.	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Risk	No change from approved project.	No additional measures required.	Y	Y	
Other	No change from approved project.	No additional measures required.	Y	Y	
Management and mitigation measures	No change from approved project.	No additional measures required.	Y	Y	

12.0 Consistency with the Approved Project

<p>Based on a review and understanding of the existing Approved Project and the proposed modifications, is there is a transformation of the Project?</p>	<p>No. The proposed works would not transform the project. The project would continue to provide a new Metro rail line between Chatswood and Sydenham and is designed to support the delivery of an improved customer environment and precinct activation.</p>
<p>Is the project as modified consistent with the objectives and functions of the Approved Project as a whole?</p>	<p>Yes. The proposed works would be consistent with the objectives and functions of the approved project.</p>
<p>Is the project as modified consistent with the objectives and functions of elements of the Approved Project?</p>	<p>Yes. The proposed works would be consistent with the objectives and functions of the approved works at Victoria Cross Station.</p>
<p>Are there any new environmental impacts as a result of the proposed works/modifications?</p>	<p>There would be no new environmental impacts as a result of the proposed works. Potential changes in impacts are considered to be minor and can be appropriately managed.</p>
<p>Is the project as modified consistent with the conditions of approval?</p>	<p>Yes. The proposed works would be consistent with the conditions of approval.</p>
<p>Are the impacts of the proposed activity/works known and understood?</p>	<p>Yes. The impacts of the proposed works are understood.</p>
<p>Are the impacts of the proposed activity/works able to be managed so as not to have an adverse impact?</p>	<p>Yes. The impacts of the proposed works can be managed so as to avoid an adverse impact.</p>

13.0 Other Environmental Approvals

Identify all other approvals required for the project:

NA



Author certification

To be completed by person preparing checklist.

I certify that to the best of my knowledge this Consistency Checklist:

- Examines and takes into account the fullest extent possible all matters affecting or likely to affect the environment as a result of activities associated with the Proposed Revision; and
- Examines the consistency of the Proposed Revision with the Approved Project; is accurate in all material respects and does not omit any material information.

Name: Paul Elkington
 Title: Project Director
 Company: Lendlease Building Pty Ltd
 Signature: *Paul Elkington*
 Date: 23/7/19

Environmental Representative Review

(Additional step for City & Southwest projects only – if this is a CA against a Northwest Project or REF delete this table)

As an approved ER for the Sydney Metro City & Southwest project, I have reviewed the information provided in this assessment. I am satisfied that mitigation measures are adequate to minimise the impact of the proposed work.

Name: Michael Woolley
 Title: Environment Representative
 Signature: *Michael Woolley*
 Date: 26/7/19

This section is for Sydney Metro only.

Application supported and submitted by

Name: Yvette Buchli
 Title: Planning Approvals Mgr
 Signature: *Buchli*
 Date: 20/8/19
 Comments: /

Based on the above assessment, are the impacts and scope of the proposed activity/modification consistent with the existing Approved Project?

- Yes The proposed activity/works are consistent and no further assessment is required.
- No The proposed works/activity is not consistent with the Approved Project. A modification or a new activity approval/ consent is required. Advise Project Manager of appropriate alternative planning approvals pathway to be undertaken.

Unclassified

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(Uncontrolled when printed)



Endorsed by			
Name:	Fil Cerone	Date:	20/8/19
Title:	Director City & Southwest, Sustainability, Environment & Planning	Comments:	—
Signature:			

Attachment A

Extract of relevant figures and plans from the Environmental Impact Statement and Preferred Infrastructure Report (including MOD 1 to CSSI Approval)

General

- Modifications Submissions Report Figure 1-1 – Location of the proposed Victoria Cross Station modification

North Entry

- Modification Submissions Report Figure 2-2 – Revised setbacks – Victoria Cross Station
- Modification Submissions Report Figure 2-3 – Revised Setbacks (cross section) – Victoria Cross Station
- South Entry EIS Extract Figure 6-13 - Victoria Cross Station – location and indicative layout
- EIS Extract Figure 6-15 – Victoria Cross Station – Indicative cross-section and long section
- PIR Extract Appendix D – Victoria Cross Station – OSD interface (NWRLSRT-PBA-SVC-AT-DWG-349125 Rev A)
- Previous Consistency Assessment - NWRLSRT-MET-SVC-AT-DWG-000318 Rev 02 – General Arrangement Section Denison Street Entrance Level +59.15m
- Previous Consistency Assessment - NWRLSRT-MET-SVC-AT-DWG-000319 Rev 01 – General Arrangement Section Miller Street Entrance Level +64.00m
- Previous Consistency Assessment - NWRLSRT-MET-SVC-AT-DWG-000512 Rev 02 – General Arrangement Section North South Cross Section



KEY

- Chatswood to Sydenham
- Proposed modification site
- Approved project site (EIS)
- Proposed construction site area
- Proposed station platforms

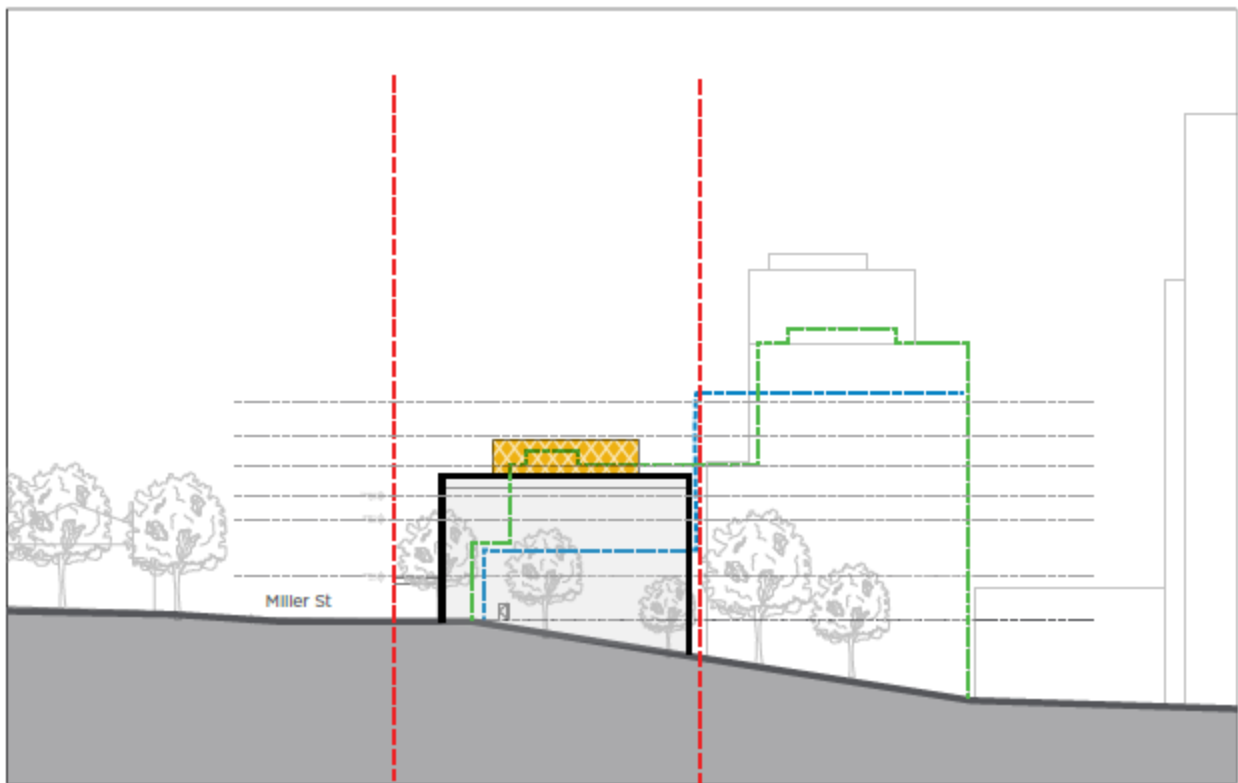
Indicative only, subject to design development



Figure 1-1 Location of the proposed Victoria Cross Station modification



Figure 2-2 Revised setbacks - Victoria Cross Station








- | | | | |
|------------|--|--|---|
| KEY |  Proposed ventilation plenum with screening |  Lot Boundary |  DA Envelope |
| |  Station Building Outline |  LEP Envelope | |

Figure 2-3 Revised setbacks (cross section) - Victoria Cross Station



KEY

- E Metro entry
- Pedestrian plaza/station lobby
- Operational area
- 🚲 Proposed cycle parking
- K Proposed kiss-and-ride
- Services
- Metro alignment

Figure 6-13 Victoria Cross Station – location and indicative layout

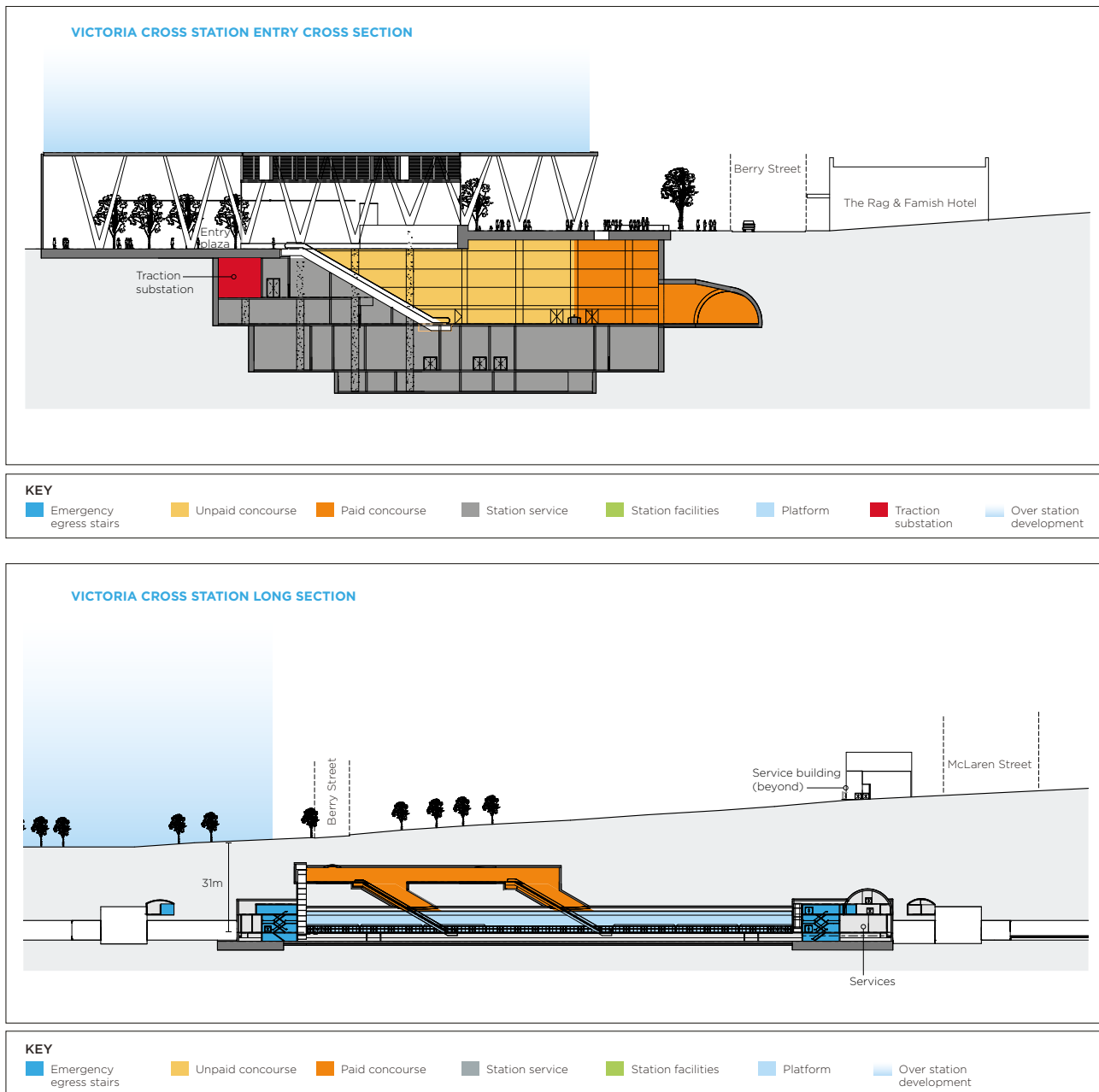


Figure 6-15 Victoria Cross Station – indicative cross-section and long section

VIC CROSS
CSSI-PIR

- LEGEND**
- METRO PROPERTY BOUNDARY
 - OSD DEVELOPMENT - SUBJECT TO SEPARATE ASSESSMENT PROCESS
 - STATION
 - SHARED ACCESS BETWEEN OSD AND STATION FOR LOADING AREA AND SERVICE LIFT.
 - DAY 1 ACTIVATION - RETAIL
 - AREA REQUIRED FOR DAY 1 OPERATION.
 - ▲ OSD ENTRY
 - ▲ STATION ENTRY
 - ▲ SERVICE ACCESS

