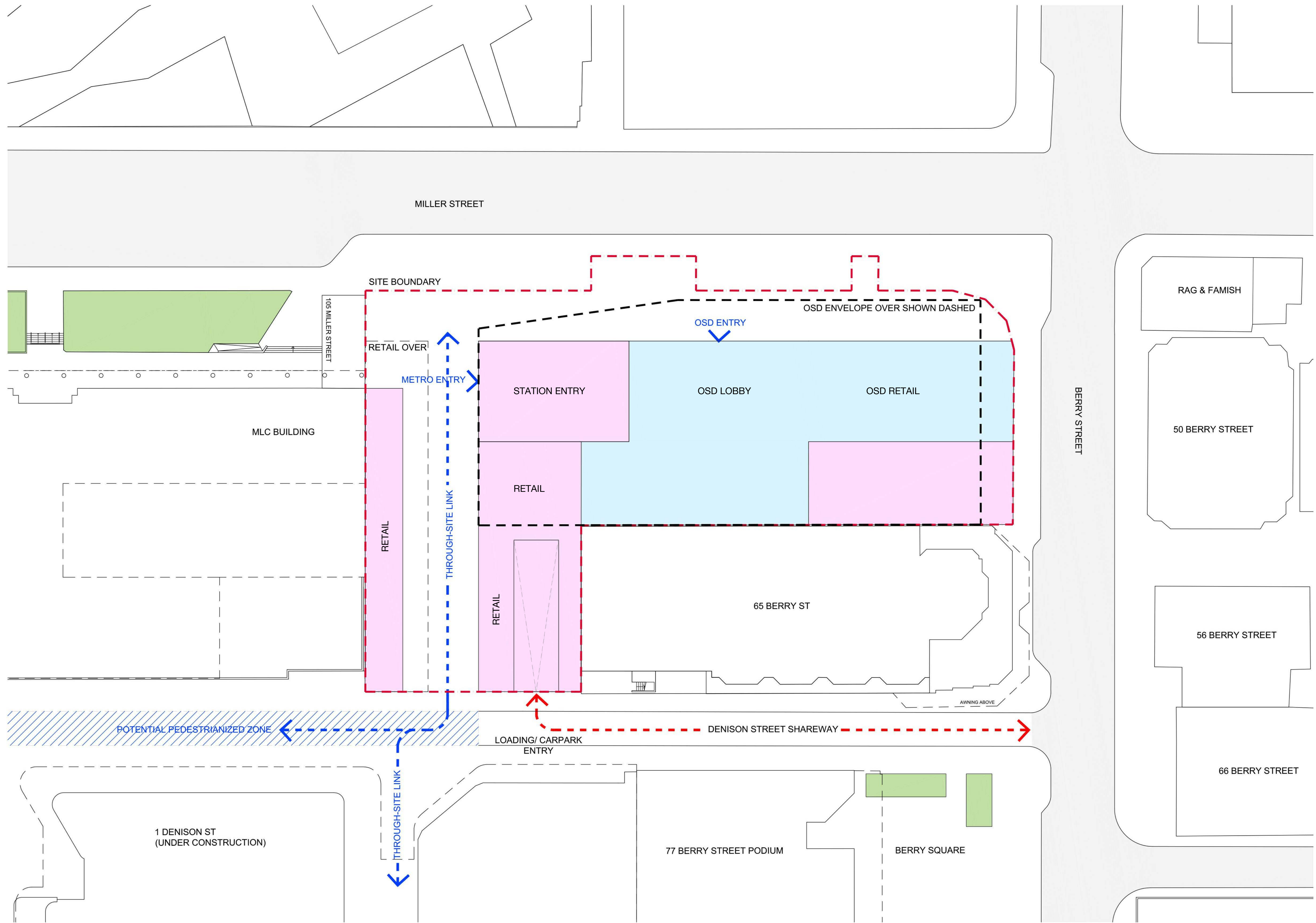


Updated architectural drawings — building envelope

APPENDIX A



- KEY:**
- VICTORIA CROSS STATION CSSI APPROVAL - INCLUDES STRUCTURE AND BUILDING INFRASTRUCTURE AND SPACE FOR LIFT CORES, ACCESS, PARKING, RETAIL AND BUILDING SERVICES FOR THE FUTURE OSD
 - OSD CONCEPT SSDA BUILDING ENVELOPE APPROXIMATE OSD LOBBY LOCATION - INCLUDES RETAIL, CORE AND PLANT
 - PEDESTRIANISED ZONE
 - APPROXIMATE LOCATION OF TOWER ENVELOPE OVER
 - PEDESTRIAN MOVEMENT
 - VEHICULAR MOVEMENT

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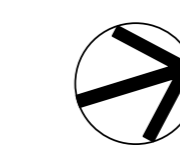
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2	16.04.18	ISSUE FOR SSDA	TG	FJM
1	22.02.18	ISSUE FOR SSDA	GH	GH

TFNSW
Victoria Cross OSD

Building Envelope
Indicative Ground Floor
Plan



Scale	Not to scale	@ A0
Drawn	Author	Checked
Project no.	S12041	
Status	Project Status	
Plot Date	11/09/2018 5:34:25 PM	
Plot File		
Drawing no.	Revision	
A01.001	3	

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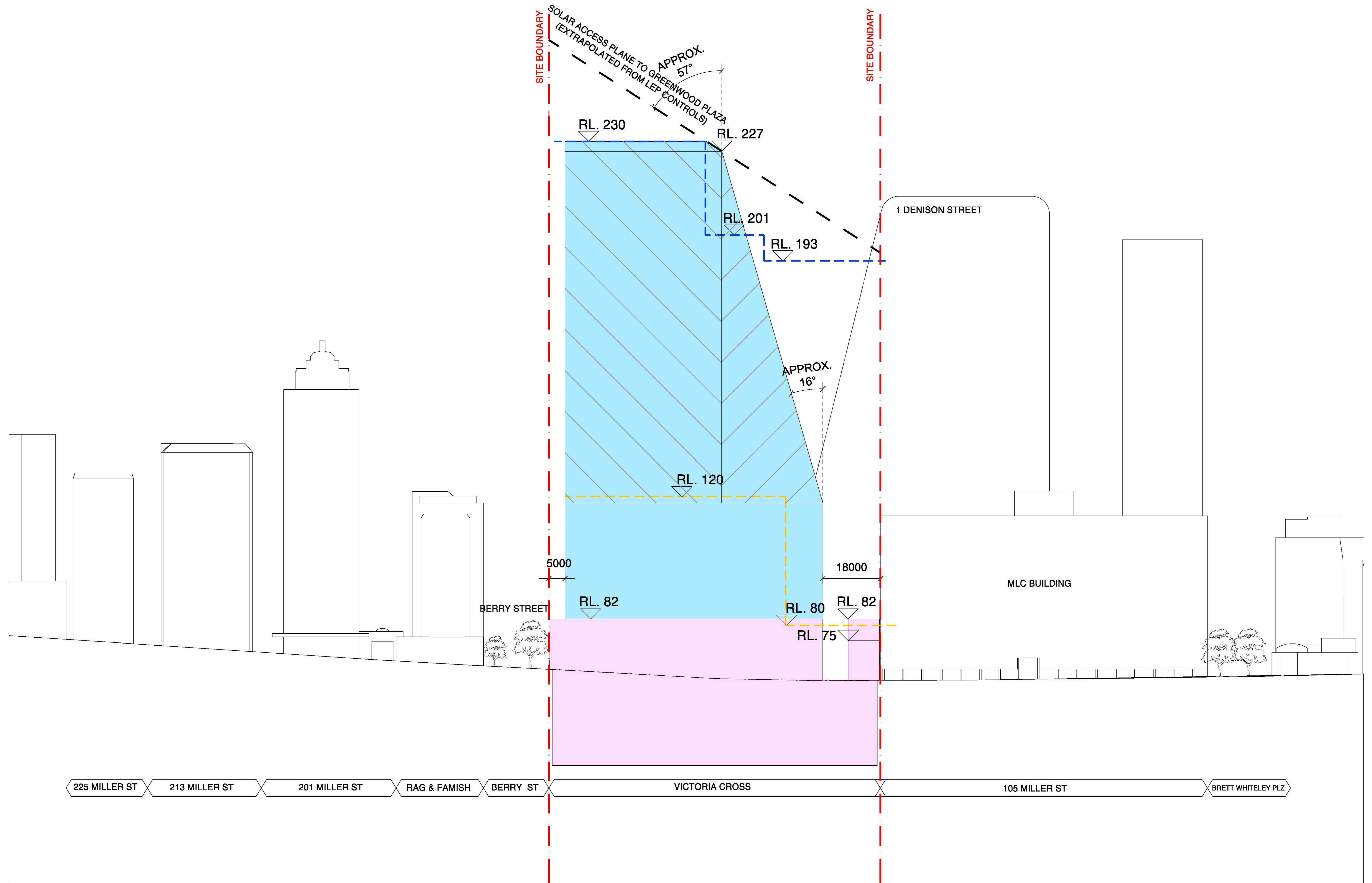
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KEY:

- MAXIMUM BUILDING HEIGHT NORTH SYDNEY CENTRE PLANNING PROPOSAL (AS AMENDED BY COUNCIL RESOLUTION 19TH MARCH 2018)
- MAXIMUM BUILDING HEIGHT NORHT SYDNEY LEP 2013
- VICTORIA CROSS STATION CSSI APPROVAL - INCLUDES STRUCTURE AND BUILDING INFRASTRUCTURE AND SPACE FOR LIFT CORES, ACCESS, PARKING, RETAIL AND BUILDING SERVICES FOR THE FUTURE OSD
- OSD CONCEPT SSDA BUILDING ENVELOPE INCLUDES OSD AREAS INSIDE THE CSSI 'SHELL' BELOW GROUND AND IN THE PODIUM LEVELS
- ARTICULATION ZONE - 4.5M WIDE
- CHAMFERED ARTICULATION ZONE - 4.5M - 0M WIDE



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TFNSW
Victoria Cross OSD
Building Envelope
Miller Street Elevation

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Drawing no.	A01.002	Revision
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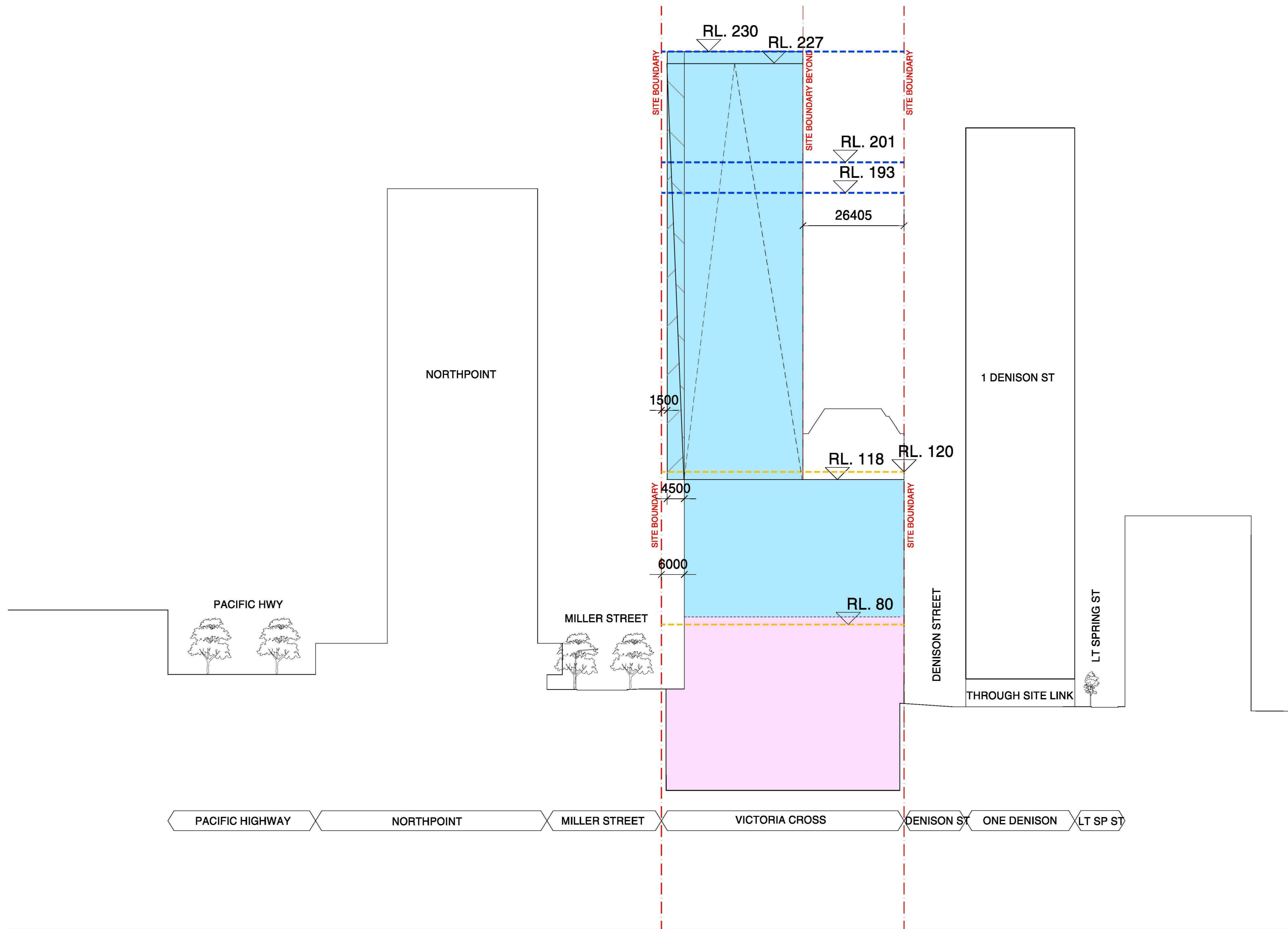
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 OSD CONCEPT SSDA BUILDING ENVELOPE INCLUDES OSD AREAS INSIDE THE CSSI 'SHELL' BELOW GROUND AND IN THE PODIUM LEVELS

 ARTICULATION ZONE - 4.5M WIDE

 CHAMFERED ARTICULATION ZONE - 4.5M - 0M WIDE



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TFNSW
Victoria Cross OSD
Building Envelope
East West Section