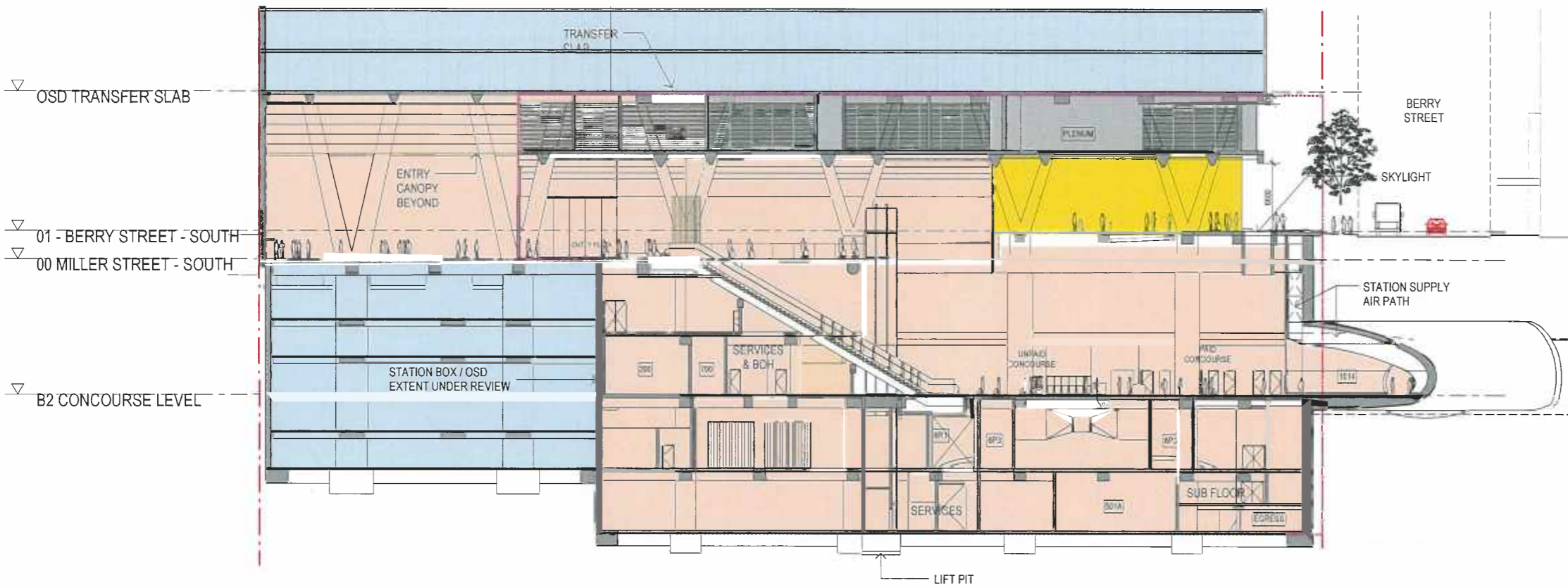
NOTES:
 DRAWING TO BE READ IN CONJUNCTION WITH KEY DESIGN PARAMETER LISTS.
 NWRLSRT-PBA-SRT-AT-SCH-000001
 NWRLSRT-PBA-SVC-AT-SCH-000001
Chatswood to Sydenham Design Guidelines
 NWRLSRT-PBA-SRT-UD-REP-000003

AWNING DESIGN TO COMPLY WITH METRO AND LOCAL COUNCIL REQUIREMENTS AND BE COORDINATED WITH STATION AWNING DESIGN

STATION ENTRY TO MAINTAIN A MINIMUM HEIGHT OF 15M

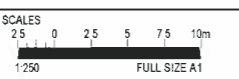
PODIUM HEIGHT ALIGNMENT(S), BUILDING SETBACKS AND MASSING TO CONFORM WITH METRO AND LOCAL COUNCIL REQUIREMENTS

**THIS DRAWING IS INDICATIVE ONLY
 SUBJECT TO FURTHER DESIGN DEVELOPMENT**



1 CROSS SECTION
1:250

Rev Date 5/10/2016 5:17:18 PM C:\RevitProjects\NWRLSRT-PBA-SVC-AT-DWG\REV_01_L_schem.schematic.dwg
 100mm AT FULL SIZE
 A1 Original Co-ordinate System: MGA Zone 56 Height Datum: A.H.D. This sheet may be prepared using colour and may be incomplete if copied



REV	BY	DATE	DESCRIPTION	APPD
A	PS	26.05.16	ISSUED FOR INFORMATION ONLY	

NOTE: Do not scale from this drawing.

CLIENT



The information shown on this drawing is for the purposes of the North West Rail Link (NWRL) Project only. No warranty is given or implied as to its suitability for any other purpose. The Service Providers accept no liability arising from the use of this drawing and the information shown thereon for any purpose other than the North West Rail Link (NWRL) Project.

SERVICE PROVIDERS

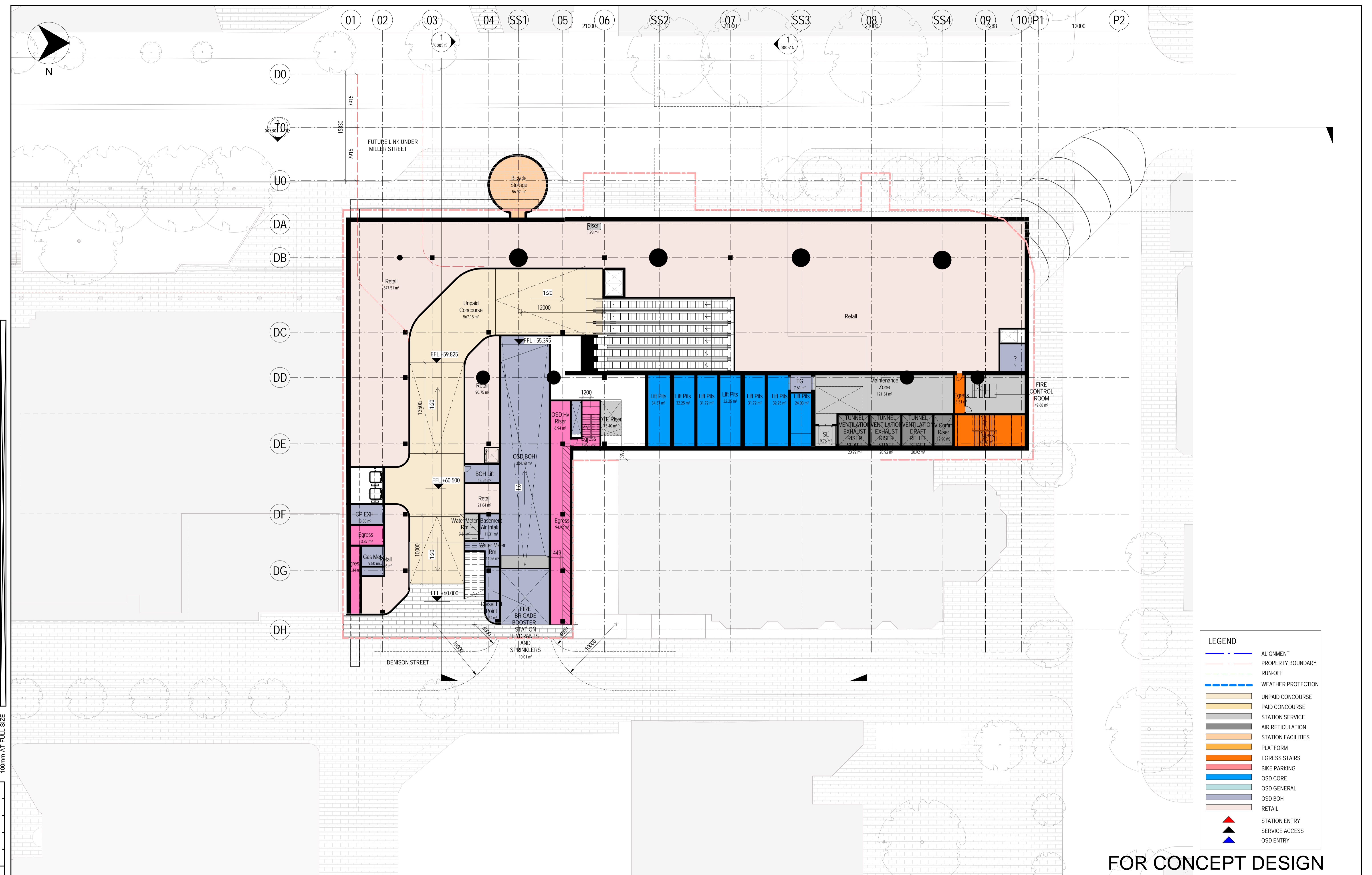
PARSONS BRINCKERHOFF	DRAWN	SAMUEL SCERRI
AECOM	DESIGNED	PAUL SPROULE
CO HASSELL	DRG CHECK	Checker
	DESIGN CHECK	
	APPROVED	IAN MCILWAINE WHITTON

NOT FOR CONSTRUCTION

SYDNEY METRO CITY & SOUTHWEST

VICTORIA CROSS STATION
 ARCHITECTURE
 OSD INTERFACE-SECTIONS

STATUS: REFERENCE DESIGN	SHEET 4 OF 4	©
NWRL DRG No. NWRLSRT-PBA-SVC-AT-DWG-349125	NWRL REV. A	



LEGEND

	ALIGNMENT
	PROPERTY BOUNDARY
	RUN-OFF
	WEATHER PROTECTION
	UNPAID CONCOURSE
	PAID CONCOURSE
	STATION SERVICE
	AIR RETICULATION
	STATION FACILITIES
	PLATFORM
	EGRESS STAIRS
	BIKE PARKING
	OSD CORE
	OSD GENERAL
	OSD BOH
	RETAIL
	STATION ENTRY
	SERVICE ACCESS
	OSD ENTRY

FOR CONCEPT DESIGN

02	LB	26.05.17	Concept Design	AC
01	TC	15.05.17	Concept Design	AC
REV.	BY	DATE	DESCRIPTION	APPD.
A1	Original		Co-ordinate System: MGA Zone 56	
			Height Datum: A.H.D.	
			This sheet may be prepared using colour and may be incomplete if copied	



CLIENT

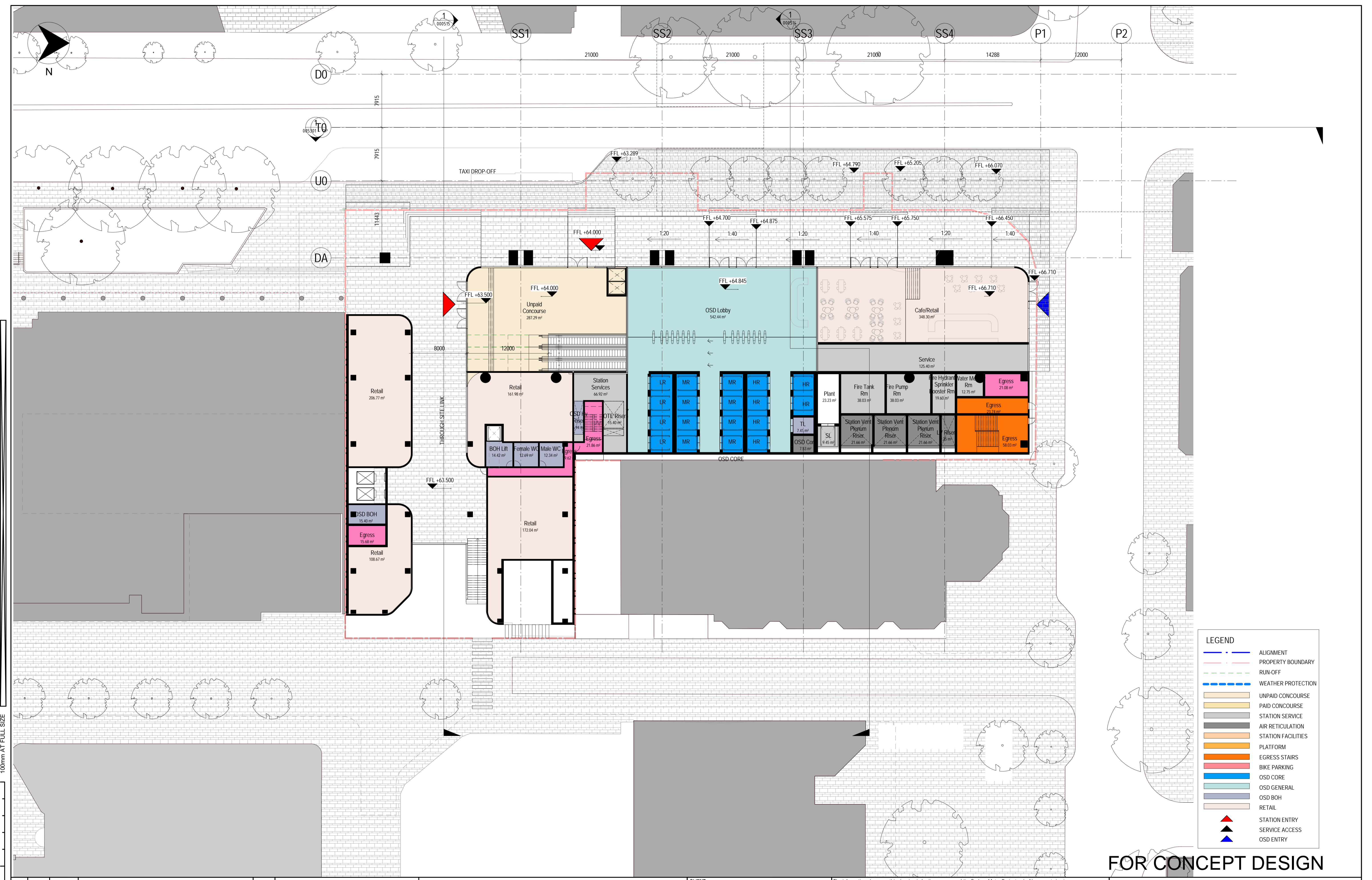
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SERVICE PROVIDERS

DRAWN	Enrique Alonso Blanco	26/05/17
DESIGNED	Charlotte Thomas	26/05/17
DRG CHECK	Tim Dyer	26/05/17
DESIGN CHECK	Angus Campbell	26/05/17
APPROVED	Mike Barron	26/05/17



Sydney Metro USDTs	
Station Victoria Cross	
Architecture	
General Arrangement Plan	
Denison Street Entrance Level +59.15m	
STATUS: Concept Design	SHEET OF
Drig No. NWRLSRT-MET-SVC-AT-DWG- 000318	Rev 02



LEGEND

- ALIGNMENT
- PROPERTY BOUNDARY
- RUN-OFF
- WEATHER PROTECTION
- UNPAID CONCOURSE
- PAID CONCOURSE
- STATION SERVICE
- AIR RETICULATION
- STATION FACILITIES
- PLATFORM
- EGRESS STAIRS
- BIKE PARKING
- OSD CORE
- OSD GENERAL
- OSD BOH
- RETAIL
- ▲ STATION ENTRY
- ▲ SERVICE ACCESS
- ▲ OSD ENTRY

FOR CONCEPT DESIGN

01	TC	15.05.17	Concept Design	AC
REV.	BY	DATE	DESCRIPTION	APPD.
A1 Original			Co-ordinate System: MGA Zone 56	
			Height Datum: A.H.D.	
This sheet may be prepared using colour and may be incomplete if copied				



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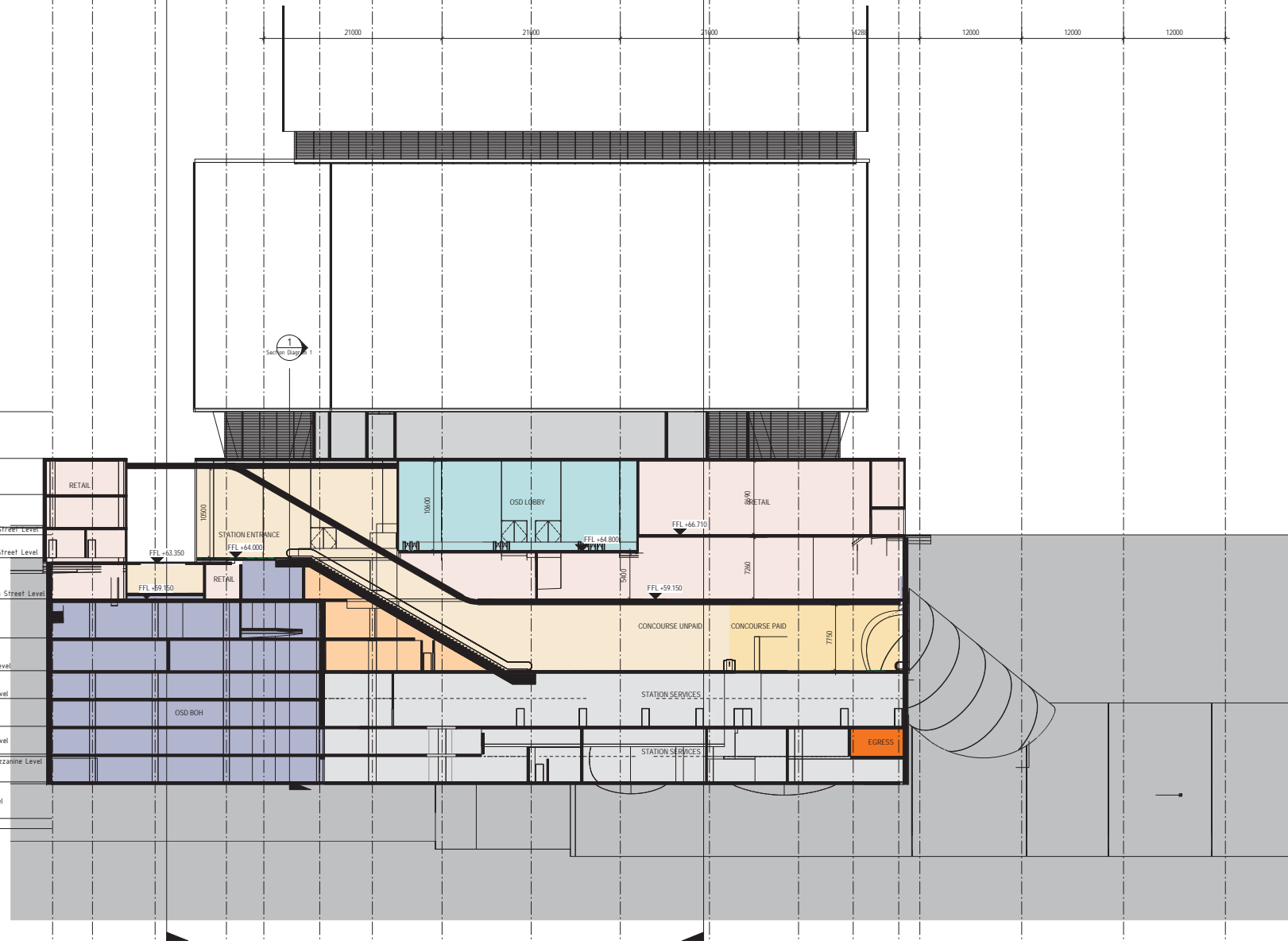
SERVICE PROVIDERS

DRAWN	Angela Nodari	15/05/17
DESIGNED	Foster And Partners	15/05/17
DRG CHECK	Lina Rutkauskaite	15/05/17
DESIGN CHECK	Muir Livingstone	15/05/17
APPROVED	Angus Campbell	15/05/17



Sydney Metro	
Station Victoria Cross	
Architecture	
General Arrangement Plan	
Miller Street Entrance Level +64.00m	
STATUS: Draft	SHEET OF
©	
Drig No. NWRLSRT-MET-SVC-AT-DWG- 000319	Rev 01

01 02 03 04 SS1 05 06 SS2 07 SS3 08 09 SS4 10 P1 P2 P3 P4



LEGEND

- ALIGNMENT
- PROPERTY BOUNDARY
- RUN-OFF
- WEATHER PROTECTION
- UNPAID CONCOURSE
- PAID CONCOURSE
- STATION SERVICE
- AIR RETICULATION
- STATION FACILITIES
- PLATFORM
- EGRESS STAIRS
- BIKE PARKING
- OSD CORE
- OSD GENERAL
- OSD BOH
- RETAIL
- STATION ENTRY
- SERVICE ACCESS
- OSD ENTRY

FOR CONCEPT DESIGN

02	LB	26.05.17	Concept Design	AC
01	TC	15.05.17	Concept Design	AC
REV	BY	DATE	DESCRIPTION	APPD.

A1 Original Co-ordinate System: MGA Zone 56 Height Datum: A.H.D. This sheet may be prepared using colour and may be incomplete if copied



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SERVICE PROVIDERS

DRAWN	Enrique Alonso Blanco	26/05/17
DESIGNED	Charlotte Thomas	26/05/17
DRG CHECK	Tim Dyer	26/05/17
DESIGN CHECK	Angus Campbell	26/05/17
APPROVED	Mike Barron	26/05/17

Sydney Metro USDTs

Station Victoria Cross
Architecture
General Arrangement Section
North South Cross Section

STATUS: Concept Design

Dwg No. NWRLSRT-MET-SVG-AT-DWG- 000512

SHEET OF

Rev 02

Attachment B

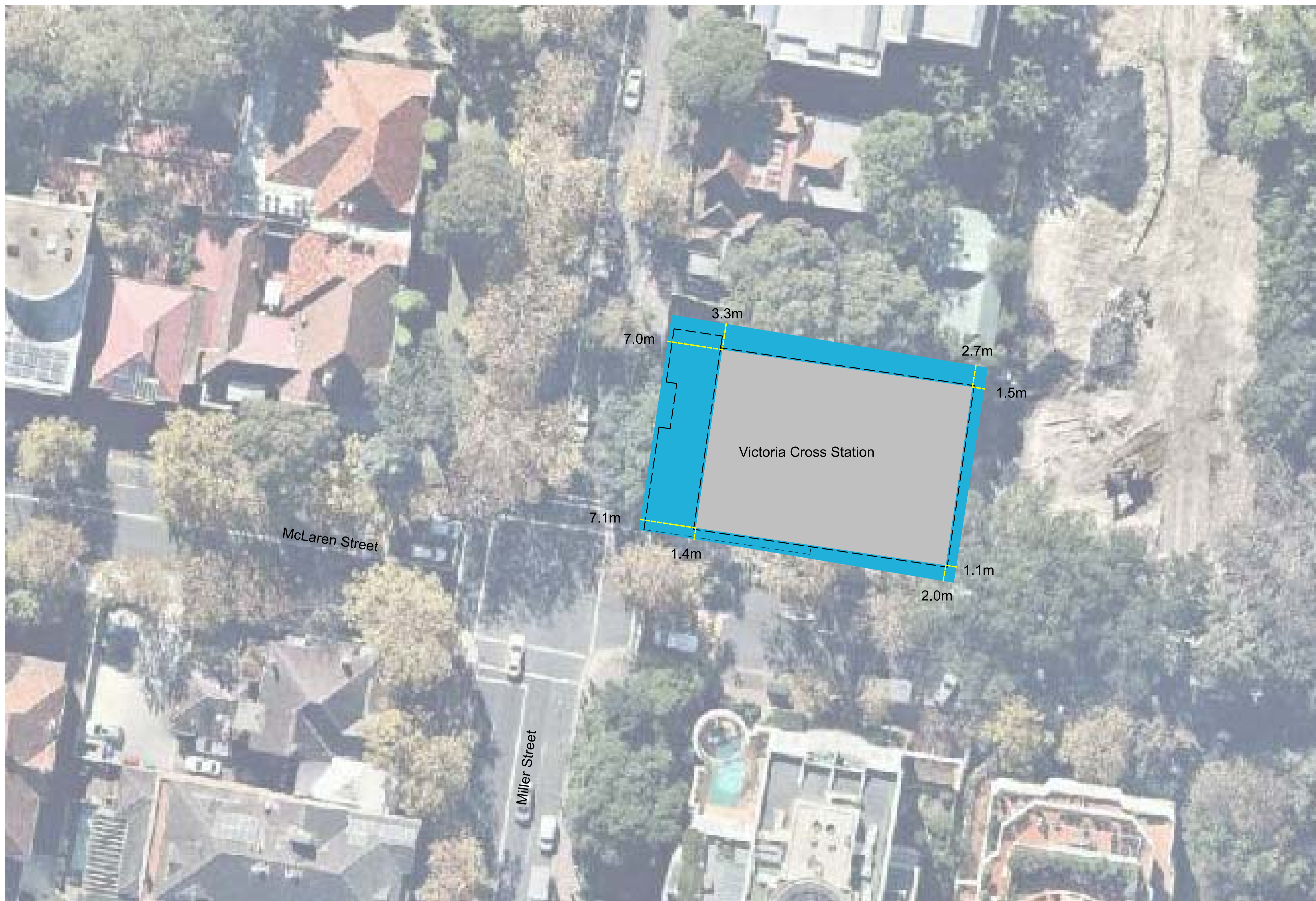
Proposed integrated station design plans