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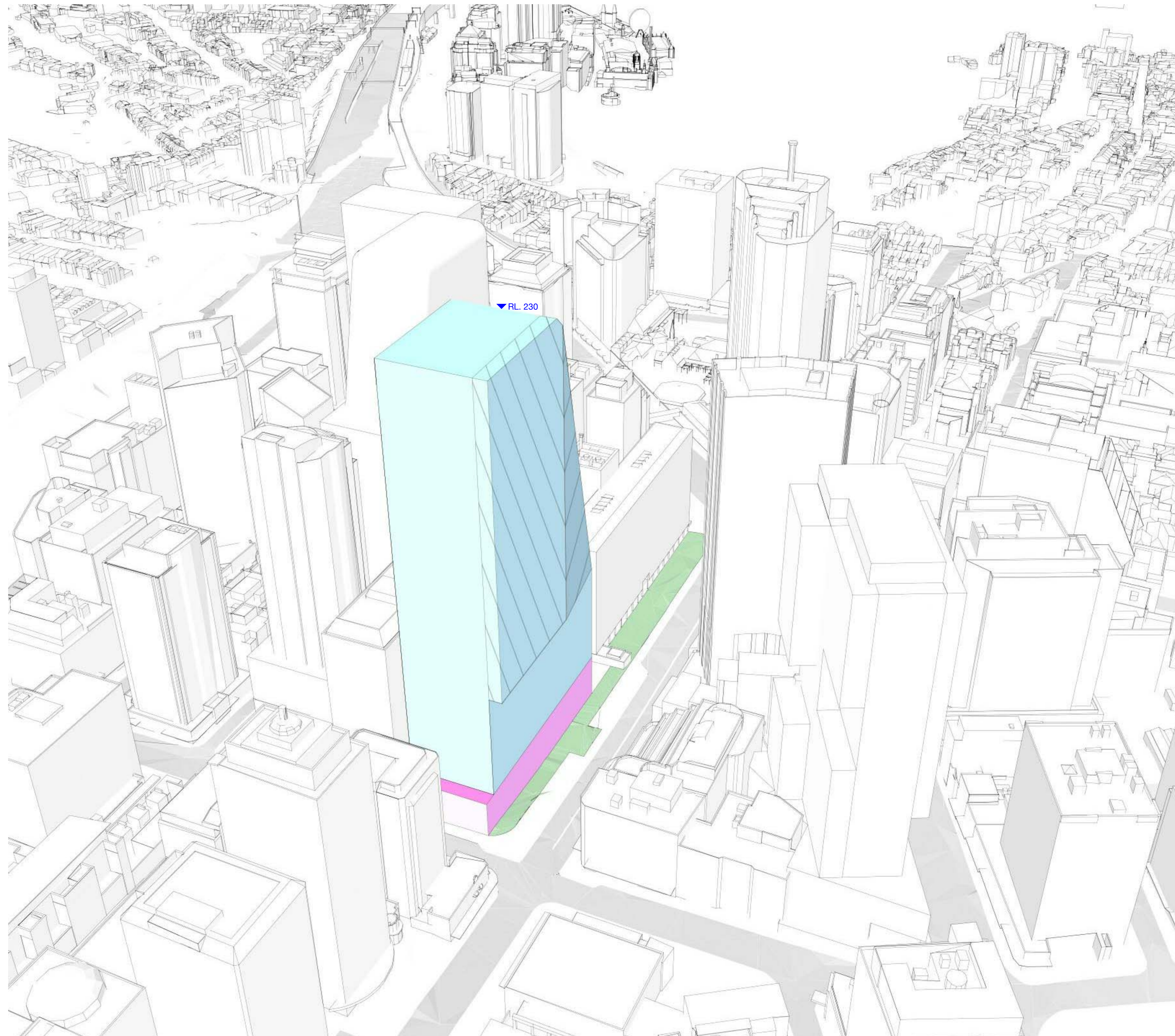
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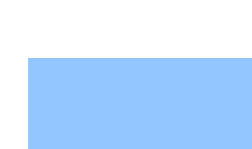
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AND BUILDING SERVICES
FOR THE FUTURE OSD

 OSD CONCEPT SSDA
BUILDING ENVELOPE
INCLUDES OSD AREAS
INSIDE THE CSSI 'SHELL'
BELOW GROUND AND IN
THE PODIUM LEVELS

 ARTICULATION ZONE -
4.5M WIDE

 CHAMFERED ARTICULATION ZONE -
4.5M - 0M WIDE

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Victoria Cross OSD

Building Envelope
North West Axonometric

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Project no. S12041
Status Project Status
Plot Date 11/09/2018 5:34:45 PM
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Drawing no. Revision
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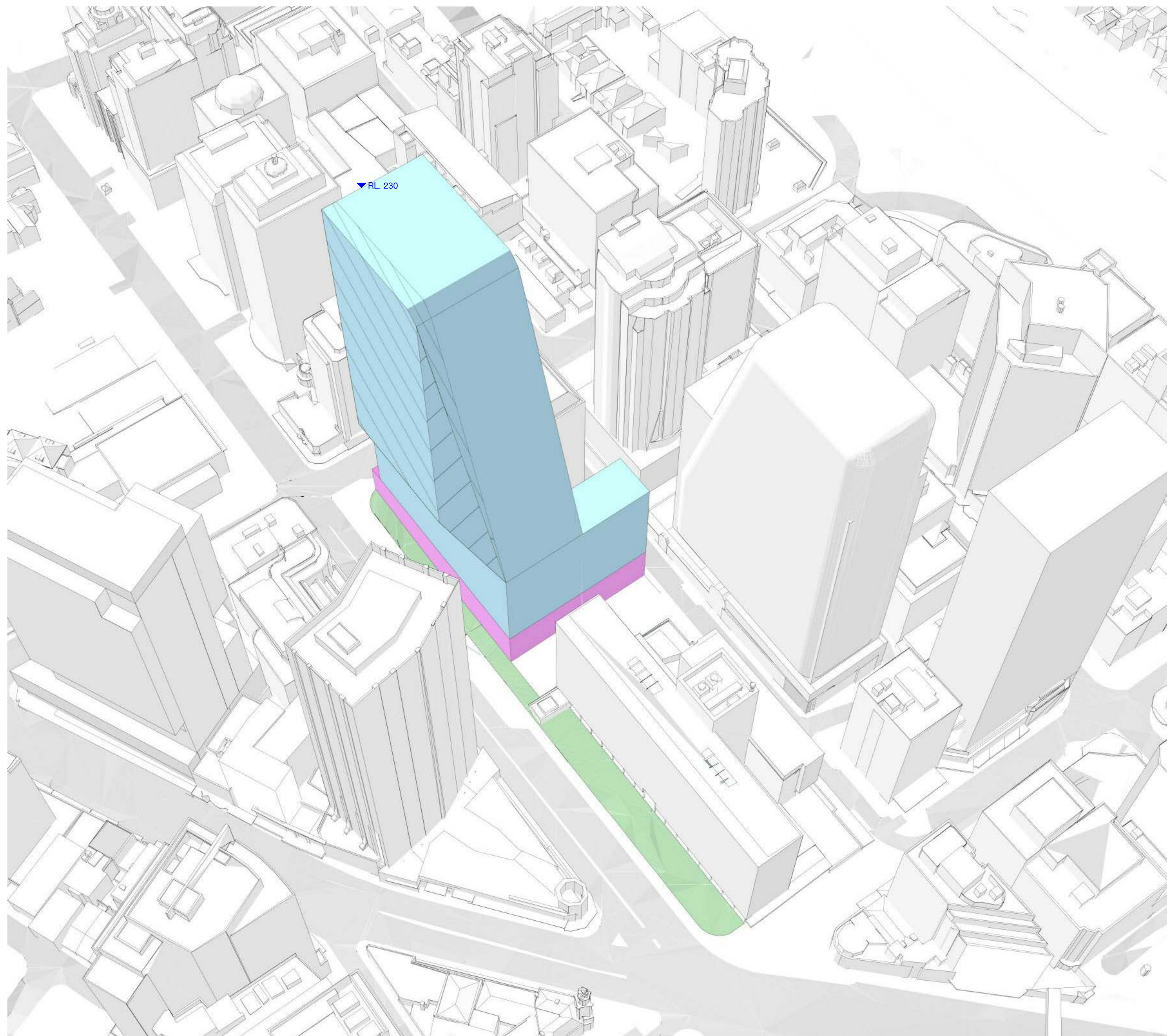
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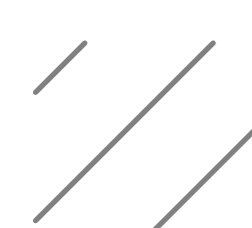


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 ARTICULATION ZONE -
 4.5M WIDE

 CHAMFERED ARTICULATION ZONE -
 4.5M - 0M WIDE

FOR INFORMATION

TFNSW
 Victoria Cross OSD

Building Envelope
 South West
 Axonometric

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Updated Design Excellence Strategy

APPENDIX B



Design Excellence Strategy 2018

Sydney Metro City & Southwest

Project:	Sydney Metro CSW	Date:	7 September 2018
Group:		Status:	
Author:	Sue Haertsch	Revision:	04
Company:		File number:	
File name:	Sydney Metro Design Excellence 7Sep Final v4		

Revision	Revision date	Status	Brief reason for update	Name/ position/ company	Author/ Reviewer/ Approver	Signature
01	18 May		DEEP		Sue Haertsch	
02	18 July		Role of DEEP Chair		Sue Haertsch	
			Clarification of UrbanGrowth NSW involvement		Sue Haertsch	
			Include benchmarks		Sue Haertsch	
03	13 August		Rationale for alternative design process – Pitt Street, Waterloo		Sue Haertsch	
04	7 Sept		Combined final review		Sue Haertsch	

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1. About this Design Excellence Strategy

1.1. A vision for design excellence

Transport for NSW's vision for Sydney Metro is to transform Sydney with a new world class metro.

Sydney is Australia's global city and international gateway. Sydney Metro is seeking to be a positive, enduring and sustainable legacy for Sydney through integrated station developments that set new standards of excellence in design. These city-changing developments should collectively contribute to enhancing Sydney's identity on a global scale, animating the city and its skyline through architecture that is commensurate with Sydney's status as a global city.

This Strategy establishes the framework within which Sydney Metro will deliver design excellence. In particular, the Strategy describes a stand-alone and objective process that will ensure the statutory design excellence requirements for State Significant Development Applications are met. This is consistent with Sydney Metro's commitment to setting new benchmarks for delivery of excellence in design for major infrastructure projects.

This Strategy draws from the NSW Government Architect's *Better Placed* and is consistent with the underlying principles of the NSW Government Architect's draft Design Excellence Competition Guidelines. It has also been informed by the City of Sydney's design excellence provisions and Competitive Design Policy including the requirements of Sydney Local Environmental Plan 2012.

The rationale for the Strategy as an alternative design process for sites within the City of Sydney where statutory design excellence requirements apply is included in Appendix C.

Design excellence is a term used to describe the outcome of high quality architectural, urban and landscape design as well as a structured process to support the high quality design.

Design excellence in the context of statutory development approvals processes in NSW often involves a competitive stage where an independent jury assesses and selects a design based on an agreed set of design-related selection criteria.

Disclaimer:

The processes described in this document are indicative only and are based on a generic tendering process. Aspects of the process described may change.

1.2. Where this Strategy applies

Sydney Metro is a standalone railway that will deliver 31 metro stations and more than 66 kilometres of new metro rail between Rouse Hill in Sydney's North West and Bankstown in Sydney's South West.



Figure 1 – Sydney Metro alignment

In November 2017 the NSW Government announced a strategy of integrated station developments for delivery of the Sydney Metro stations at Crows Nest, Victoria Cross, Pitt Street, and more recently, Waterloo. This strategy would result in the station, public domain works and over station development being delivered in a holistic manner.

Integrated station developments will enable better synergies in place making and improved customer outcomes through fully integrated design of the station and development. The approach responds to the complexity of designing and constructing underground stations with development above.

This Strategy applies to the Sydney Metro City & Southwest Integrated Station Developments which include:

- Crows Nest
- Victoria Cross (North Sydney)
- Pitt Street
- Waterloo (The Metro Quarter being the land bounded by Raglan Street, Cope Street, Wellington Street and Botany Road).

This Design Excellence Strategy does not apply to Sydney Metro's smaller scale ancillary and services buildings or railway infrastructure structures.

2. Strengthening design excellence processes

2.1. A complex and unique project

Sydney Metro is committed to achieving design excellence through a process that rewards good design. The approach described in this Strategy is the outcome of careful review of a range of design excellence process options, including holding design competitions post approval of a concept State Significant development application.

Sydney Metro's need for a specialised approach to achieve design excellence arises from the complexity of the design and divestment process, and the accelerated construction period for the integrated station developments. In addition, the project must consider ways to maximise the public value of the infrastructure investment and meet NSW Government guidelines that require all agencies to demonstrate value for money through procurement. Sydney Metro's assessment criteria reflect the public significance of the Sydney Metro integrated station developments and the high priority placed on high quality design.

Under Sydney Metro's delivery strategy, the design and construction of the station and the rights to develop above occur simultaneously. This requires the design excellence measures to be imbedded throughout the initial design and procurement processes to ensure the station and over station development are truly integrated.

This Design Excellence Strategy builds on the existing design development and review processes and systems that Sydney Metro has had in place for some time. Importantly, it strengthens the commitment to key principles of competitive selection that promote and value good design. The Strategy will facilitate the design excellence outcomes sought by government and expected by the community and stakeholders through a process that is tailored to the complexity of the project's delivery task.

2.2. A proud track record

Sydney Metro has had a long standing commitment to design excellence as an outcome and has led the way in setting new benchmarks for delivery of excellence in design for major infrastructure projects. Consistent with best practice, Sydney Metro has engaged highly experienced, multi-disciplinary design practices to inform reference documents and been at the forefront of using Design Excellence Panels.

Integrated station developments provide the opportunity to revise and further refine Sydney Metro's processes to meet the expectations of key stakeholders and statutory planning approval requirements. This Strategy is part of Sydney Metro's ongoing commitment of promoting design excellence for major public sector projects by developing evaluation processes that allow robust, independent and objective consideration of design.

Proposed new measures and enhancements to existing Sydney Metro's design development, review and management processes and systems are described in the following sections. These have been developed in partnership with the Government Architect NSW.

2.3. A robust competition

Sydney Metro is committed to encouraging inspired, world-class architecture through a highly competitive selection process. An embedded design excellence process encourages diversity, enables the comparative evaluation of design responses and communicates a commitment to design excellence.

Sydney Metro has a requirement for Authorised Engineering Organisation (AEO) to lead Station Design Teams which may not be encouraging the broadest range of participants as possible. In particular, this requirement may be limiting the involvement of organisations with a strong national and global track record in delivering high quality, transformational public and private non-rail developments.

In response, Sydney Metro is working with industry to encourage partnering between AEO and non-AEO authorised companies to ensure a robust competition.

Importantly, the competition process must occur within the NSW Procurement Framework Policy for NSW Government Agencies, including the requirement to obtain value for money.

2.4. Benchmarks

Sydney Metro's success as a transformative world class metro will be the outcome of a combination of different elements, from engineering, architecture and public realm to customer touch points.

Sydney Metro will work with the Government Architect NSW, UrbanGrowth NSW in the case of the Waterloo Metro Quarter, and the relevant local council to determine the appropriate benchmark projects for each Integrated Station Development site. This will involve selecting high quality examples that demonstrate particular aspirations of each site including:

- Integrated station and tower design outcomes
- Tower / skyline responses
- Response to place
- Public domain
- Materials and finishes.

The rationale for the selection of each benchmark example will be documented and progressively included in this Strategy (refer Appendix D). The benchmarks will be used to ensure that designs submitted will meet minimum performance requirements of comparable quality.

2.5. Design Excellence Evaluation Panel

A Design Excellence Evaluation Panel (DEEP) is proposed to closer align Sydney Metro with the role of a jury in a competitive design process. The DEEP will ensure Sydney Metro's competitive tender selection process benefits from expert, independent and objective design expertise and advice.

The DEEP will be part of the Tender evaluation process with a role to review and advise on tender designs submitted through a competitive tender process.

The DEEP will sit in place of the Sydney Metro Design Review Panel for the purposes of review of design excellence for tender designs and contribute to design excellence process by:

- Participating in the procurement process to provide expert feedback on design ideas.
- Providing an independent evaluation report on the submitted tenders to Sydney Metro.

The DEEP chairperson will report the design excellence evaluation to the Sydney Metro Tender Review Panel. This assures a line of sight in the communication between the DEEP and Sydney Metro’s consideration of design excellence in the decision making process.

The DEEP members will be design experts that are recognised as advocates for design excellence by drawing from members of the Sydney Metro Design Review Panel. The Panel would also include a member nominated by Government Architect NSW on behalf of the Department of Planning and Environment and a member nominated by the local council. For Waterloo, the DEEP would also include a member nominated by UrbanGrowth NSW.

The Panel’s evaluation will be informed by multi-disciplinary technical assessments undertaken by Sydney Metro experts. The Sydney Metro Design Review Panel would suspend its deliberations during the competitive selection design excellence assessment phases where DEEP is involved.



The DEEP report, prepared at the completion of the competitive selection phase, would be made available for the Sydney Metro Design Review Panel for the purposes of the design integrity measures.

Draft Terms of Reference for the Panel are included at Appendix A.

3. A strategy for design excellence

Overview

Design Excellence refers to high quality design as well as a structured process to support the high quality design. Intrinsic to the process is a competitive stage whereby the design quality is gauged and assured through comparison with other high quality design solutions.