North Entry

- SMCSWSVI-LLC-SVC-AT-DWG-511003 Rev .03 - North Site Plan
- SMCSWSVI-LLC-SVC-AT-DWG-530052 Rev .03 – Miller St Elevation
- SMCSWSVI-LLC-SVC-AT-DWG-530053 Rev .03 McLaren St Elevation
- SMCSWSVI-LLC-SVC-AT DWG-530051 Rev .03 External Facades
- SK-540 Miller Street elevation overlay comparison

South Entry

- SMCSWSVI-LLC-SVC-AT-DWG-521008 Rev 2.0 – Miller Street Plan
- SMCSWSVI-LLC-SVC-AT-DWG-521000 Rev 2.0 – Denison Street Plan
- SMCSWSVI-LLC-SVC-AT-DWG-540003 Rev 5.0 – Building Section Laneway Section
- A01.006 – Building Envelope South West Axonometric Rev 6



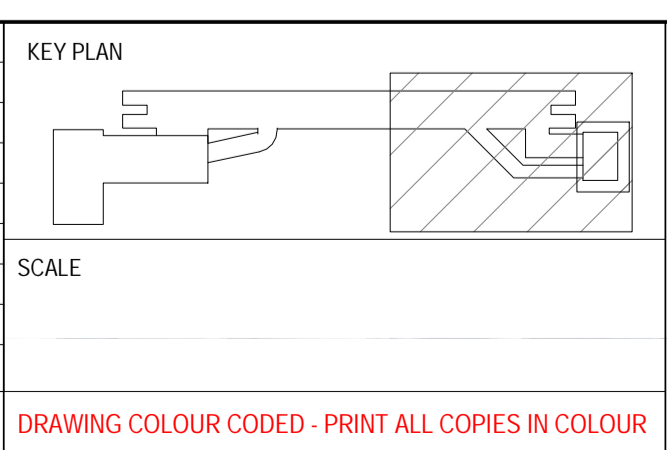
Site boundary taken from stage 1 design; including LOT DP536008, DP1150156
 Extent Building To Perimeter Of Structural Wall
 Canopy/Cladding Outline
 Measured from face of structural wall to site boundary. Measurement rounded to nearest decimal.

Scale 1:250

NOT FOR CONSTRUCTION

REV	BY	DATE	DESCRIPTION	APPD.
.03	GW	01/07/19	ISSUED FOR CSSI CONSISTENCY ASSESSMENT	SM
.02	EG	18/06/19	FOR INFORMATION	SM
.01	MK	16/05/19	FOR INFORMATION	SM

A1 Original Co-ordinate System: MGA Zone 56 Height Datum: A.H.D.
 DRAWING COLOUR CODED - PRINT ALL COPIES IN COLOUR



DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

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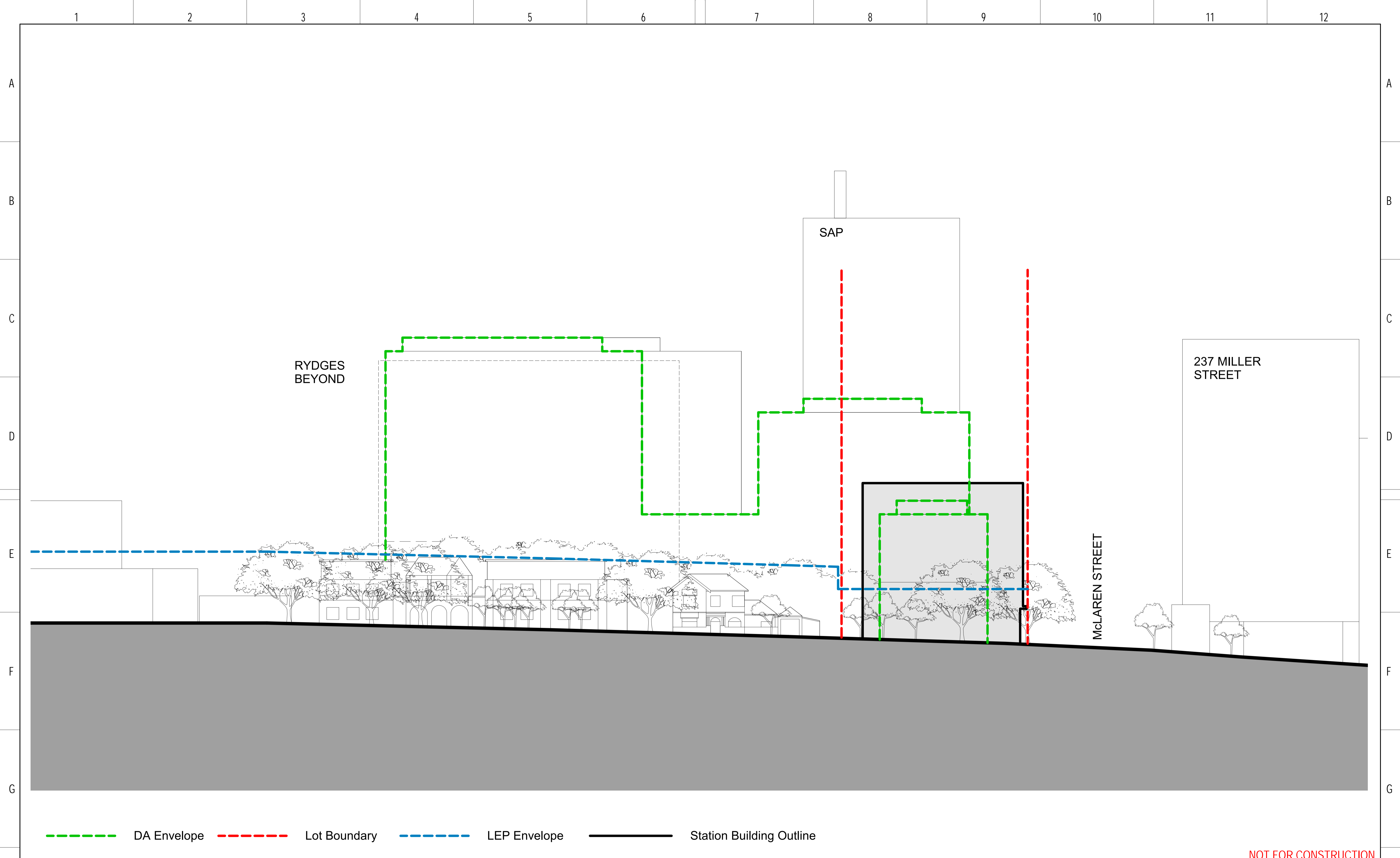
NOTE: Do not scale from this drawing.

DRAWN	GW/EG	01/07/19
DESIGNED	GW	01/07/19
DRG CHECK	KM	01/07/19
DESIGN CHECK	CC	01/07/19
APPROVED	SM	01/07/19

INDEPENDENT CERTIFIER CERTIFICATE

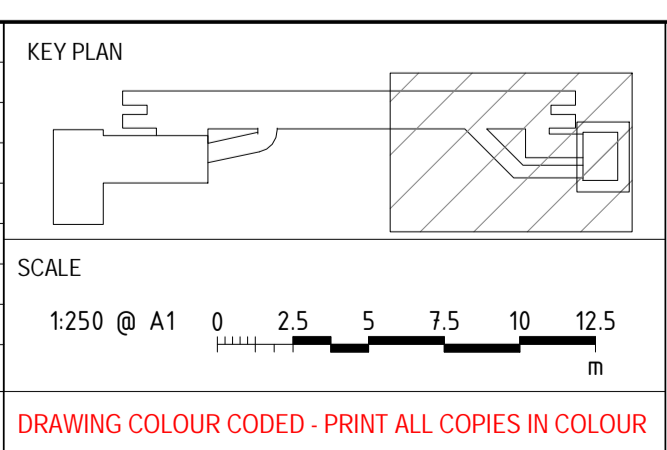
VICTORIA CROSS STATION
 SYDNEY METRO CITY & SOUTHWEST
 ARCHITECTURAL DESIGN
 CSSI
 NORTH SITE PLAN - CSSI

FILE No.	SHEET 1 OF 1
STATUS: STAGE 2	©
DRG No. SMCSWSVI-LLC-SVC-AT-DWG-511003 .03	EDMS No. 1



NOT FOR CONSTRUCTION

REV	BY	DATE	DESCRIPTION	APPD.
.03	GW	01/07/19	ISSUED FOR CSSI CONSISTENCY ASSESSMENT	SM
.02	EG	18/06/19	FOR INFORMATION	SM
.01	MK	16/05/19	FOR INFORMATION	SM



DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

CLIENT

SERVICE PROVIDERS

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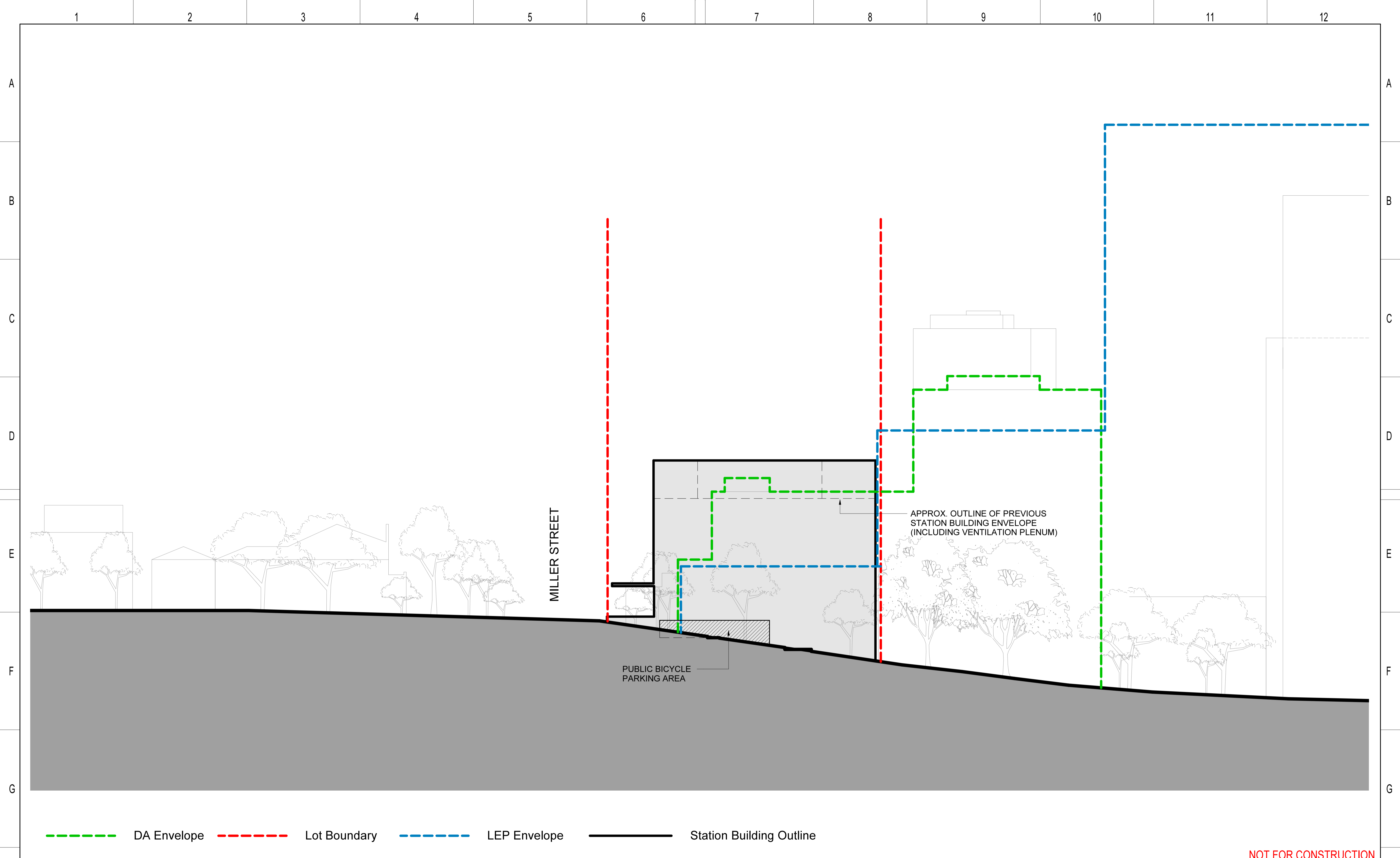
NOTE: Do not scale from this drawing.

INDEPENDENT CERTIFIER CERTIFICATE

DRAWN	GW/EG	01/07/19
DESIGNED	GW	01/07/19
DRG CHECK	KM	01/07/19
DESIGN CHECK	CC	01/07/19
APPROVED	SM	01/07/19

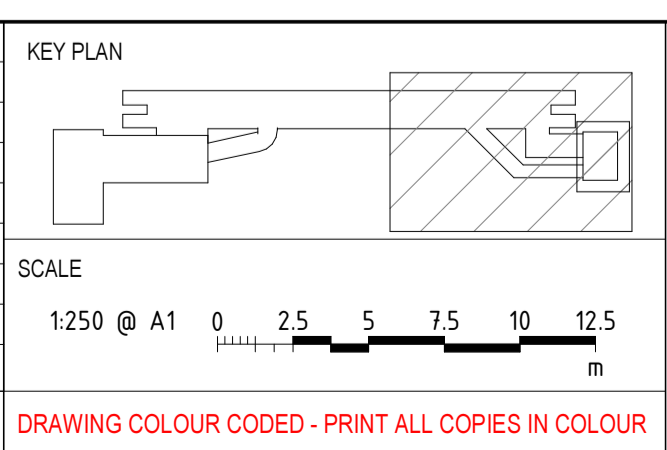
VICTORIA CROSS STATION
 SYDNEY METRO CITY & SOUTHWEST
 ARCHITECTURAL DESIGN
 CSSI
 CONSISTENCY TEST MILLER STREET ELEVATION - CSSI

FILE No.	SHEET 1 OF 1
STATUS:	STAGE 2
DRG No.	SMCSWSVI-LLC-SVC-AT-DWG-530052 .03
EDMS No.	



NOT FOR CONSTRUCTION

REV	BY	DATE	DESCRIPTION	APPD.
.03	GW	01/07/19	ISSUED FOR CSSI CONSISTENCY ASSESSMENT	SM
.02	EG	18/06/19	FOR INFORMATION	SM
.01	MK	16/05/19	FOR INFORMATION	SM



DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

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SERVICE PROVIDERS

INDEPENDENT CERTIFIER CERTIFICATE

NOTE: Do not scale from this drawing.

DRAWN	GW/EG	01/07/19
DESIGNED	GW	01/07/19
DRG CHECK	KM	01/07/19
DESIGN CHECK	CC	01/07/19
APPROVED	SM	01/07/19

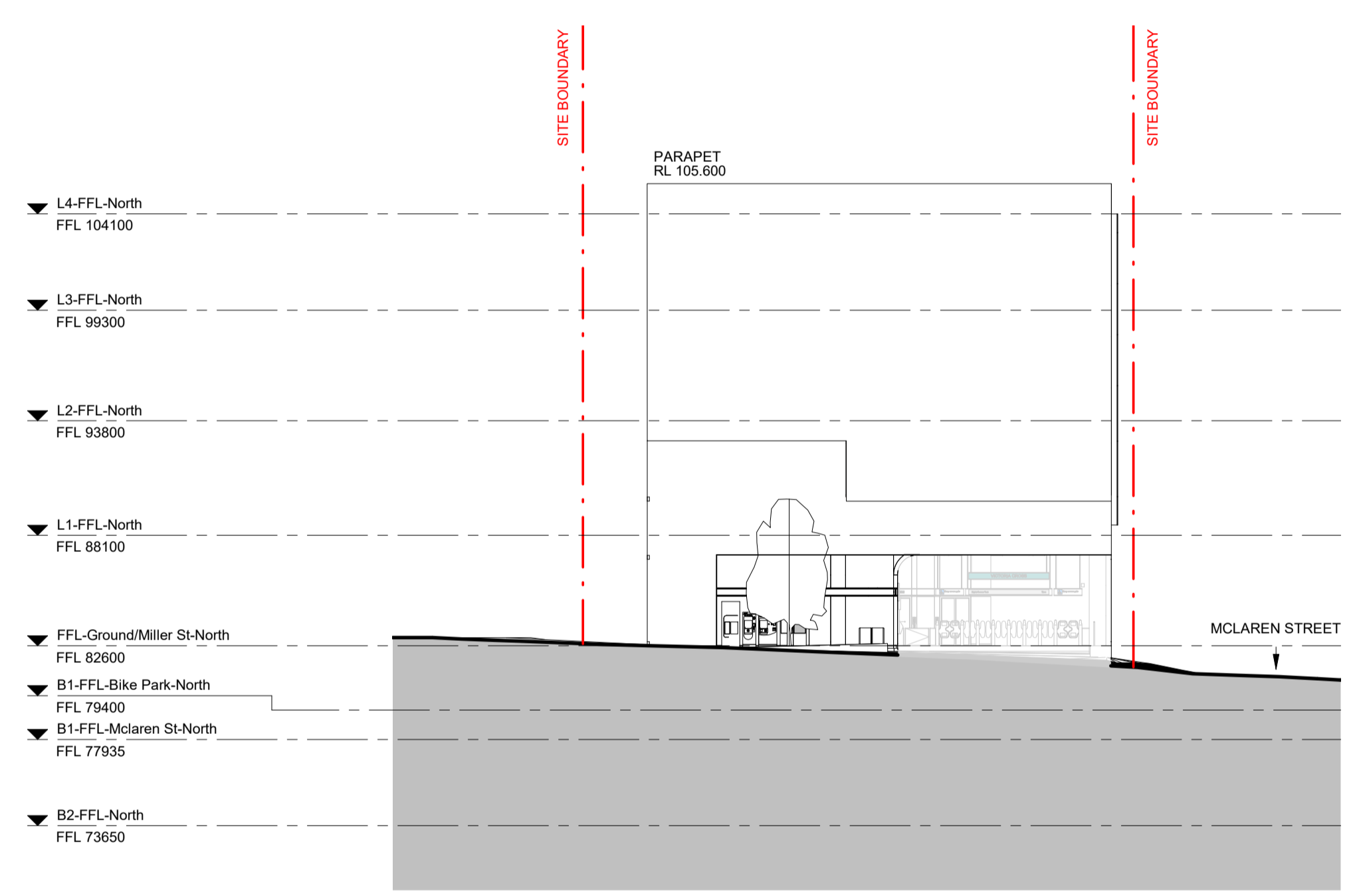
VICTORIA CROSS STATION
 SYDNEY METRO CITY & SOUTHWEST
 ARCHITECTURAL DESIGN
 CSSI
 CONSISTENCY TEST MCLAREN ELEVATION - CSSI

FILE No. SHEET 1 OF 1

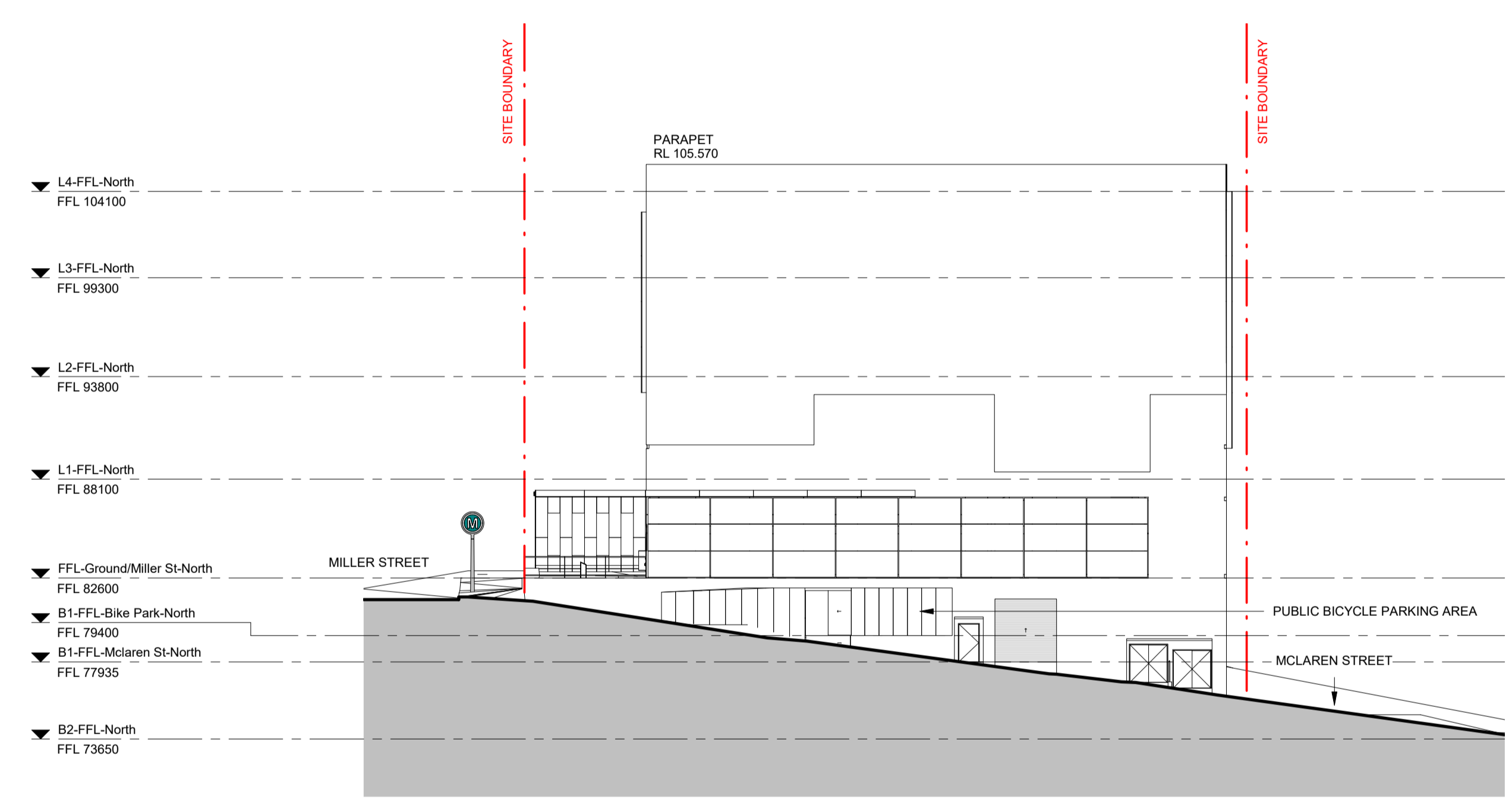
STATUS: STAGE 2

DRG No. SMCSWSVI-LLC-SVC-AT-DWG-530053 .03 EDMS No.

Plot Date & Time: 30/7/2019 1:59:01 PM



West Elevation - Miller Street, North Building_CSSI
SCALE 1 : 250



South Elevation - McLaren St, North Building_CSSI
SCALE 1 : 250

NOT FOR CONSTRUCTION

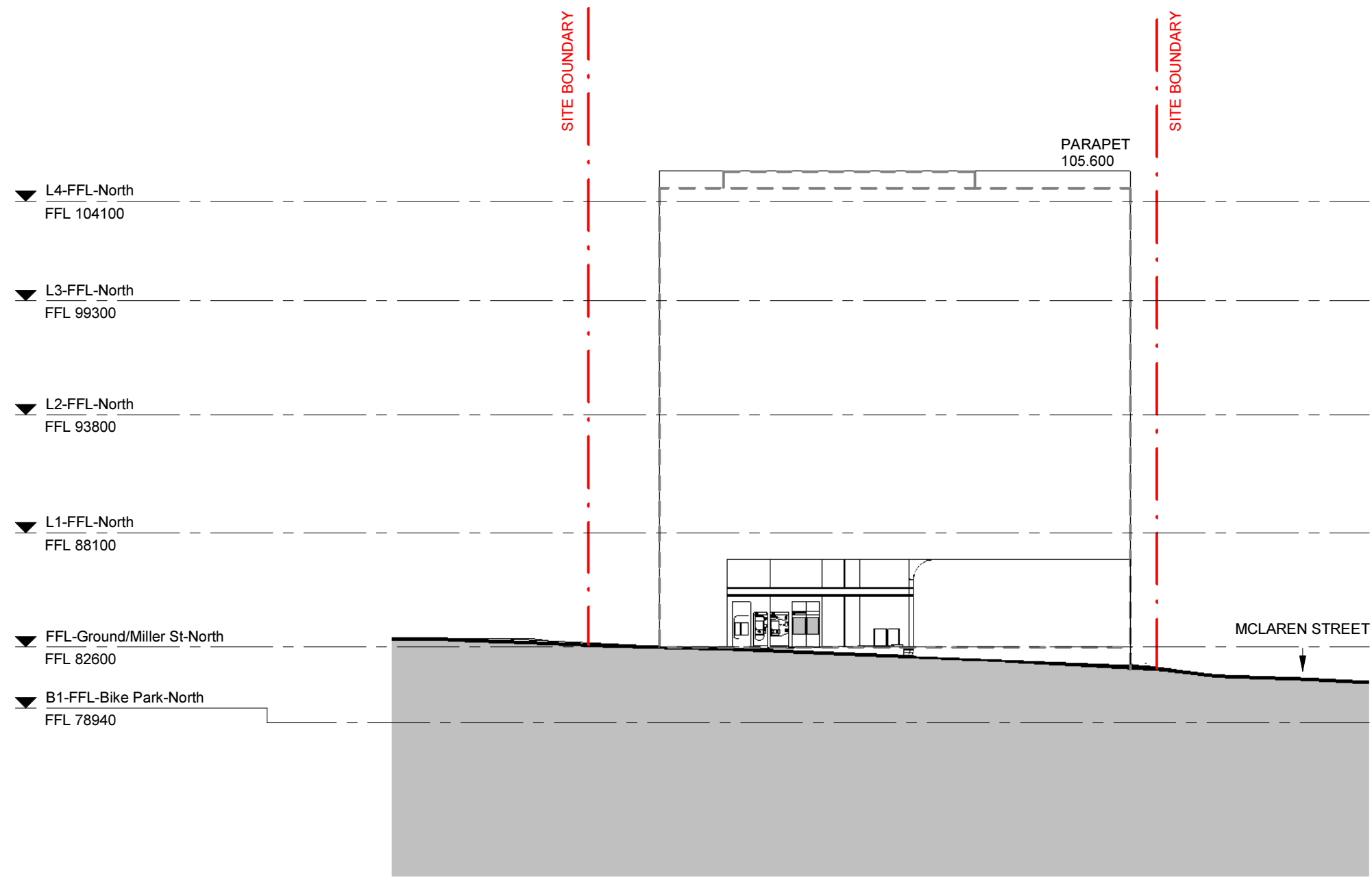
KEY PLAN		DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING	
SCALE		DRAWING COLOUR CODED - PRINT ALL COPIES IN COLOUR	
1:250 @ A1			
REV	BY	DATE	DESCRIPTION
.03	GW	01/07/19	ISSUED FOR CSSI CONSISTENCY ASSESSMENT
.02	EG	18/06/19	FOR INFORMATION
.01	MK	10/05/19	FOR INFORMATION
APPD.	SM		
A1 Original		Co-ordinate System: MGA Zone 56 Height Datum: A.H.D.	

CLIENT	ISDP
SERVICE PROVIDERS	

NOTE: Do not scale from this drawing.		DRAWN	GW/EG	01/07/19
INDEPENDENT CERTIFIER CERTIFICATE		DESIGNED	GW	01/07/19
		DRG CHECK	KM	01/07/19
		DESIGN CHECK	CC	01/07/19
		APPROVED	SM	01/07/19

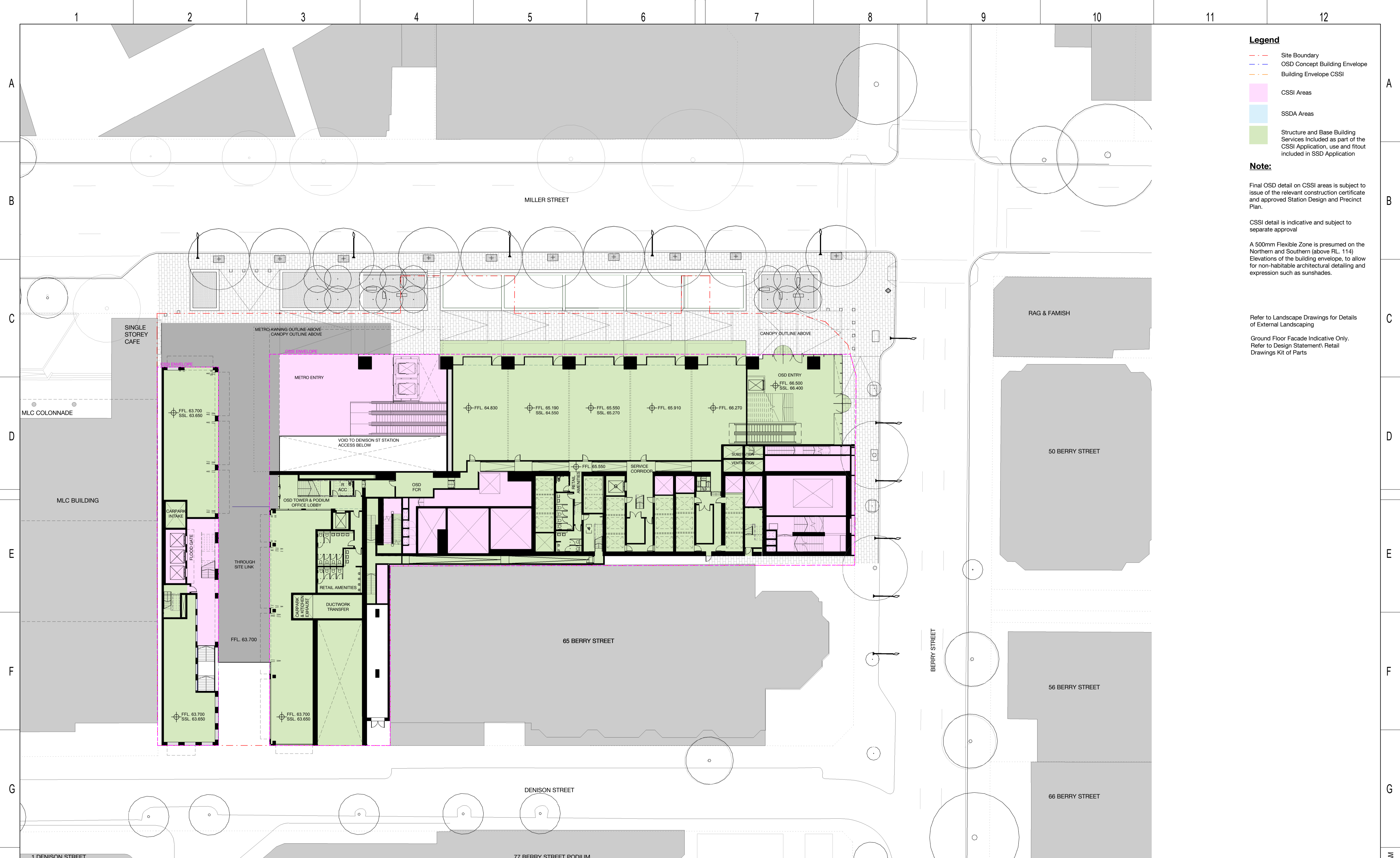
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VICTORIA CROSS STATION SYDNEY METRO CITY & SOUTHWEST ARCHITECTURAL DESIGN CSSI EXTERNAL FACADES - CSSI	
FILE No.	SHEET 1 OF 1
STATUS: STAGE 2	
DRG No. SMCSWSVI-LLC-SVC-AT-DWG-530051	EDMS No. .03

03	GW	01/07/19	ISSUED FOR CSSI CONSISTENCY ASSESSMENT	SM
02	EG	18/06/19	FOR INFORMATION	SM
01	MK	10/05/19	FOR INFORMATION	SM
APPD.	SM			
A1 Original		Co-ordinate System: MGA Zone 56 Height Datum: A.H.D.		



ORIGINAL APPROVED STRUCTURAL ENVELOPE UNDER MOD
 CURRENT PROPOSED STRUCTURAL ENVELOPE





- Legend**
- - - Site Boundary
 - - - OSD Concept Building Envelope
 - - - Building Envelope CSSI
 - █ CSSI Areas
 - █ SSDA Areas
 - █ Structure and Base Building Services Included as part of the CSSI Application, use and fitout included in SSD Application

Note:

Final OSD detail on CSSI areas is subject to issue of the relevant construction certificate and approved Station Design and Precinct Plan.

CSSI detail is indicative and subject to separate approval

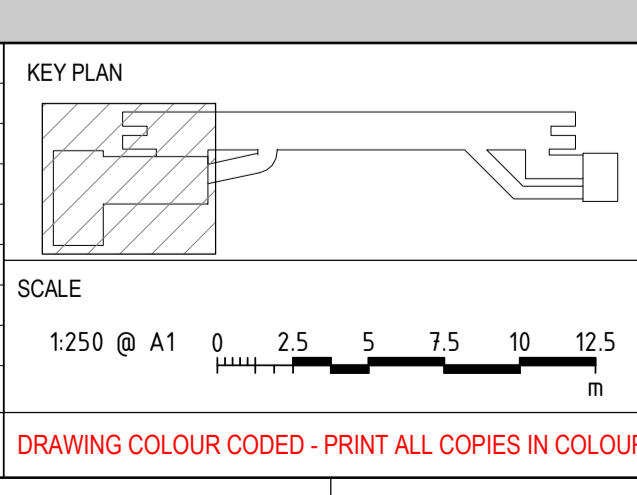
A 500mm Flexible Zone is presumed on the Northern and Southern (above RL 114) Elevations of the building envelope, to allow for non-habitable architectural detailing and expression such as sunshades.