This Strategy has three phases: design quality expectations, competitive selection and design integrity. The underlying premise is that design quality for architectural, urban design and infrastructure projects is supported broadly by these elements.

The key actions of the Strategy are summarised in Table 1.

Table 1

Phase	Key actions	
Phase 1 Design quality expectations Ensuring expectations for design quality are clearly articulated	Sydney Metro vision and mission statements	
	Sydney Metro prepares base designs for station and over station development to enable planning approval: <ul style="list-style-type: none"> Critical state significant infrastructure (station) Concept State significant development (over station development) 	
	Sydney Metro formalises design expectations and requirements through Design Guidelines (including overarching design objectives and principles), site specific principles and contract requirements.	
	Planning approval documents set envelope for OSD and station layout and conditions for statutory compliance	
	Sydney Metro identifies benchmark projects that demonstrate minimum design quality expectations	
	DRP endorses site specific principles and benchmarks	
Phase 2 Competitive selection A robust impartial and competitive process	Stage A	Design Excellence Evaluation Panel (DEEP) formed
		Sydney Metro advertises an open Expression of Interest process
		Tenderers demonstrate capability to deliver design excellence: <ul style="list-style-type: none"> Teams Design methodology and approach Approach to innovation Experience in designing and delivering design excellence Diversity
		Sydney Metro assesses design capability of tenderer's team. The DEEP conducts an independent review.
		Short list selected to proceed to Stage B
	Stage B	Sydney Metro invites short listed teams to submit Requests for Tender
		DEEP works with tenderers to provide positive guidance to assist in improving the design quality of final submissions
		Assessment of submissions completed by in house subject matter experts
		DEEP conducts an independent assessment of the submissions and prepares a Design Excellence Report that identifies the elements of each scheme that contribute to design excellence and elements where further design refinement will be required.

Phase		Key actions
		The DEEP Design Excellence Report provides expert input to the evaluation.
		The DEEP chairperson presents the Design Excellence Report to Sydney Metro's tender review panel.
		The Design Excellence elements of successful tenderer's submitted design will be incorporated into the contract documents
Phase 3 Design integrity Extending design excellence throughout full design process		Design Excellence reporting to the Sydney Metro Design Review Panel by design team until approval of the Stage 2 Detailed Development Application for the tower and to the end of design stage 3 for the station. Design Review Panel to review and provide further advice on: <ul style="list-style-type: none"> Detailed State Significant Development Application for the tower prior to lodgement including assessment against endorsed site specific principles, benchmarks and the DEEP Design Excellence Report. Following exhibition of the Detailed State Significant Development Application. Design integrity obligations for tower handed to State Design Review Panel following approval of Stage 2 Detailed Development Application.

Phase 1 Defining design quality expectations

Sydney Metro will capture the Project's expectations and requirements in a suite of statements, guidelines and contract requirements. Sydney Metro's vision statement and Design Guidelines, including the project's endorsed design objectives and principles, have been in place for some time. The vision, design objectives and principles and Design Guidelines have informed the development of the project.

The planning approval documents set parameters for scope and design. For the station and railway infrastructure, the Chatswood to Sydenham project approval (CSSI 17 8256) gives statutory effect to the Sydney Metro Design Guidelines that includes the endorsed design objectives and principles, and site specific strategies.

Concept State Significant Development approvals for the each over station development will set the development concept and building envelopes in each location. The Concept State Significant Development Applications will include further site specific principles relevant to the particular development. For both, conditions of approval may further inform the definition of design quality outcomes.

Benchmark projects will be used to set the minimum design quality standard for specific design elements of the integrated station developments, that is, the stations, public domain areas and over station development. As set out in section 2.4, the benchmarks will be determined in this phase in collaboration with the Government Architect NSW, UrbanGrowth NSW in the case of Waterloo and the relevant local council.

Phase 2 Competitive selection of design

The second phase of the design excellence process comprises competitive selection. A robust alternative to a traditional design competition will be achieved through Sydney Metro's two stage procurement process:

Stage A Expression of Interest (EOI) undertaken as an open process that seeks to maximise the interest from industry and attract a range of design practices within multi-disciplinary teams.

Stage B Request for Tenders (RFT) with a short listed group.

Sydney Metro is proposing an alternative design process for the Sydney Metro Integrated Station Development sites within the City of Sydney. The rationale for the alternative approach is included at Appendix C. The alternative process is permitted by Clause 6.21(6) of the Sydney LEP 2012 and applies to Pitt Street and the Waterloo Metro Quarter being the land bounded by Raglan Street, Cope Street, Wellington Street and Botany Road.

The competitive selection process has been tailored to encourage the broadest range of design practices to participate.

The Design Excellence Evaluation Panel would be established during this phase. Sydney Metro will draw on the expertise of the DEEP to will work with tendering teams to provide positive guidance with the intention of:

- Helping the teams to submit schemes that meet or exceed the benchmarked quality level.
- Improving the design quality of final submissions without adversely affecting other aspects of the proposal.
- Achieving an outcome where the other aspects of each solution have been balanced within engineering, buildability and cost constraints, to ensure the proposal demonstrating the highest design merit can be selected within the framework of the NSW Government Procurement Guidelines and obligation to obtain value for money.

Design quality is one of a number of criteria and will be assessed by the relevant subject matter experts and the Design Excellence Evaluation Panel.

The Design Excellence Evaluation Panel will prepare a Design Excellence Report outlining how the submissions perform in relation to the suite of documents that define the design quality expectations and the quality benchmarks. This is a critical element of the Strategy and serves the role of the Jury Report.

The final Design Excellence report will provide a summary of each tenderers design including an overview of the assessment and design merits of each entry. The report will document the Panel's recommendations, including the rationale for their views, noting the key design elements and justification for how design excellence has been achieved. The report will also identify those elements of each design which require further review and design refinement. In the case that none of the entries can be supported, this report will justify and provide reasons for this.

The DEEP chairperson will report the design excellence evaluation to the Sydney Metro tender review panel.

The Design Excellence elements of the successful tenderer's submitted design will be incorporated into the contract documents. These elements will also form the basis for the future Detailed State Significant Development Application for the tower.

Phase 3 Design integrity regime

A strong design integrity regime is essential to ensure that the positive aspects of design that underpin the attainment of design excellence are not compromised through post contract award (including development of the detailed State Significant Development Application) and into construction.

Sydney Metro will manage design integrity by binding elements of the successful tenderer's submitted design into the contract documents. In addition, the project team will work with the successful tenderer to improve elements of the contracted design that the Design Excellence Report identifies as needing further design development.

The design review task of this phase would be handed back to the Sydney Metro Design Review Panel who would continue to be responsible for design integrity until any Stage 2 State Significant Development determination for the tower and until Stage 3 design for the station. The Sydney Metro Design Review Panel would also be responsible for reviewing any significant changes to the planning approval that would:

- Require a modification to the planning approval.
- Materially affect the station or customer experience.

Appendix A – Sydney Metro Design Excellence Evaluation Panel

The Sydney Metro Design Excellence Evaluation Panel (DEEP) will provide independent evaluation of integrated station development proposals received by Sydney Metro to support the achievement of the Sydney Metro program objectives and design excellence outcomes.

The DEEP is chaired by the Government Architect or alternate as agreed by Sydney Metro. Meetings are scheduled in response to the procurement / competitive selection milestones.

DEEP involvement

The DEEP will perform the role of Jury in the competitive selection process by providing objective, independent and expert review of design submissions. Key milestone will include:

- Confirming the capability of proposed teams to achieve design excellence during Phase A (Expression of Interest) of the competitive selection process.
- Participating in interactive workshops with each short listed tenderer in Stage B prior to lodgement of formal tender submissions to provide constructive feedback and direction to assist each team to submit a tender that exceeds the nominated design quality benchmark while balancing other considerations such as engineering, buildability and cost.
- Writing a Design Excellence Report documenting the recommendations to achieve design excellence for each team.

Design Excellence Report

The Design Excellence Report will be a key output and will include:

- Confirmation that the submitted design meets Sydney Metro's design requirements including the design objectives and principles with a high quality solution.
- Describe the key stand out elements that contribute to the design quality to be incorporated into the contract documents.
- Describe elements which must be improved in subsequent stages.
- Summarises benchmarked quality standards and confirms whether the submitted scheme meets or exceeds the benchmarked standards.
- Describes how the design of three main elements being Station, Public Domain and OSD presents an integrated project with Design Excellence (as per GA Design Excellence Competition Guidelines).

Ongoing design review

The Sydney Metro Design Review Panel will be responsible for ongoing design review until any Stage 2 State Significant Development determination for the tower and until Stage 3 design for the station.

The Sydney Metro Design Review Panel would also be responsible for reviewing any significant changes to the planning approval that would:

- Require a modification to the planning approval.
- Materially affect the station or customer experience.

DEEP members

- NSW Government Architect as Panel Chair (or alternate Panel member endorsed by Sydney Metro).
- One representative nominated by Government Architect NSW on behalf of the Department of Planning and Environment.
- Up to two representatives nominated by Sydney Metro as the Proponent.
- One representative nominated by the local council.

Sydney Metro nominees would be drawn from the Sydney Metro Design Review Panel.

Panel members must have appropriate design expertise and preferably experience designing complex, major infrastructure projects, stations, large scale commercial, mixed use or residential buildings.

Panel Facilitator

The Sydney Metro DRP Secretariat will facilitate the DEEP's involvement in the Design Excellence processes including:

- Arranging site visits (if applicable).
- Coordinating Panel meetings are ensuring meetings are conducted in an orderly and efficient manner in collaboration with the Panel Chair.
- Assisting with preparation of the DEEP Design Excellence Report as required.

Panel chair

The Chair is responsible for leading the DEEP meetings and ensuring the DEEP performs its jury role in the competitive selection process with diligence.

The Chair will endorse the final DEEP report and present the outcomes of the design excellence evaluation to the Sydney Metro panel that determines the successful tenderer.

Probity

All DEEP members will be subject to stringent probity and confidentiality agreements in accordance with Sydney Metro's transaction processes.

Appendix B – Detailed Strategy Elements

	Planning approval (EIS)		Procurement documents		Post award contract documents
	Station (CSSI)	OSD Concept SSD	Stage A	Stage B	
Phase 1 Design quality expectations					
Sydney Metro vision	✓	✓	✓	✓	✓
Sydney Metro Design Guidelines including the endorsed design objectives and supporting principles	✓	✓	✓	✓	✓
Site specific design principles		✓	✓	✓	✓
Benchmarks			✓	✓	✓
Contract requirements			✓	✓	✓
Phase 2 Competitive selection					
Teams demonstrate capability to deliver design excellence			✓	✓	
Teams submit a Design statement			✓	✓	
Sydney Metro ensures competitive selection process includes satisfactory diversity provisions			✓	✓	
Sydney Metro's evaluation ensures discrete consideration of design (independent of other criteria)			✓	✓	
Tender submissions are reviewed by a multi-disciplinary team of in-house experts				✓	
Independent review by Design Excellence Evaluation Panel			✓	✓	
Workshops are held with proponent teams				✓	
Design Excellence Report				✓	✓
Design excellence elements of successful tenderers submitted design incorporated into contract documents					✓
Phase 3 Design Integrity					
Design Excellence reporting to Sydney Metro Design Review Panel					✓
Post contract award / planning approval strategies and conditions of approval as relevant					✓

Appendix C – Rationale for alternative design process

Introduction

The following describes the rationale for the alternative design process for the Sydney Metro Integrated Station Development sites within the City of Sydney to exhibit Design Excellence in accordance with the provisions of Clauses 6.21(3) and (4) of the *Sydney Local Environmental Plan 2012* (Sydney LEP 2012).

The requirement under Clause 6.21(5) of the Sydney LEP 2012 to undertake a design competition is not reasonable or necessary for the State Significant development applications for the Sydney Metro Integrated Station Developments at Pitt Street and Waterloo in accordance with the discretion available to the consent authority under Clause 6.21(6).

An alternative process is permitted by Clause 6.21(6) of the Sydney LEP 2012, which states:

“(6) A competitive design process is not required under subclause (5) if the consent authority is satisfied that such a process would be unreasonable or unnecessary in the circumstances or that the development:

- (a) involves only alterations or additions to an existing building, and*
- (b) does not significantly increase the height or gross floor area of the building, and*
- (c) does not have significant adverse impacts on adjoining buildings and the public domain, and*
- (d) does not significantly alter any aspect of the building when viewed from public places.”*
 - This clause also allows the consent authority to exercise its discretion to not require a competitive design process when either:*
 - that process would be unreasonable in the circumstances; or*
 - that process would be unnecessary in the circumstances; or*
 - the proposed development satisfies the four (4) terms in Clause 6.21(6)(a) to (d).*

Rationale for an alternative design process

In considering the rationale for an alternative approach there are a number of aspects that have been considered and are detailed below:

Aspect 1 Enhanced design outcomes through an integrated design process

A design competition is unnecessary because Sydney Metro’s iterative design process embeds competitive tension through the selection of highly experienced and competent design practices and a holistic design review process.

Sydney Metro’s Integrated Station Development delivery strategy draws together design and construction of fully integrated and interconnected Over Station Developments (OSD) and station components to ensure excellent and coordinated design outcomes. The Integrated Station Development approach is an evolution of Sydney Metro’s previous approach to deliver city stations and is an innovation that is specifically intended to deliver a project of the highest standards of architectural, urban and landscape design.

The concurrent procurement of the station and OSD is world’s best practice for infrastructure delivery and enables design benefits that would not otherwise be possible if the station and OSD elements were separated. Imposing a competitive design process on the OSD element would risk compromising the benefits being realised through the integrated design approach.

Aspect 2 Limited ability to meaningfully influence design

A competitive design process is unnecessary for Sydney Metro's Integrated Station Development Strategy because the process would only apply to the SSD (Stage 2 detailed design) OSD element.

The SSD concept designs are intrinsically linked to the existing and separate approval pathway for Critical State Significant Infrastructure (CSSI). Importantly, the Sydney LEP 2012 competitive design provisions do not apply to the elements approved through the Chatswood to Sydenham project. This includes the station, lower levels of the OSD and public domain surrounding.