Refer to Landscaping Drawings for Details of External Landscaping

Ground Floor Facade Indicative Only. Refer to Design Statement\ Retail Drawings Kit of Parts

REV	BY	DATE	DESCRIPTION	APPD.
2.0	MM	24.06.19	Updated Development Application	ALL
1.0	KB	31.05.19	Development Application	ALL

A1 Original		Co-ordinate System: MGA Zone 56		Height Datum: A.H.D.	
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BATESSMART

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NOTE: Do not scale from this drawing.	DRAWN	BS
	DESIGNED	BS
	DRG CHECK	BS
	DESIGN CHECK	BS
	APPROVED	BS

VICTORIA CROSS

MILLER STREET PLAN

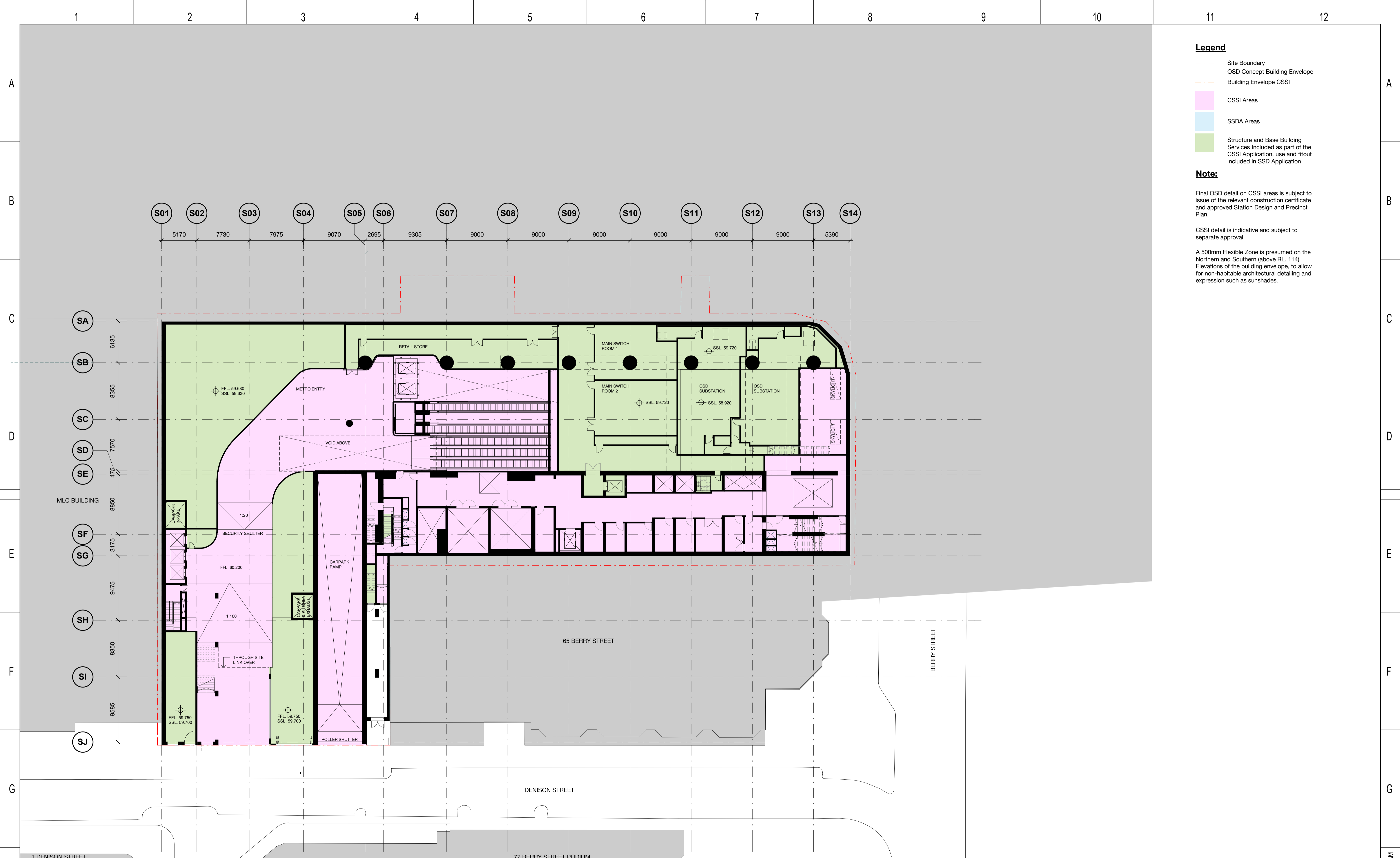
FILE No. _____

STATUS: FOR COORDINATION

DRG No. SMCSWSVI-LLC-SVC-AT-DWG-521001

2.0 EDMS No. _____

Plot Date & Time: 24/06/2019 11:32:19 AM



- Legend**
- - - Site Boundary
 - - - OSD Concept Building Envelope
 - - - Building Envelope CSSI
 - █ CSSI Areas
 - █ SSDA Areas
 - █ Structure and Base Building Services Included as part of the CSSI Application, use and fitout included in SSD Application

Note:

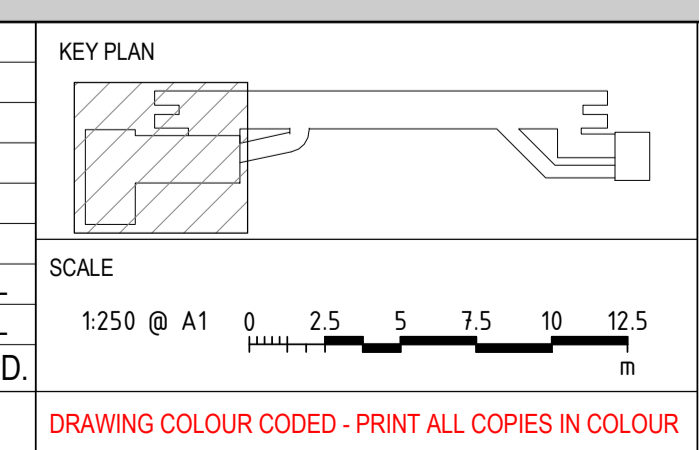
Final OSD detail on CSSI areas is subject to issue of the relevant construction certificate and approved Station Design and Precinct Plan.

CSSI detail is indicative and subject to separate approval

A 500mm Flexible Zone is presumed on the Northern and Southern (above RL 114) Elevations of the building envelope, to allow for non-habitable architectural detailing and expression such as sunshades.

REV	BY	DATE	DESCRIPTION	APPD.
2.0	MM	24.06.19	Updated Development Application	ALL
1.0	KB	31.05.19	Development Application	ALL

A1 Original Co-ordinate System: MGA Zone 56 Height Datum: A.H.D.



DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

CLIENT: NSW GOVERNMENT, sydney METRO, lendlease

ISDP

SERVICE PROVIDERS: COX, ASPECT Studios, ARCADIS, MOTT MACDONALD, BATESSMART

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DESIGNED	BS
DRG CHECK	BS
DESIGN CHECK	BS
APPROVED	BS

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VICTORIA CROSS

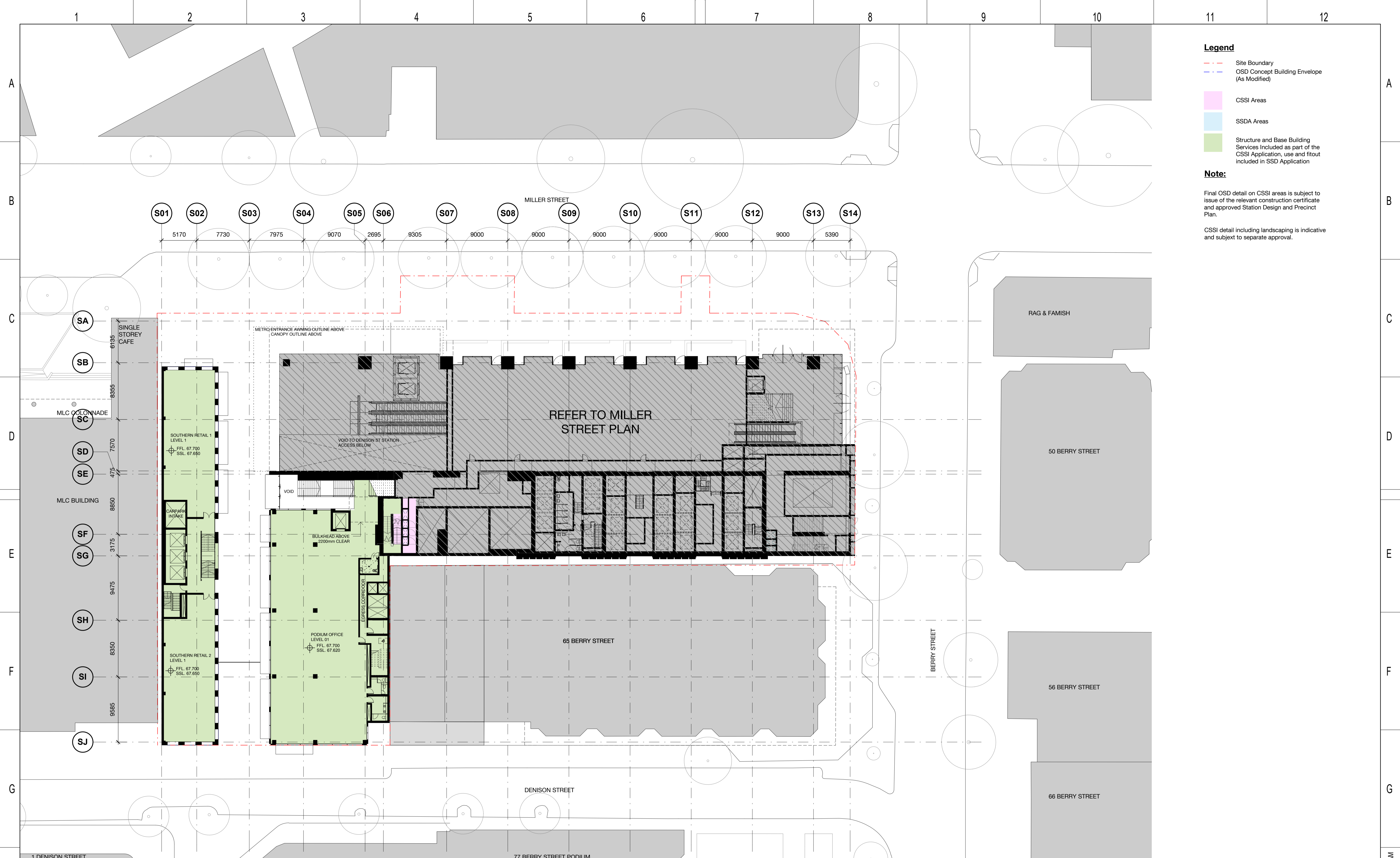
DENISON STREET PLAN

FILE No. _____

STATUS: FOR COORDINATION

DRG No. SMCSWSVI-LLC-SVC-AT-DWG-521000 2.0 EDMS No. _____

Plot Date & Time: 24/06/2019 11:32:02 AM



- Legend**
- Site Boundary
 - OSD Concept Building Envelope (As Modified)
 - CSSI Areas
 - SSDA Areas
 - Structure and Base Building Services Included as part of the CSSI Application, use and fitout included in SSD Application

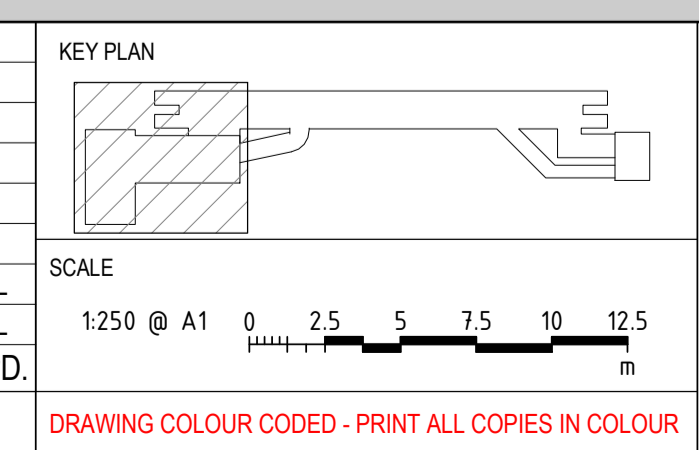
Note:

Final OSD detail on CSSI areas is subject to issue of the relevant construction certificate and approved Station Design and Precinct Plan.

CSSI detail including landscaping is indicative and subject to separate approval.

REV	BY	DATE	DESCRIPTION
2.0	MM	25.07.19	Updated Development Application
1.0	MM	22.07.19	Updated Development Application

1	2	3	4	5	6	7	8	9	10	11	12
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INDEPENDENT CERTIFIER CERTIFICATE

DRAWN	BS
DESIGNED	BS
DRG CHECK	BS
DESIGN CHECK	BS
APPROVED	BS

VICTORIA CROSS
OVER STATION DEVELOPMENT

FLOOR PLAN
LEVEL 01 PLAN (PODIUM OFFICE)

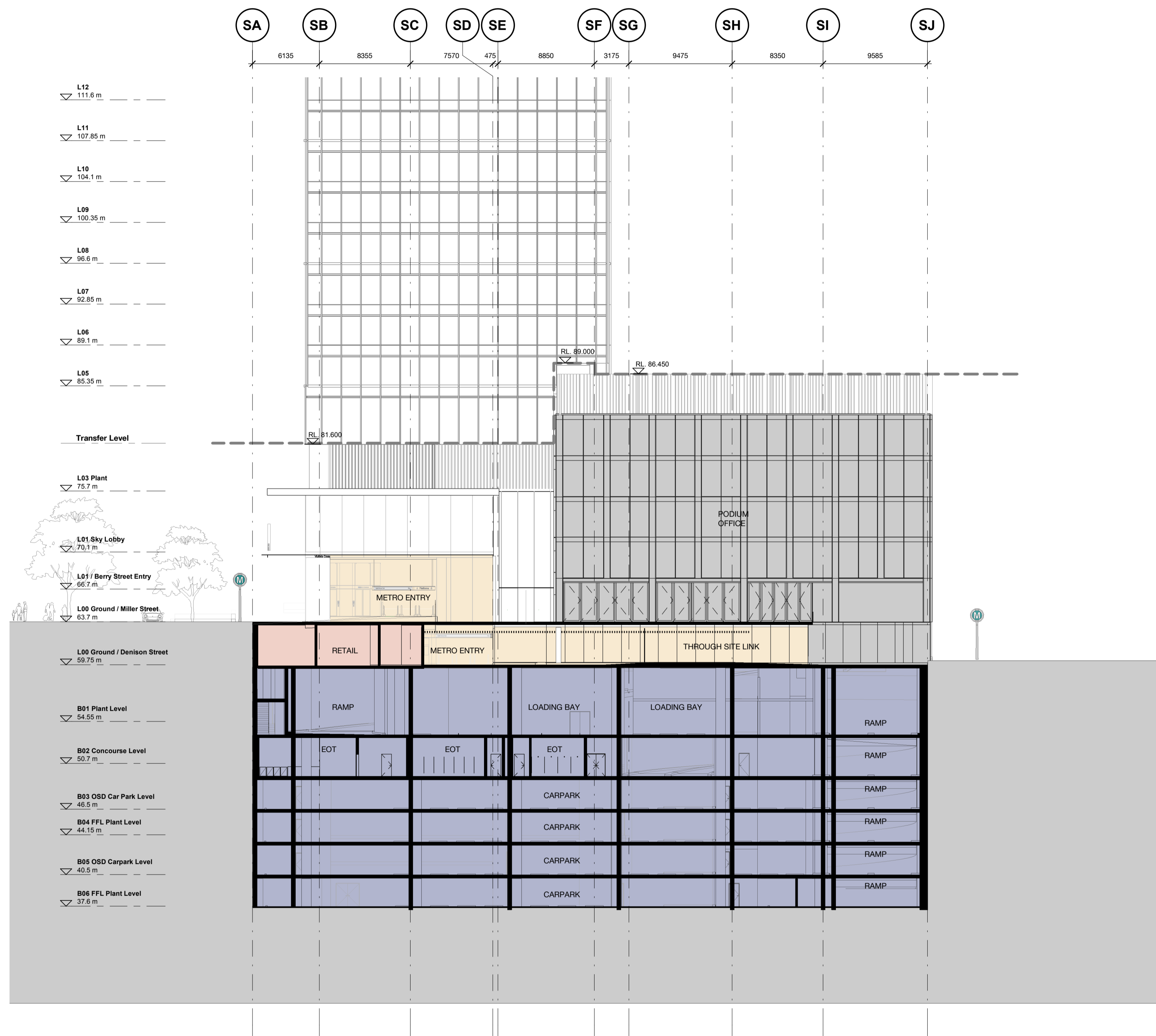
FILE No. _____

STATUS: SSDA APPLICATION

DRG No. SMCSWSVO-LLC-SVC-AT-DWG-420010

EDMS No. 2.0

Plot Date & Time: 25/07/2019 11:27:38 AM



NOTE:
Final OSD detail on CSSI areas is subject to issue of the relevant construction certificate and approved Station Design and Precinct Plan.
CSSI detail is indicative and subject to separate approval

LEGEND

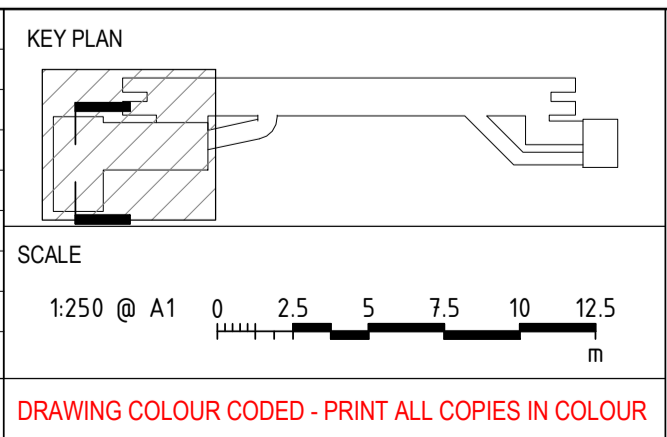
	PROPERTY BOUNDARY
	RUN-OFF
	STATION SCOPE
	UNPAID CONCOURSE
	PAID CONCOURSE
	STATION SERVICE
	AIR RETICULATION
	STATION FACILITIES
	PUBLIC FACILITIES
	PLATFORM
	EGRESS STAIRS
	EGRESS OSD
	OSD CORE
	OSD GENERAL
	OSD BOH
	RETAIL
	VOID BELOW
	RETICULATION AREA
	REFER TO OSD DRAWINGS
	STATION ENTRY
	OSD ENTRY

REV	BY	DATE	DESCRIPTION	APPD.
5.0	KB	19.06.19	Updated Development Application	ALL
4.0	MM	17.06.19	Updated Development Application	ALL
3.0	KB	06.06.19	Updated Development Application	ALL
2.0	EH	03.06.19	Updated Development Application	ALL
1.0	KB	31.05.19	Development Application	ALL

KEY PLAN

SCALE: 1:250 @ A1

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DRAWN	BS
DESIGNED	BS
DRG CHECK	BS
DESIGN CHECK	BS
APPROVED	BS

VICTORIA CROSS

LANEWAY SECTION

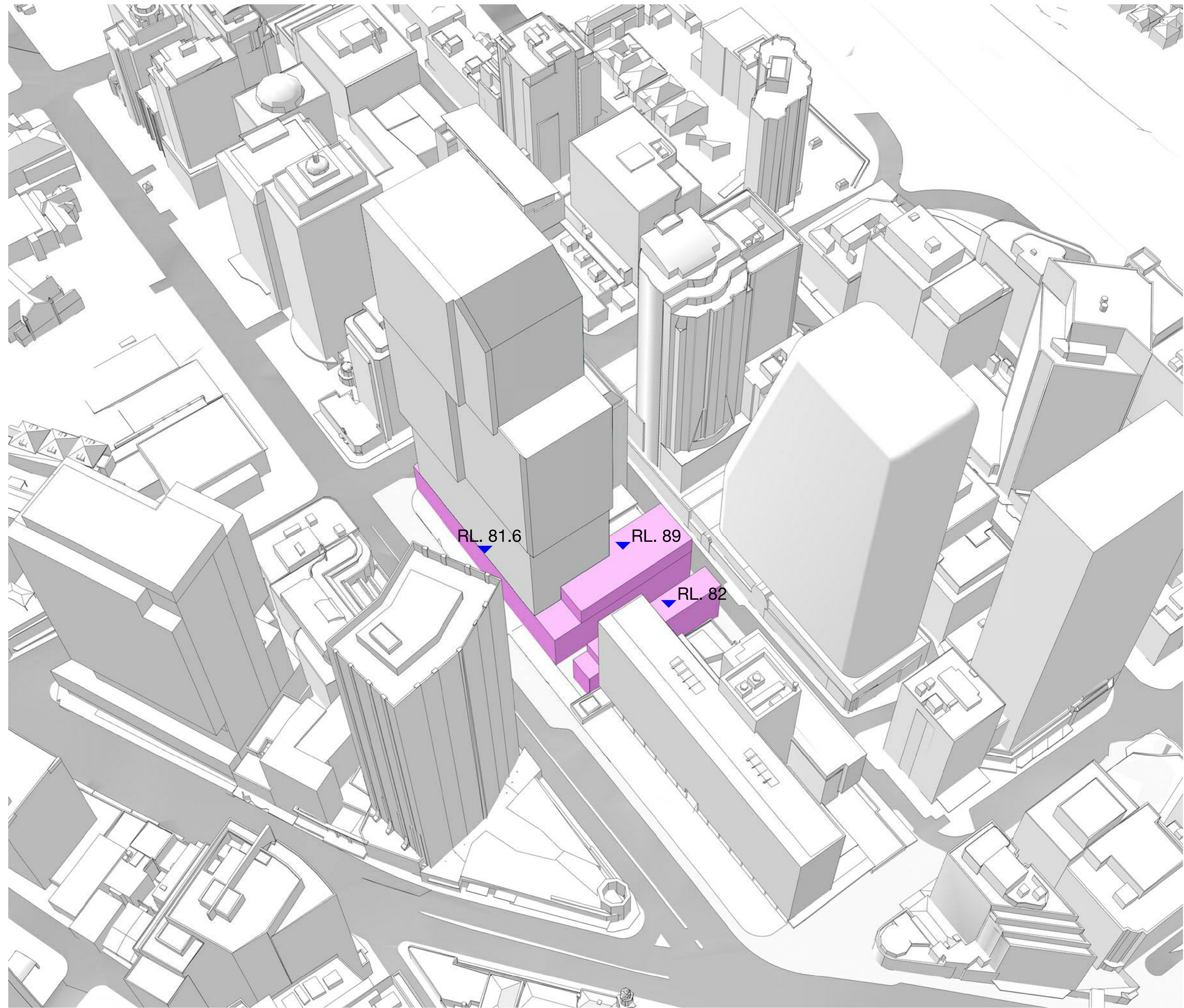
FILE No. _____

STATUS: FOR COORDINATION

DRG No. SMCSWSVI-LLC-SVC-AT-DWG-540003 5.0

EDMS No. _____

Plot Date & Time: 19/06/2019 12:36:50 PM



KEY:



VICTORIA CROSS STATION
CSSI APPROVAL

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 \\w:\p\01\projects\12005_12006\12014_1\plan_victoriacross00_bim\A01_P0017.rvt

Check all dimensions and site conditions prior to commencement of any work, the purchase or ordering of any materials, fittings, plant, services or equipment and the preparation of shop drawings and or the fabrication of any components.

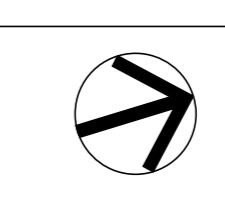
Do not scale drawings - refer to figured dimensions only. Any discrepancies shall immediately be referred to the architect for clarification.

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Revision	Date	Description	Initial	Checked

TFNSW
Victoria Cross OSD

Building Envelope
South West
Axonometric



Scale As indicated @ A0

Drawn JC Checked MLS

Project no. 12188

Status S4.55 Modification

Plot Date 2/07/2019 11:46:06 AM

Plot File

Drawing no. A01.006

Revision

Melbourne 1 Nicholson Street
Melbourne VIC 3000 Australia
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email mel@batesmart.com.au
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Sydney 43 Brisbane Street
Surry Hills NSW 2010 Australia
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email syd@batesmart.com.au
http://www.batesmart.com.au

Bates Smart Pty Ltd ABN 70 004 999 400