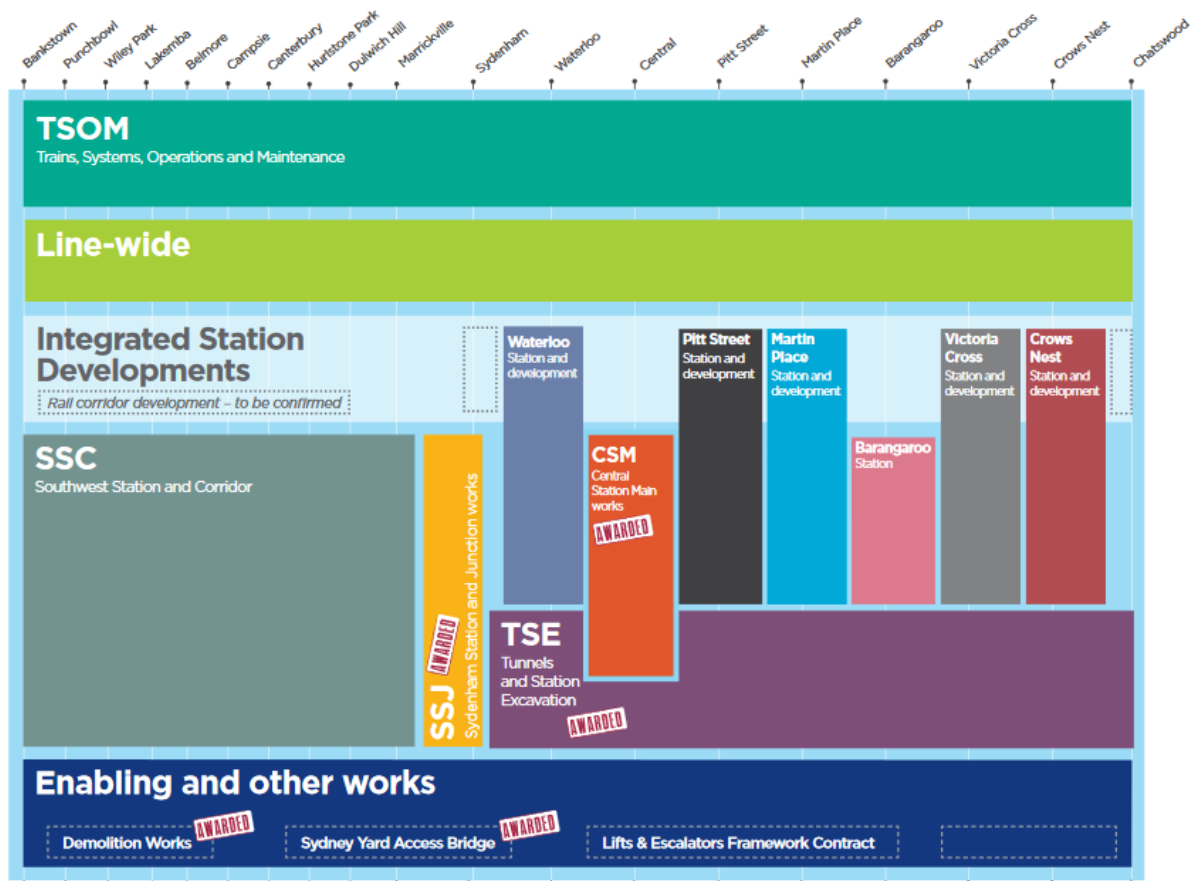
A competitive design process for the OSD component is not considered appropriate because it would:

- Apply primarily to the 'skin' or façade of the OSD towers as the design for the major portion of the integrated development, including station servicing in the podium levels and public facing station areas, are substantially determined by the engineering assurance processes that have previously been undertaken. The limited scope as a façade competition is considered unreasonably restrictive for bidders and would result in additional processes, time and cost and degrade the integrity of the integrated design solution. This is contrary to the intention of competitive design processes.
- Extend the duration of design work for the OSD element as a design competition cannot commence until the Stage 1 SSD application is approved. This would risk compromising Sydney Metro's delivery as each package of works is interconnected with other works packages associated with the broader metro program.
- Require considerable time and resources being spent on a design competition for the OSD component which would have limited ability to materially influence the building form or architectural composition. The process risks compromising the benefits from the integrated design and development approach through disjointed and disconnected design responses to the station and OSD components.

In summary, a design competition would unreasonably constrain the opportunity to deliver an integrated solution within the required Sydney Metro delivery timeframe, and prevent the unique benefits that such an integration provides. The process is ignorant of the complexity and specialised nature of the metro infrastructure and associated committed technical requirements.

Aspect 3 Complex, highly technical and integrated design

Requiring a competitive design process would unnecessarily jeopardise the design and delivery of Sydney Metro's highly complex Integrated Station Developments at Pitt Street and Waterloo. This has untenable risks to the broader Sydney Metro delivery program which comprises multiple packages of works that have highly complex and sensitive interfaces as illustrated below.



Sydney Metro Delivery Strategy

The competition process is also unreasonable in the context of the technical complexity of the integrated designs. Critically, Sydney Metro would not be able to meet engineering assurance requirements in the case that changes to the station result from a design competition which could push out the project’s delivery milestones. To this end, the Martin Place OSD Concept Approval sets a precedent for waiving the requirement for a design competition for complex and highly technical SSD projects.

Aspect 4 Extended Duration of Construction and Completion of OSD and Station

Requiring a competitive design process would be unreasonable as it would constrain the opportunity to realise the benefits of a consolidated construction window and concurrent delivery of the station, metro infrastructure and OSD.

Specifically:

- Enabling the concurrent delivery of the station and OSD reduces the overall construction timeframe for the surrounding precinct and thereby the duration of construction impacts to surrounding properties and public spaces.
- The integrated and concurrent delivery of the metro infrastructure, station and OSD gives certainty of completion by 2024.

Aspect 5 Robust design review and development process to date

Requiring a competitive design process would be unnecessary given the robust design review and development process undertaken to date. This has included rigorous testing of options for land use, building heights, envelopes and form, articulation and integration, with regard to the specific and complex parameters.

Further, a design competition is only one way of achieving design excellence. The breadth and depth of considerations relevant to Sydney Metro's Integrated Station Development proposals is extensive and has been intrinsic to the detailed design process to date. This would be an unreasonable technical challenge for a design competition.

Aspect 6 Independent review

Design Review Panels are a tried and tested method for achieving excellent design outcomes, and are widely adopted on numerous SSD and other projects. The Design Review Panel approach has been previously implemented for technically complex state significant projects.

Sydney Metro's design process has benefited from independent design review by the Sydney Metro Design Review Panel for two years. The Panel has materially lifted the design quality of the metro product.

The Design Excellence Evaluation Panel is a new initiative and will contribute to the competitive selection process. Design integrity obligations for the OSD elements would be transferred to the State Design Review Panel following approval of Stage 2 Detailed Development Application.

The Consent Authority and the community can have confidence in the enduring nature of the Sydney Metro Design Review Panel and its ability to continue to support design excellence consistent with the objective of Clause 6.21 of the Sydney LEP 2012.

Aspect 7 Consistency with the GANSW's Design Excellence Initiatives

The Sydney Metro Design Excellence Strategy directly responds to, and is consistent with, the recently adopted "Better Placed" design policy for NSW prepared by the Government Architect NSW. It is noted that Better Placed supports the use of Design Review Panels for complex state significant projects.

Aspect 8 Consistency with precedent projects

Sydney Metro's proposed alternative competition design process is consistent with precedents established for other major infrastructure and state significant development projects including approvals granted for Sydney Metro Martin Place Over Station Development (SSD17_8351) and Commercial Building C1, Barangaroo South (SSD17_8529).

Appendix D.1 – Victoria Cross benchmarks

Sydney Metro's success as a transformative world class metro will be the outcome of a combination of different elements, from engineering, architecture and public realm to customer touch points. Sydney Metro has identified benchmark projects that demonstrate the design quality aspirations for the Victoria Cross Integrated Station Development site.

These benchmarks have been selected as the reference for design elements and are not intended as benchmarks for cost. A number relate to stations and station precincts and are not intended as design benchmarks for stations.

The Victoria Cross benchmarks have been selected to showcase the minimum quality expected in relation to:

1. Integrated design outcomes.
2. A tower that showcases high quality design and contributes to the skyline.
3. Response to context including heritage considerations and integration with surrounding built form.
4. Through site link that is active, supports pedestrian connectivity and contributes to sense of place.
5. Public domain that successfully resolves changes of levels and creates safe, usable and active public spaces.
6. Materials and finishes that are high quality and appropriate to context.
7. Integration of joyful public art that contributes to a good experience of the place.

Wynyard Place

10 Carrington Street, Sydney

Relevant to Victoria Cross ISD because it demonstrates:

- An integrated design above a station.
- Retail connections.
- Ground plane that is open with a through site link that is integrated between two public domain elements.
- Responds to context with an address to two streets.
- Successful relationship to adjacent heritage item.



Architect:
Make Architects in association
with Architectus



Awards

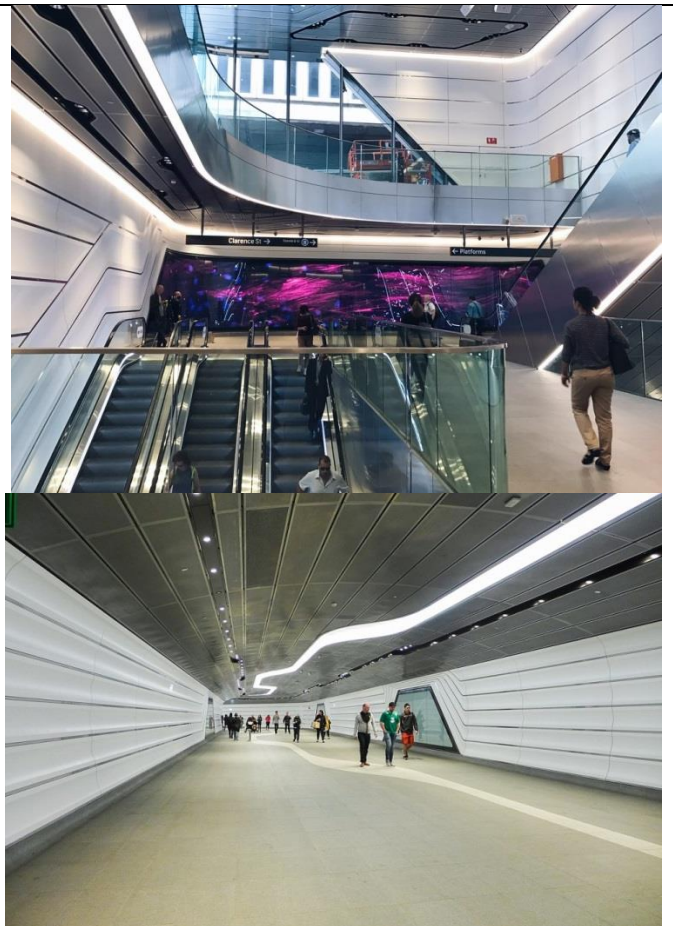
★ City of Sydney Design Competition winner

Wynyard Walk Sydney

Relevant to Victoria Cross ISD
because it demonstrates:

- Contemporary high quality design and finishes within a transport infrastructure project.
- Innovative use of cladding that seamlessly incorporates plant and servicing equipment.
- High quality design that supports pedestrians, connectivity and transport interchange.
- Well integrated public art.

Architect: Woods Bagot



Awards

- ★ 2017 Gold in Government Design Awards urban design category
- ★ 2017 Commendation at NSW AIA Awards

**AHL headquarters
478 George Street,
Sydney**

Relevant to Victoria Cross ISD because it demonstrates:

- An innovative design response that has uniqueness and adds to the collective architectural image of Sydney.
- A unique design solution that responds to local context.
- Appropriate use of local materials.



Architect: Candalepas Associates

Awards



2016 National Architecture Awards: Winner of Harry Seidler Award for Commercial Architecture

EY building
200 George Street, Sydney

Relevant to Victoria Cross ISD because it demonstrates:

- Ground plane links to the surrounding public domain at a variety of different levels. Contributes a through site link and incorporates well designed retail to support activation.
- A high quality tower with a unique design that contributes to the Sydney skyline.
- High quality design and materials.
- Incorporation of Y columns and discreet impact at ground plane
- Inclusion of well integrated and high quality heritage and public art.



Architect: FJMT

Awards

- ★ 2017 National Architecture Awards: Winner of Harry Seidler Award for Commercial Architecture
- ★ City of Sydney Design Competition winner

Chatswood Station and Interchange Chatswood

Relevant to Victoria Cross ISD because it demonstrates:

- A vibrant, activated transport space with well integrated retail.
- Good use of natural light that creates an ambient space.
- A working example of an interchange place.
- Well integrated place making and activation in a non-CBD context.

Architect: CoxDesignInc



Awards

- ★ 2015 Great Place Award for Planning Excellence, PIA NSW
- ★ 2015 State Commendation for Urban Design, AIA NSW
- ★ 2015 Urban Habitat Award Finalist, CTBUH
- ★ 2009 Engineering Excellence Award, ACSE Australia Awards of Excellence
- ★ 2009 Silver Award of Highly Commended, Building Category, ACSE Australia Awards of Excellence

Federation Square Melbourne

Relevant to Victoria Cross
ISD because it
demonstrates:

- An iconic and memorable place.
- A successful and vibrant public space design that is built over existing rail lines and resolves complex level changes.
- A flexible design for the public space and adjoining uses that supports a good variety of public activity throughout the day and different times of the year.
- Integrated aesthetic for public space and buildings that creates a unified whole.



Architect: Lab Architecture
studio with Bates Smart

Awards

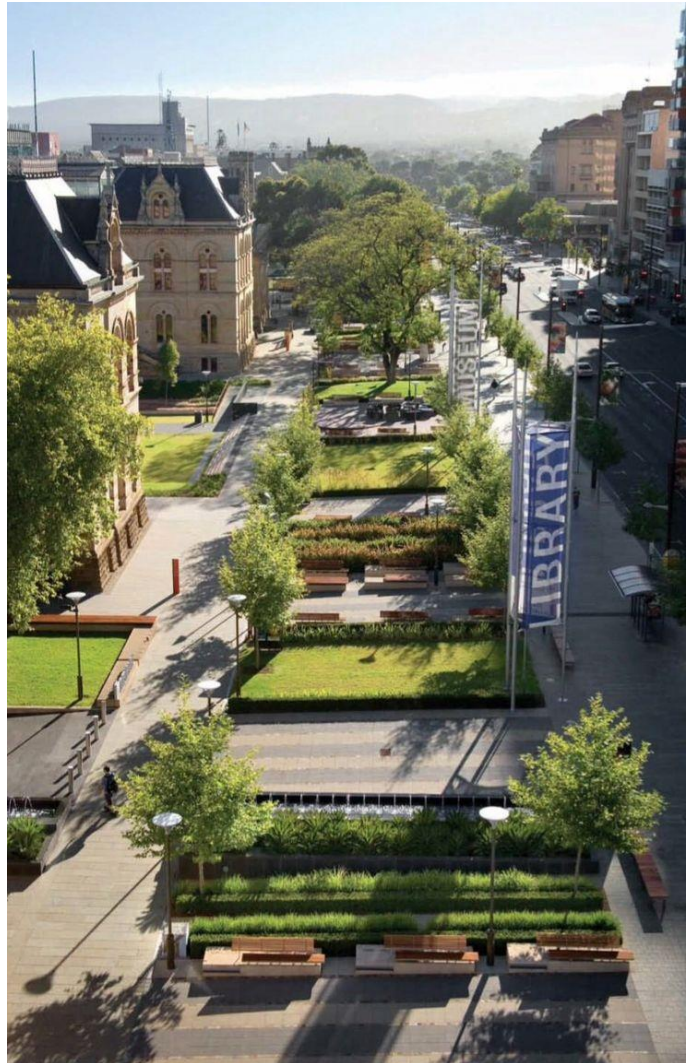
- ★ 2005 Property Council of Australia Award- Overall Winner
- ★ 2005 Urban Land Institute Award for Excellence: Asia Pacific
- ★ 2003 RAIA National Awards- Walter Burley Griffin Award for Urban Design
- ★ 2003 The Melbourne Prize- Urban Design Award and New Architecture Award
- ★ International open design competition winner

**North Terrace
redevelopment
Adelaide**

Relevant to Victoria Cross ISD because it demonstrates:

- A linear space with strong civic and landscaped character that includes a sequence of smaller public spaces that support a range of public uses.
- Well integrated sequence of paved and landscaped areas.
- Appropriate use of street tree planting and materials palette that ties place to the broader city public domain.

Architect: Taylor Cullity Lethlean with Peter Elliott Architects



Awards

- ★ 2013 AILA South Australia Medal for Landscape Architecture
- ★ 2006 Australia Award for Urban Design
- ★ 2006 ACC The Adelaide Prize Award of Excellence
- ★ 2006 AILA National Merit Award for Design in Landscape Architecture
- ★ 2005 AILA South Australia, Overall Award of Excellence
- ★ 2005 AILA South Australia, Award of Excellence for Design
- ★ 2004 AILA National Award of Excellence for Planning in Landscape Architecture
- ★ 2003 AILA South Australia, Award of Excellence for Planning
- ★ 2000 AILA South Australia, Award of Merit Planning and Master planning

Central Park Sydney

Relevant to Victoria Cross ISD because it demonstrates:

- Seamless, well integrated sequence of public domain and retail spaces, both indoor and outdoor.
- A good example of a place that elevates the perception of the locality.
- A strong landscape character creating a haven within the city.
- Well integrated public art.
- Integration with existing small scale built form including adaptive reuse and heritage to create fine grain retail and food offering and retain unique character of place.
- A range of public open spaces from fine grain to a large new park, streets and shared zones.

Architect: Jean Nouvel and artist and botanist Patrick Blanc

Master Planner (initial): Tzannes Associates and Cox Richardson

Master Planner: Foster and Partners

Landscape Architect: Sue Barnsley Design



Awards

- ★ 2017 National Architecture Awards- David Oppenheim Award for Sustainable Architecture
- ★ 2017 AIA, NSW Chapter- Award for Sustainable Architecture
- ★ 2017 AIA, NSW Chapter- Lloyd Rees Award for Urban Design
- ★ 2017 Greater Sydney Planning Awards- Winner Great New Places to Live and Work
- ★ 2016 PIA NSW Awards for Planning Excellence, Presidents Award
- ★ 2012 UDIA NSW Awards for Excellence- Marketing Award
- ★ City of Sydney Design Competition winner

Appendix D.2 – Pitt Street benchmarks

Sydney Metro's success as a transformative world class metro will be the outcome of a combination of different elements, from engineering, architecture and public realm to customer touch points. Sydney Metro has identified benchmark projects that demonstrate the design quality aspirations for the Pitt Street Integrated Station Development site.

These benchmarks have been selected as the reference for design elements and are not intended as benchmarks for cost. A number relate to stations and station precincts and are not intended as design benchmarks for stations.

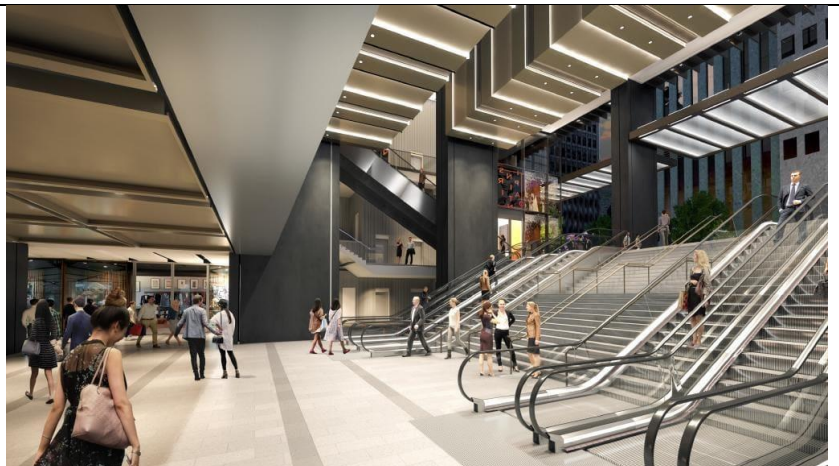
The Pitt Street benchmarks have been selected to showcase the minimum quality expected in relation to:

1. Integrated design outcomes.
2. Towers that showcase high quality design and contribute positively to the city skyline.
3. Architecture that responds to adjoining buildings and streetscape character and scale.
4. A design that provides a high quality public space that is integrated, connected, active, safe and comfortable for customers and pedestrians.
5. A design that fulfils the needs of a civic station entry and a high quality OSD entry with associated servicing.
6. Materials and finishes that are high quality and appropriate to the context.
7. Integration of joyful public art and public domain elements that contribute to a good experience of the place.
8. Well considered strategies in façade and services integration that contribute towards best practice sustainable outcomes

Wynyard Place 10 Carrington Street, Sydney

Relevant to Pitt Street ISD because it demonstrates:

- A design that integrates the station with development above.
- A street frontage that has inviting, transparent and permeable entrances.
- Successful relationship to adjacent heritage item.
- An uncomplicated and simplified ground plane. A well resolved and modulated ground floor and podium design.



Architect:
Make Architects in association
with Architectus



Awards
★ City of Sydney Design Competition winner

**Lumiere’
Bathurst Street, Sydney**

Relevant to Pitt Street ISD because it demonstrates:

- An innovative design response that has uniqueness and adds to the collective architectural image of Sydney.
- A large footprint building that has been finely modulated in both podium and tower.
- Achieves good residential amenity (light and air).
- A unique design solution with podiums and setbacks that respond to local context including adjoining heritage buildings.
- A high quality and articulated tower façade design.
- Well activated ground plane with pedestrian permeability.
- Services are discretely located and do not impact higher profile streets or public / customer spaces.

Lead Architect: Foster and Partners
Collaborating Architect: PTW Architects



Awards
★ 2008 Commendation Award for Residential Architecture - Multiple Housing, AIA NSW

**AHL headquarters + Hilton hotel
478 + 488 George Street, Sydney- (2
Buildings)**

Relevant to Pitt Street ISD because it demonstrates:

- Adjoining developments that demonstrate an innovative design response that has uniqueness and adds to the collective architectural image of Sydney.
- Unique design that respond to the form and materiality of nearby buildings including QVB.
- A good example of a colonnade design that is timeless, contemporary and elegant. (Sydney Hilton Hotel)
- A well-designed , slender tower, (AHL Headquarters) that responds to the diverse neighbouring buildings
- Activated and inviting entrances and ground floor design.

Architect: Candalepas Associates (AHL) and Johnson Pilton Walker (Sydney Hilton)



Awards for Sydney Hilton (JPW)

- ★ 2006 Australian Stone Architectural Award (Best Commercial Exterior)
- ★ 2006 RAIA National Commercial Award
- ★ 2006 RAIA NSW Chapter, Architecture Award for Commercial Building
- ★ 2006 RAIA NSW Chapter, Architecture Award for Civic Design
- ★ 2006 Sustainable Energy Authority (SEDA) Energy Efficiency Award

Awards for AHL (Candalepas)

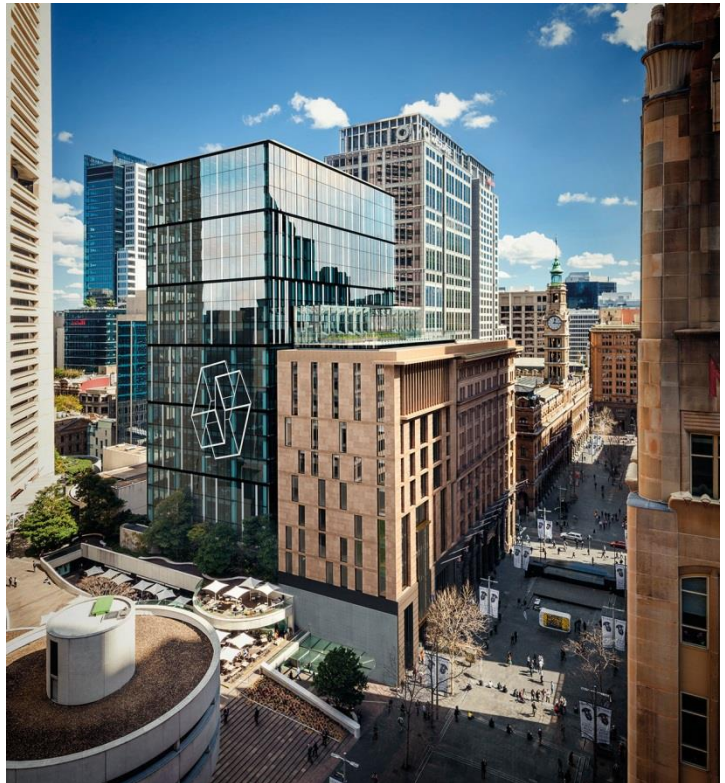
- ★ 2016 National Architecture Awards: Winner of Harry Seidler Award for Commercial Architecture

5 Martin Place, Sydney

Relevant to Pitt Street ISD because it demonstrates:

- Innovative response to adjacent heritage building and the heritage context.
- Refined detailing and materiality that responds to the surrounding context.
- Breaks down scale of development through modulation, detailing and materiality
- Elegantly reinforces the streetscape context of Martin Place.
- Ground plane connectivity that is active and supports permeability.

Architect: JPW



Awards

- ★ 2016 Commercial Architecture Award, NSW Architecture Awards
- ★ 2016 National Award for Heritage, AIA
- ★ 2016 NSW President's Award, UDIA
- ★ 2016 Award for Adaptive Reuse, National Trust of Australia (NSW)
- ★ 2016 National Commercial Architecture Award, AIA
- ★ 2016 Francis Greenway Award for Heritage Architecture, Creative Adaptation , AIA NSW
- ★ 2016 Lloyd Rees Award - Award for Urban Design, AIA NSW
- ★ 2016 Steel Excellence Award for large building projects, Australian Steel Institute
- ★ 2016 Excellence Awards winner, NSW Urban Taskforce Development
- ★ 2016 Urban Renewal Development Award, ISTRUCTE (UK Institute of Structural Engineers)

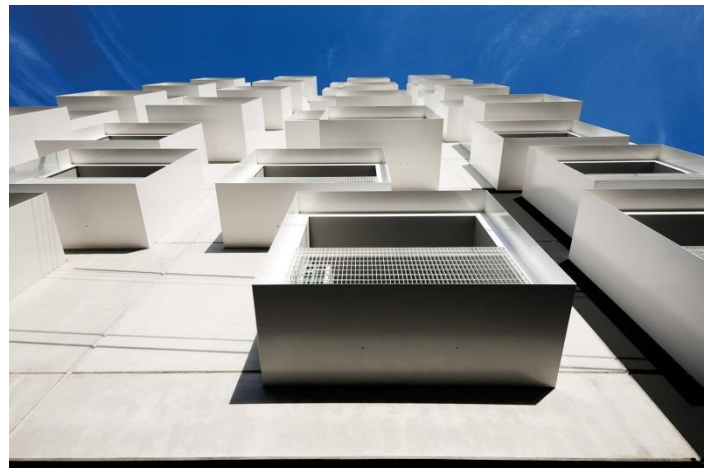
Upper House

520 Swanston Street, Carlton, Melbourne

Relevant to Pitt Street ISD because it demonstrates:

- Good modulation of building parts which reduces the building bulk, and reinforces streetscape datum (relevant to Pitt Street North).
- Good ventilation and light to residences.
- Well-designed shared terraces and gardens which improve social life.
- Well activated at street level with podium scale relating to adjoining streetscape.
- Interesting elevation with lively and strong modulation.

Architect: Jackson Clements Burrows



Awards

- ★ 2017 Architizer A+Award - High Rise (16+ Floors)
- ★ 2015 Best Overend Award Multiple Housing, AIA Victorian Architecture Awards
- ★ 2015 Frederick Romberg Award for Multiple Housing, AIA National Architecture Awards

Nishi Building
25 Edinburgh Ave
Canberra, ACT

- Award winning mixed use building including a hotel which activates the precinct.
- Dynamic design response created by a diverse team of designers.
- Rich interiors and shared spaces.
- A unique design solution that responds to the local context.
- Strongly integrated art.
- 6 Greenstar sustainability rating and environmental approach.

Architects
 Fender Katsalidis and
 Suppose Design Studio



AWARDS

- ★2017 Commercial Architecture Award – Australian Institute of Architecture, ACT Awards
- ★2017 Sydney Anchor Award for Residential Architecture
- ★2017 Commercial Architecture Award Australian Institute of Architects, ACT Awards
- ★2017 Commercial Architecture Commendation Australian Institute of Architects National Awards
- ★2015 International Project of the Year - Building Awards (United Kingdom)

Updated Victoria Cross Design Guidelines

APPENDIX C



Victoria Cross

Over Station Development

Design Guidelines

September 2018



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1.0 Introduction

1.1 Name of this document

This document is called the Victoria Cross Over Station Development (OSD) Design Guidelines (the Design Guidelines).

1.2 Purpose of the Design Guidelines

The purpose of the Design Guidelines is to guide the detailed design of the future OSD within the concept State Significant Development application building envelope for the site.

The OSD forms part of an Integrated Station Development (ISD) and as such is subject to the Design Excellence Strategy for the ISD.

1.3 Land to which the Design Guidelines apply

The Design Guidelines apply to development above the Victoria Cross Station (the site) as shown at **Figure 1** – Land to which the design guidelines apply. Specifically, this land comprises the following:

- 155-167 Miller Street, North Sydney – SP35644;
- 181 Miller Street, North Sydney – Lot 15 in DP69345 and Lots 1 and 2 in DP123056;
- 187 Miller Street, North Sydney – Lot A in DP160018;
- 189 Miller Street, North Sydney – Lot 1 in DP633088; and
- Formerly part 65 Berry Street – Lot 1 in DP 1230458.

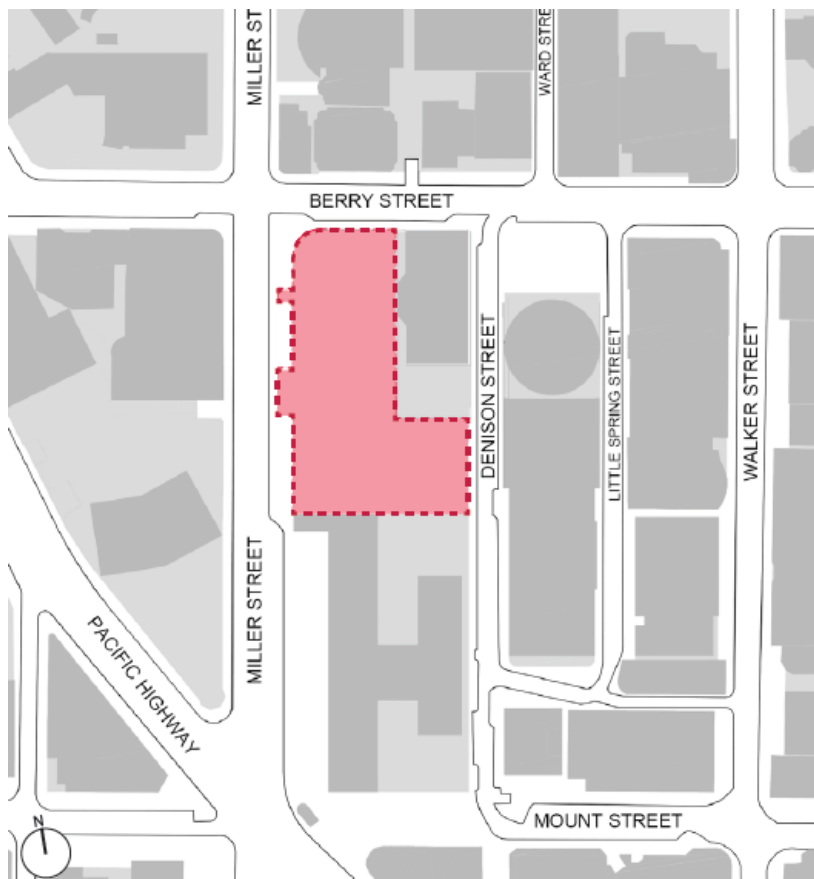


Figure 1: Land to which these Design Guidelines apply

2.0 Design Vision and Principles

The design vision for the Victoria Cross OSD is for the future development to integrate with Victoria Cross Station and contribute positively to the legacy of the Sydney Metro project. The Victoria Cross OSD will be an A grade commercial building of significant scale accommodating approximately 60,000sqm GFA. It should have a landmark quality that marks the 'heart' of the North Sydney centre, clearly denotes the new Metro Station and complements the surrounding heritage items and public domain.

The principles for the Victoria Cross OSD are to:

- 1) Deliver a high quality built form that:
 - a) exhibits design excellence;
 - b) is identifiable as a landmark building;
 - c) is architecturally integrated with the overall Metro Station design, yet distinctly identifies the Metro Station and the OSD entries at the ground plane;
 - d) responds sympathetically to the existing character of neighbouring buildings, including surrounding heritage items;
 - e) provides a podium that responds to and integrates with the public domain and the Metro Station;
 - f) minimises privacy and solar access impacts on the surrounding residential uses; and
- 2) Protect and enhance the surrounding public domain by:
 - a) Minimising any additional overshadowing from the building or any associated plant, lift overruns, or architectural roof feature;
 - b) Ensuring pedestrian comfort in and around the building through managing the potential for wind impacts; and
 - c) Providing appropriate setbacks along street frontages in recognition of the established and emerging urban context.
- 3) Provide for an A grade with premium services office use, supported by a range of complementary uses to revitalise and activate the public domain.

3.0 Station Integration

Sydney Metro provides a unique opportunity to demonstrate an exemplary approach to integrated transport and land use planning. Quality architecture, good urban design and a user friendly and inter-connected transport system are critical to ensuring that the Sydney Metro project meets customer needs and expectations and maximises its city shaping potential and broader urban benefits.

To help meet the transformational vision and world class aspirations of the Sydney Metro project, a number of overarching design objectives and principles for the project have been prepared to guide decision making and the design process for the City & Southwest project. These design objectives and principles must be respected and inherent in the integrated design.

Objectives:

- Ensuring an easy customer experience.
- Being part of a fully integrated transport system.
- Being a catalyst for positive change.
- Being responsive to distinct contexts and communities.
- Delivering an enduring and sustainable legacy for Sydney.

Principles:

- Sydney Metro places the customer first. Stations are welcoming and intuitive with simple, uncluttered spaces that ensure a comfortable, enjoyable and safe experience for a diverse range of customers.
- Sydney Metro is a transit-oriented project that prioritises clear and legible connections with other public and active transport modes within the wider metropolitan travel network that intersect with this new spine.
- Sydney Metro is a landmark opportunity to regenerate and invigorate the city with new stations and associated development that engage with their precincts, raise the urban quality and enhance the overall experience of the city.
- Sydney Metro's identity is stronger for the unique conditions of centres and communities through which it passes. This local character is to be embraced through distinctive station architecture and public domain that is well integrated with the inherited urban fabric of existing places.
- Sydney Metro is a positive legacy for future generations. A high standard of design across the corridor, stations and station precincts, that sets a new benchmark, is vital to ensuring the longevity of the Metro system, its enduring contribution to civic life and an ability to adapt to a changing city over time.

In order to satisfy the design objectives and principles for the Sydney Metro project, the design and integration of the Victoria OSD with the Metro Station must also satisfy the following design principles:

- 1) The Victoria Cross OSD must:
 - a. not have any adverse impact on the design and/or operation of the Metro Station;

- b. be capable of complete demolition and reconstruction, or major maintenance or modification, without significant interference to the operation of the Metro Station;
- c. allow independent access, servicing and maintenance from normal station activities and operation;
- d. integrate efficiently with the station structure;
- e. achieve unity in design through connecting the Station entry, podium and tower, as a single readable piece of architecture including to provide continuity in the façade design; and
- f. Provide visual connectivity between the OSD lobby and the public domain.

4.0 Built Form Guidelines

The following specific guidelines apply to the development site which is the subject of these Design Guidelines, as outlined at **Section 1.0** of this document. Where variations are proposed, it should be demonstrated that the underlying objectives of the controls will be maintained by the development.

4.1 Land Use

- 1) Development is to be designed to accommodate predominantly commercial employment activities.
- 2) The built form is to provide for large, contiguous and efficient commercial floorplates suitable for achieving A Grade office space.
- 3) The location of the uses shall generally be in accordance with **Figure 2**.
- 4) Where possible, the development should maximise opportunities to incorporate retail, restaurant, bar facilities and other non-residential floor space to promote the activation, amenity, diversity and place-making objectives and contribute to the night-time and weekend economy of the CBD.
- 5) A retail strategy should be prepared and submitted with the detailed SSD Application which demonstrates how the retail opportunities proposed best respond to the market and user's needs. In addition, the strategy is to demonstrate how the OSD retail fits into the overall retail strategy for the integrated station development and contributes to the place-making and vibrancy of the development.

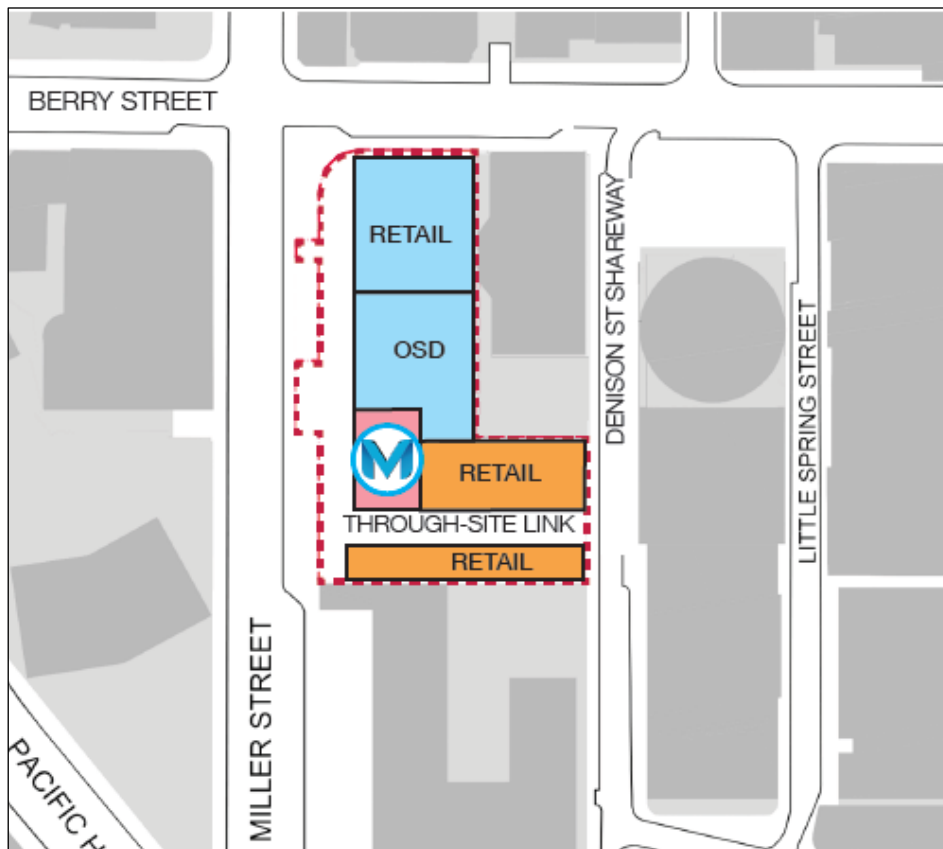


Figure 2: Ground Plane Land Use Diagram

4.2 Building Siting, Scale and Mass

- 1) Development must not exceed the building envelope identified by the Building Envelope Diagram in **Figure 3** and **Figure 4**.
- 2) The lower levels of the development must be designed to address the pedestrian scale environment along the surrounding streets and the through-site link between Miller Street and Denison Street, and should not compromise quality of the public domain.
- 3) No less than 18m of separation shall be provided between the tower and the MLC Building.
- 4) The south-east corner of the development is to respect the scale and composition of buildings in Denison Street.
- 5) The tower is to result in no net additional overshadowing to surrounding Special Areas and land zoned RE1 between 12pm and 2pm.
- 6) Miller Street setback shall respond to the predominant street frontage alignment.
- 7) The commercial building must provide commercial floor plates commensurate with premium office buildings in order to reinforce the commercial character of the North Sydney centre.

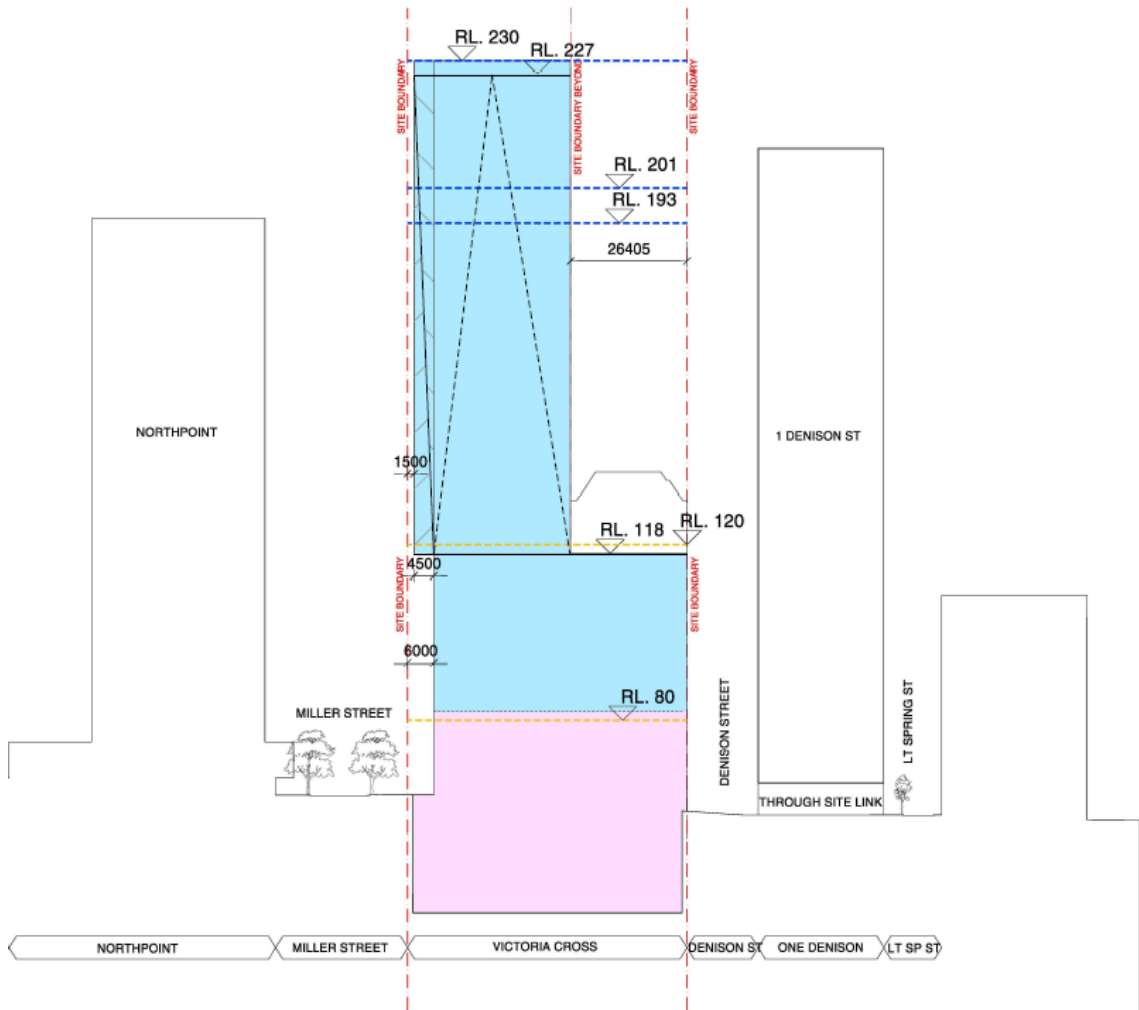


Figure 3: Building Envelope- East / West Section

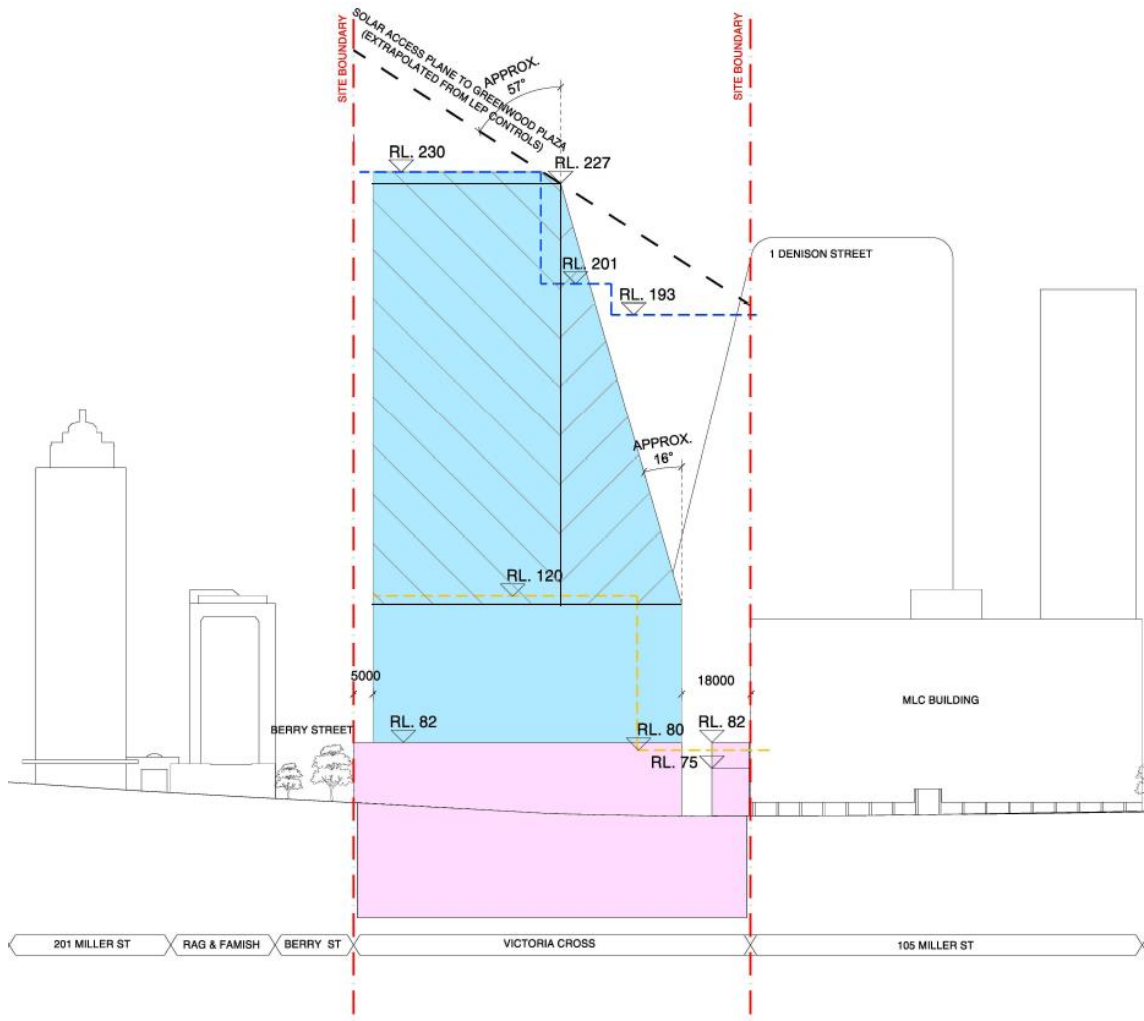


Figure 4: Building Envelope- North/ South Section

4.3 Building Design

- 1) Development of the site is to reinforce the urban character and aesthetically integrate with the urban context.
- 2) The ground floor areas must be designed to enable pedestrians in the adjoining public domain to perceive activity within the building and to provide heightened visual interest through innovative or dynamic architectural treatments.
- 3) The articulation and exterior design of the tower form should consider view and amenity impacts for residents of the Alexander Apartments building and neighbouring buildings.
- 4) The building form within the 'articulation zone' of the Miller Street frontage of the building envelope (as illustrated in **Figure 5**) may utilise some (not all) of the nominated zone. The future built form within this articulation zone is to achieve design excellence and be justified through an assessment of the following:
 - a. compliance with overshadowing requirements in NSLEP 2013
 - b. respecting the datum of the adjoining MLC building
 - c. maintaining sky view

d. acceptable amenity and microclimate in the public domain particularly in respect to wind impacts

- 5) Roofs are to be designed to make a positive contribution to the quality of the CBD skyline.
- 6) The core should be located towards the site's east boundary to create a flexible and contiguous floorplate and minimise intrusion into the Metro Station.
- 7) At ground level, the OSD and Metro elements of the development should be physically separated and should be differentiated in form, function or appearance, while maintaining a coherent overall design.
- 8) There is to be integration of the structure for the station with the structure for the Over Station Development, so as to maximise space, cost efficiency and structural consistency.
- 9) Opportunities for outdoor areas and terraces should be considered in order to enhance the amenity for future building occupants.
- 10) Outlook from the OSD towards Sydney Harbour and distance views across Metropolitan Sydney should be maximised from within the tower floorplates.
- 11) Internal amenity of the tower should be optimised through:
 - a. maximising daylight penetration into the floorplate; and
 - b. Incorporating passive design measures which allow for a good level of thermal comfort without excessive reliance on mechanical heating and cooling systems.
- 12) Buildings are to respond to environmental site conditions including to minimise the impact of wind on pedestrians and the public domain.
- 13) The visible light reflectivity from building materials is not to exceed 20%.
- 14) Car parking must be provided in the basement of the building and be accessible from Denison Street.
- 15) End-of-trip facilities are to be provided in the building.
- 16) The location and aesthetic treatment of all mechanical service (including rooftop plant) is to achieve a high standard of architectural design and is to include materials and detailing appropriate to integrate with the architectural expression of the building.

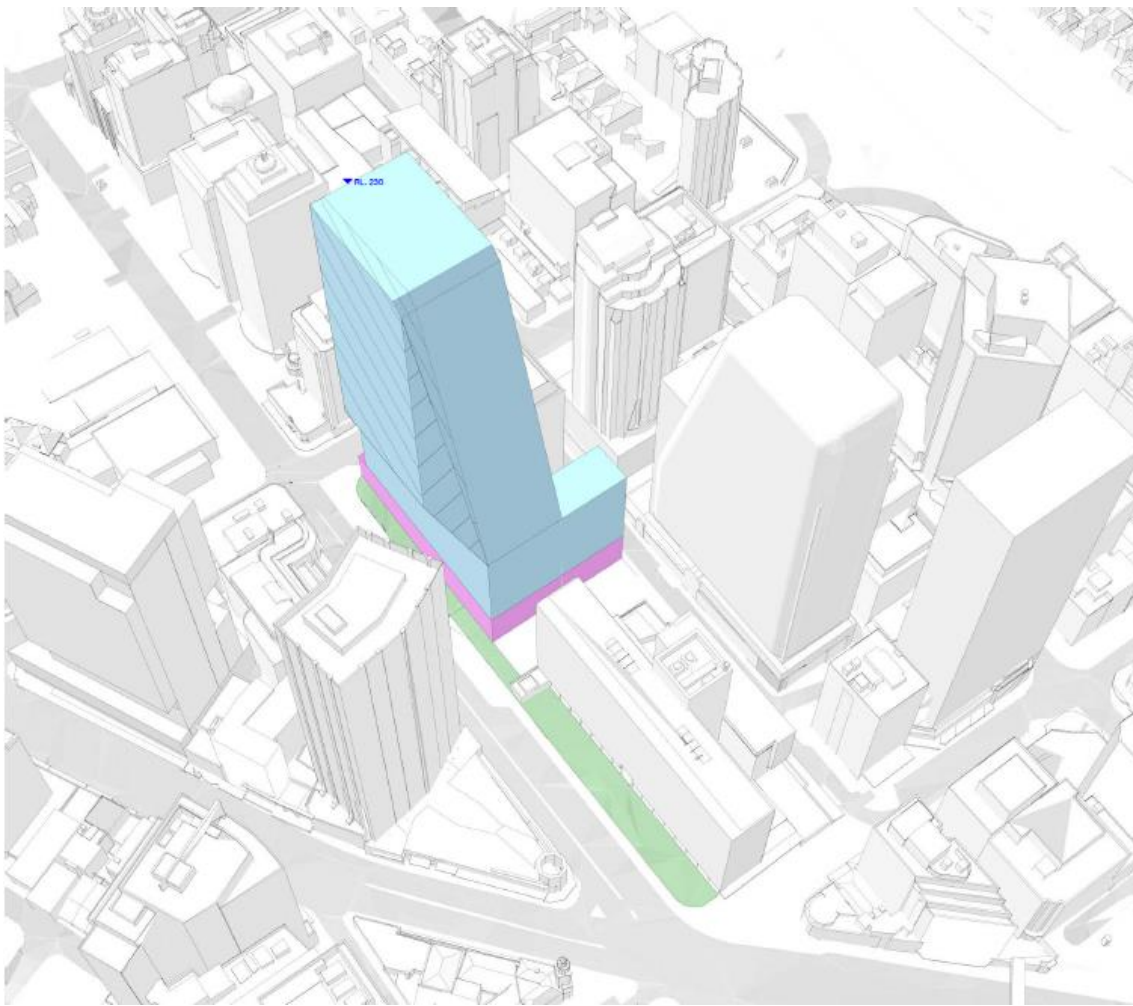


Figure 5: Axonometric of building envelope showing extent of articulation zone (hatched area)

4.4 Heritage

- 1) The design of the Over Station Development should respect the surrounding heritage items through an appropriate response to height, scale, materials and articulation.
- 2) The building podium shall be designed to sensitively respond to the scale and siting of the Rag and Famish Hotel.
- 3) Development should respond to and protect the significance of the MLC Building in the following ways:
 - a. the tower form should have a minimum 18m separation from the MLC Building;
 - b. the tower form should feature a lowered south-east corner to respond sympathetically to the scale of the MLC building;
 - c. the southern edge of the through-site link is to be defined by a low-rise building that respects the scale and maintains the legibility of the north façade of the MLC Building; and
 - d. The setback of the southern end of the development to Miller Street shall respect the alignment of the MLC Building.

4.5 Public Domain and Open Space

- 1) Building entries are to positively address streets and the public domain.
- 2) Development should be designed to enhance pedestrian safety and security within the immediately surrounding public domain.
- 3) Ground floor uses should add to the liveliness and vitality of the Miller Street Special Area and Berry Street.
- 4) A continuous awning or coverings of a sufficient depth are to be provided above the Miller Street frontage for protection to pedestrians from the weather.
- 5) The podium of the tower is to be setback to align with the Miller Street Special Area as defined in the North Sydney Local Environmental Plan 2013 to protect the amenity of the public domain and views to the MLC Building.

4.6 Vehicle parking, access and manoeuvring

- 1) Car and bicycle parking is to comply with the rates specified in the North Sydney Development Control Plan 2013.
- 2) Basement parking and service vehicle entry and exit points are to be provided in the locations nominated on the Pedestrian and Vehicular Access Diagram in **Figure 6**.
- 3) Servicing and access is to be designed to minimise potential conflicts with pedestrians and ensure pedestrian amenity and safety.
- 4) Off-street loading and servicing facilities must be provided on site.

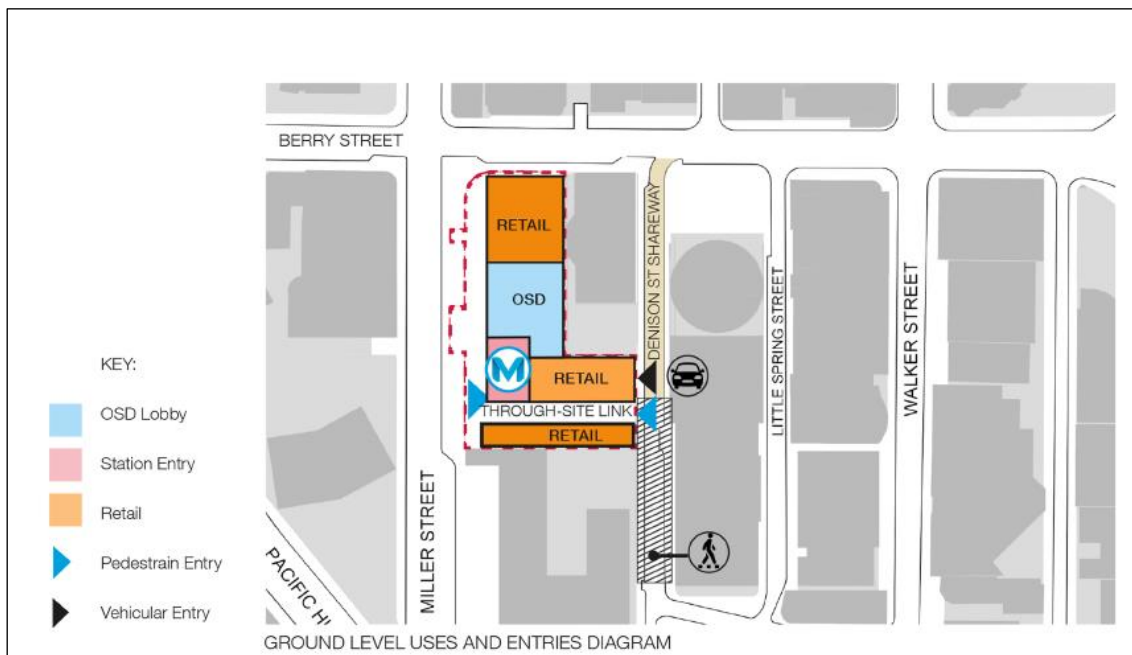


Figure 6: Pedestrian and Vehicular Access Diagram

4.7 Pedestrian Movement and Transport Integration

- 1) Pedestrian access and connectivity must be provided generally in accordance with the Pedestrian and Vehicular Access Diagram at **Figure 6**.
- 2) Development should promote pedestrian movement and integration with the neighbouring public domain including the planned pedestrianisation of the Denison Street.
- 3) The pedestrian movements to, from and within the site associated with the Metro station are to be considered and accommodated in the design.
- 4) End-of-trip facilities shall be provided for the commercial uses generally in accordance with North Sydney Development Control Plan 2013.

4.8 Signage

- 1) Signage opportunities are to respond to and complement the architectural design of the building and contribute positively to the appearance of the building, the streetscape and the CBD skyline.
- 2) Signs are not to conceal or detract from integral architectural features or cover any mechanical ventilation systems.
- 3) A signage strategy should be prepared for the Over Station Development, providing the location, dimension, illumination and types of signage proposed on the building. The signage strategy should ensure signage is of high quality, integrated with the overall building design, and compatible with, whilst not detracting from the broader Sydney Metro Station Wayfinding Strategy.

4.9 Public Art

- 1) The development is to incorporate high quality public art as an integral part of the building design.
- 2) Public art is to be located to be perceivable from the public domain.
- 3) Public art placement and selection is to consider the opportunities of the site, its history and context when developing a theme and concept.

4.10 Sustainability

- 1) Development at the site is to take advantage of best practice sustainability standards available and feasible at the site.
- 2) Development should aim to reduce environmental impacts through the selection of materials.
- 3) The façade should be designed to minimise energy use by reducing heat gain while improving user comfort through glare control.
- 4) Compliance should be achieved with the minimum sustainability requirements of Council.

Updated Consultation with Stakeholders Report

APPENDIX D



Sydney Metro City & South West Victoria Cross Over Station Development:

Updated Consultation with stakeholders report

Applicable to:	Sydney Metro City & Southwest
Author:	Transport for NSW
Owner	Transport for NSW
Status:	Final
Version:	1
Date of issue:	3 August 2018
Review date:	3 August 2018
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1 Introduction

1.1 Purpose of this report

The purpose of this report is to support the stakeholder and community engagement process detailed in Chapter 5 of the Environmental Impact Statement for the Victoria Cross Over Station Development (Victoria Cross OSD). It outlines the engagement activities carried out in the lead up to exhibition of the concept State Significant Development application (concept SSD Application) to ensure all stakeholders are aware of the project and have the opportunity to input into the planning and assessment stages. A summary of the key issues raised during the consultation undertaken and how Sydney Metro has responded to these issues is provided in Chapter 6 of this report.

Further detail of the consultation undertaken, the issues raised and how those issues have been addressed is contained in Chapter 5 of the Environmental Impact Statement.

1.2 Communication objectives

Transport for NSW has been and continues to be interested in community and stakeholder feedback on the project. The Sydney Metro communication objectives include to:

- Communicate the rationale for the project and the broader network benefits it would deliver, including how it fits into the NSW Government's plans to increase Sydney's rail capacity
- Communicate the Sydney Metro concept and timing
- Build community and key stakeholder relationships and maintain goodwill
- Provide information about the planning approvals process and encourage community participation
- Clearly communicate the corridor protection and property acquisition process.

The project team has developed a comprehensive community and stakeholder engagement program to proactively engage with local communities, key stakeholders and government agencies.

1.3 Key stakeholders

Feedback from stakeholder and community engagement for Sydney Metro City & Southwest has formed an integral part of informing and scoping investigations for the Victoria Cross Integrated Station Development.

Key stakeholders for the project include (but are not necessarily limited to):

- State government agencies.
- Local councils.
- Public utilities.
- Business and industry groups.
- Public transport customers.
- Directly impacted stakeholders.

- Directly impacted communities and businesses.
- The broader community.

2 Community engagement timeline

Sydney Metro City & Southwest began its broad engagement with the community and stakeholders in June 2014, including consultation about Victoria Cross Station. Community engagement has continued through all of the planning approval stages, including the preparation of the Chatswood to Sydenham Environmental Impact Statement and all subsequent modifications.

The concept of Integrated Station Development was formally announced to the community on November 2017 and a range of early engagement activities were undertaken prior to lodgement of the application to engage with industry, the local community and stakeholders about Integrated Station Development at Victoria Cross Station. Consultation aimed to keep the community informed and to provide opportunities for feedback. Specific engagement activities for Integrated Station Development at Victoria Cross are outlined in the following table.

Table 2.1 Integrated Station Development engagement activities

Activity	Content	Date
Industry briefing	Booklet updating industry on project contract packages, delivery strategy and future market soundings	2 November 2017
Media release	'New City Metro stations to shape Sydney' <i>Issued by Minister for Transport and Infrastructure, Andrew Constance</i>	1 November 2017
Community newsletter	'A new commercial, retail hub for North Sydney' <i>Distributed to residents and businesses around the Victoria Cross Station site</i>	November 2017
Website	New Integrated Station Development page uploaded to Sydney Metro website	November 2017
Facebook	Integrated Station Development post uploaded to Sydney Metro Facebook page	1 November 2017
Integrated Station Development book	Booklet of Sydney Metro's concept proposals for Integrated Station Development	November 2017

Activity	Content	Date
Community information session	Displays, information and expert members of the project team made available to answer questions from the community	16 November 2017

2.1 Integrated Station Development communication materials

In November 2017, an information booklet on Integrated Station Development was published. This booklet provided further information for development at Victoria Cross, Crows Nest, Pitt Street and Martin Place Stations. It also provided information to the community and stakeholders on the opportunity for Sydney Metro to create exciting opportunities to bring together international best practice and innovative urban thinking to shape and create vibrant and attractive places in the precincts surrounding each station.

The booklet detailed the concept proposal for Victoria Cross: a 40-storey commercial building above the station's southern entrance integrating retail opportunities and enhancing North Sydney as a thriving commercial, residential, retail and entertainment hub.

Other collateral used for engagement during this period included newspaper advertisements, a media release, a community information session attended by 52 people, information on the Transport for NSW and Sydney Metro City & Southwest websites, and distribution of the Victoria Cross modification report summary, Integrated Station Development booklet (refer **Figure 2.4**), Victoria Cross Integrated Station Development newsletter and Chatswood to Sydenham Environmental Impact Statement summary.

Figure 2.1 Newspaper advertisement









Artist's impression of Victoria Cross integrated station development

Integrated Station Development

Sydney Metro is Australia's biggest public transport project and will shape Sydney for generations to come.

Not only will this new mass transit system move more people safely and reliably than ever before, it will unlock the potential of Sydney as a growing global city - creating new and diverse opportunities to support changing communities.

Joining other great global mass transit development initiatives, the NSW Government has identified stations on the Sydney Metro system which can be better integrated with the places around them, creating world-class places that will shape our city's future.

Transport for NSW has started the planning process with the lodgement of the Secretary's Environmental Impact Requirements (SEARs) with the Department of Planning and Environment. This is for the proposed integrated station developments at Victoria Cross in North Sydney and Pitt Street in the Sydney CBD.

FIND OUT MORE

We encourage people to come along to a session to meet expert members of the project team who will be happy to answer any questions.

COMMUNITY INFORMATION SESSIONS

Thursday 16 November 2017 4-7pm	Victoria Cross Station	Fred Hutley Hall, 200 Miller Street, North Sydney
Tuesday 21 November 2017 4-7pm	Pitt Street Station	Masonic Centre, 66 Goulburn Street, Sydney

For more information or to register for email updates contact:

Website sydnymetro.info

Email sydnymetro@transport.nsw.gov.au

Call **1800 171 386**

NSW GOVERNMENT PHOTO: JAMES HILL

Figure 2.2 Media release


 <p>Andrew Constance Minister for Transport and Infrastructure</p> <p>MEDIA RELEASE</p> <p>Wednesday, 1 November 2017 <i>** New vision and stills in link below</i></p> <p>NEW CITY METRO STATIONS TO SHAPE SYDNEY</p> <p>New metro stations in the CBD and North Sydney are set to be the city's newest landmarks in their own right, offering retail, community, residential and commercial opportunities.</p> <p>Victoria Cross and Pitt Street stations have been chosen as locations where Sydney could replicate mass-transit-oriented developments such as Hudson Yards in New York and Paddington Station on London's Crossrail.</p> <p>Minister for Transport and Infrastructure Andrew Constance said this was a once in a generation opportunity to revitalise Sydney for the future.</p> <p>"These great new destinations will be integrated with their surrounding environments, moulded on what is happening on other world-class mass transit systems," Mr Constance said.</p> <p>"Sydney Metro will make it faster and easier to get around the city – but it also delivers an opportunity to create world-class destinations that will shape the city's future.</p> <p>"Like metro stations around the world, stations on the new Sydney Metro system will be vibrant places and landmarks in their own right."</p> <p>The planning process has started with integrated concept designs released for Victoria Cross and Pitt Street stations to deliver buildings that offer commercial, residential, community and retail opportunities.</p> <p>Planning for integrated station design at Crows Nest will start next year. The new metro station at Martin Place will also be integrated into the area around it and the NSW Government is currently assessing an unsolicited proposal.</p> <p>Sydney Metro Program Director Rodd Staples said work on the integrated designs can start while station construction is underway.</p> <p>"Sydney Metro is more than just a world-scale public transport project, it's a defining</p>	<p>city-building opportunity," Mr Staples said.</p> <p>"This is a chance to build more than just railway stations – through excellence in design and delivery, we will create fully-integrated places which are intuitive and safe, as well as architecturally unique.</p> <p>"This is an opportunity to build on the revitalisation which Sydney Metro brings, creating truly landmark places and developments that showcases world's best practise for transit orientated developments."</p> <p>Sydney Metro services start in the first half of 2019 on the Sydney Metro Northwest project, with metro rail to be extended in 2024 under Sydney Harbour, through the CBD and beyond to Bankstown.</p> <p>Sydney Metro will have ultimate capacity of a new metro train every two minutes in each direction under the Sydney CBD.</p> <p><i>Download new vision and stills: https://app.frame.io/d/ajKwFC3r</i></p> <p>MEDIA: Alicia Wood Minister Constance 0418 280 618 Stavro Sofios Sydney Metro 0418 685 960</p>
--	---

Figure 2.3 Sydney Metro website information

The screenshot displays the Sydney Metro website's 'Integrated Station Development' page. At the top, there is a navigation bar with links for 'Images and video', 'Document library', 'News', 'Industry', 'Jobs', and 'Interactive map'. Below this is a secondary navigation menu with 'Sydney Metro', 'Projects and progress', 'Construction: stations and sites', 'Education', and 'Get in touch'. The main heading is 'Integrated Station Development'. On the left, a sidebar contains 'Explore this page' with links to 'Introduction', 'Creating great places in a global city', 'A new international standard of place', 'Supporting and developing local communities', 'Victoria Cross', 'Pitt Street', 'Crows Nest Station', 'Martin Place', and 'Planning program'. Below this is the 'Integrated Station Development' section with a link to 'Integrated Station Development'. The main content area starts with an 'Introduction' section, followed by a video player showing a cityscape with the Sydney Harbour Bridge. The video player has a play button and a 'sydney METRO' logo. Below the video, there is a section titled 'Creating great places in a global city' with three paragraphs of text.

Introduction

Sydney Metro will revitalise communities, transform places and make the nation's only global city more liveable and connected.

Australia's largest city will be more productive and more attractive globally. Not only will this new mass transit system move more people safely and reliably than ever before, it will unlock the potential of Sydney as a growing global city – creating new and diverse opportunities to support changing communities.

Joining other great global mass transit development initiatives, the NSW Government has identified stations on the Sydney Metro system which can be better integrated with the areas around them, creating world-class places that will shape our city's future.

Creating great places in a global city

Building new metro stations for Sydney will create exciting opportunities to bring together international best practice and innovative urban thinking to shape and create vibrant and attractive places in the precincts surrounding reach station.

Vibrant places help strengthen communities, attract visitors, workers and investment and enhance our city's liveability. Sydney's new metro stations will create focal points in the communities that they serve, with new places for people to live, work, shop and play – and public spaces designed to encourage walking, cycling and social interaction.

Each station is different in character, and will require a tailored place-based approach to planning and place making to realise opportunities in each area.

Figure 2.4 Integrated Station Development booklet






Victoria Cross Station

A new commercial, retail hub in North Sydney

Victoria Cross station is in the heart of the North Sydney CBD - a growing commercial and residential precinct. The new station supports the continued growth of North Sydney through the vision of the area through new employment and retail opportunities and improved pedestrian connections and high-quality outdoor spaces.

- 3 Minutes to SEAANGLAHOOD
- 5 Minutes to NORTH SYDNEY
- 9 Minutes to CENTRAL

VICTORIA CROSS STATION

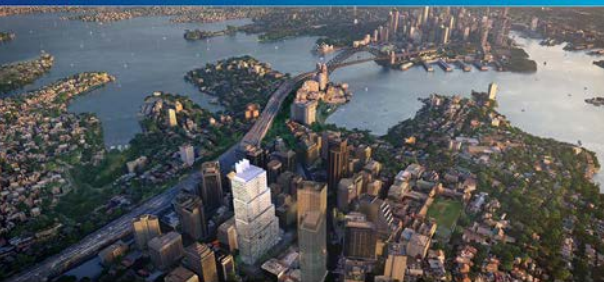
Integrated station development

The current proposal for Victoria Cross is a 40-storey commercial building above the station's southern entrance, creating retail opportunities and enhancing North Sydney as a thriving commercial, residential, retail and entertainment hub.

The future development will add prominence in the North Sydney skyline and complement neighbouring development including existing heritage buildings and nearby buildings currently under construction.



Figure 2.5 Victoria Cross Integrated Station Development newsletter



A NEW COMMERCIAL, RETAIL HUB FOR NORTH SYDNEY

Sydney Metro is Australia's biggest public transport project – 31 stations and 66km of new metro rail.

The new Victoria Cross metro station will be in the heart of the North Sydney CBD – a growing commercial and residential precinct.

The new station supports the continued growth of North Sydney, adding to the vibrancy of the area through new employment and retail opportunities and improved pedestrian connections and high quality outdoor spaces.

Integrated station development


The NSW Government has announced the start of a planning process for Victoria Cross Station to be better integrated into the community and areas around it.

The concept proposal for Victoria Cross is a 40-storey commercial building above the station's southern entrance integrating retail opportunities and enhancing North Sydney as a thriving commercial, residential, retail and entertainment hub.


The future development will sit prominently in the North Sydney skyline and complement neighbouring development including existing heritage buildings and nearby buildings currently under construction.

In developing these proposals, the NSW Government has looked to other world-scale integrated station developments including Hudson Yards in New York and Paddington Station in London.

You're invited to a community information session to hear more about the proposal and have your say. This will be the first of several opportunities to have your say in this process.



Artist's impression of Victoria Cross Station



The Sydney Metro team within Transport for NSW will hold community information sessions as part of early consultation on integrated station development.

Expert members of the project team will be available to answer any questions you have. Additional community information sessions will be held when the State Significant Development Applications are lodged for each site in 2018.


Community information session

WHEN Thursday 16 November 2017, 4-7pm
WHERE Fred Hutley Hall, 200 Miller Street, North Sydney

The planning process

The Secretary's Environmental Assessment Requirements (SEAR) for integrated station development at Victoria Cross and Pitt Street will be requested in November 2017. This is required for the preparation of the State Significant Development Application.

Concept State Significant Development Applications (SSDA) are expected to be lodged for each site in the first quarter of 2018 and public consultation will follow. The sites are classified as state significant given their scale and integration with Sydney Metro.




Artist's impression of Victoria Cross Station

sydneymetro.info
 1800 171 386
 sydneymetro@transport.nsw.gov.au

If you require the services of an interpreter, please contact the **Translating and Interpreting Service** on 131 430 and ask them to call Sydney Metro on 1800 171 386. The interpreter will then assist you with translation.

Figure 2.6 Victoria Cross modification report summary




city&southwest

CHATSWOOD TO SYDENHAM

VICTORIA CROSS AND ARTARMON SUBSTATION

Modification report summary – June 2017



Victoria Cross






Figure 2.7 Victoria Cross EIS summary

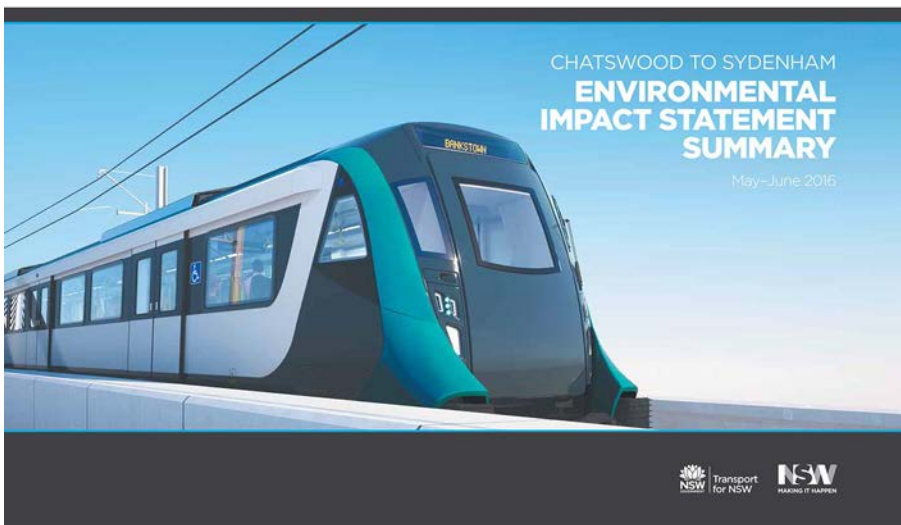
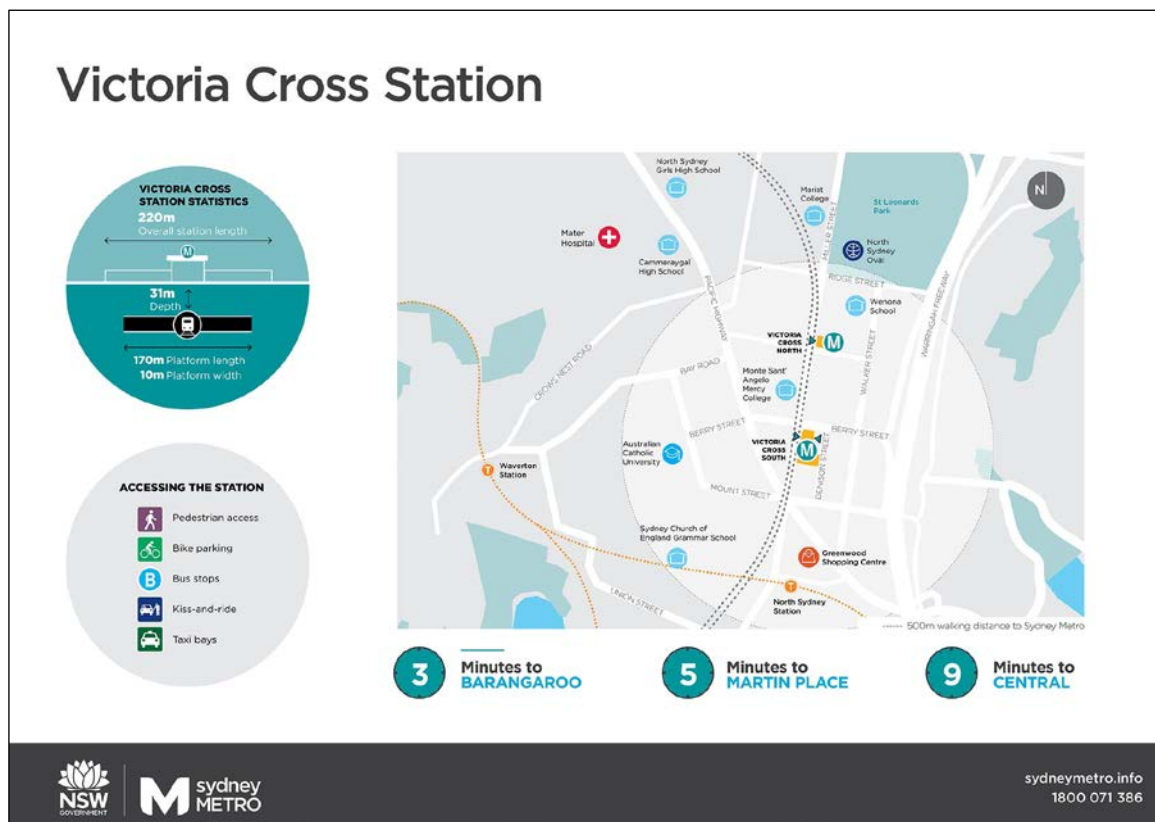


Figure 2.8 Information boards used to illustrate Victoria Cross Integrated Station Development



Victoria Cross Integrated Station Development

- One site - 40 storey development
- Commercial with integrated retail



3 Community engagement

3.1 Community contact and information points

The table below outlines community contact and information points in use on the project.

Table 3.1 Community contact and information points

Activity	Detail
Community information line (toll free)	1800 171 386
Community email address	sydneymetro@transport.nsw.gov.au
Website	www.sydneymetro.info
Postal address	Sydney Metro City & Southwest, PO Box K659, Haymarket, NSW 1240
Transport for NSW community information centre	388 George Street, Sydney

3.2 Sydney Metro City & Southwest website

The Sydney Metro City & Southwest website was launched on 4 June 2015 to provide information on the project. The website is a central point of up to date information for the community and stakeholders including information from November 2017 on Integrated Station Development.

Information on the website includes:

- Project overview:
 - Customer experience.
 - Benefits (economic, employment and sustainability).
 - Strategic context.
- Chatswood to Sydenham:
 - Project features.
 - Station and dive sites.
- Sydenham to Bankstown.
- Resources, including:
 - Project overviews.
 - Environmental impact statements.
 - State significant infrastructure application reports.

- Community consultation submissions reports.
- Newsletters.
- Industry briefing presentations and documentation.
- Videos and animations.
- Online forums.
- Online submission function.
- Contact information.

3.3 Community information sessions

Several community information sessions have been held in North Sydney since the beginning of the project, including:

- 17 June 2015 at the North Sydney Harbour View Hotel, 17 Blue Street, North Sydney.
- 28 May 2016 at McMahons Point Community Centre, 165 Blues Point Road, McMahons Point.
- 17 June 2017 at Fred Hutley Hall, 200 Miller Street North Sydney.
- 20 June 2017 at Fred Hutley Hall, 200 Miller Street, North Sydney.
- 16 November 2017 at Fred Hutley Hall, 200 Miller Street, North Sydney.

Figures 3.1 and 3.2 show an example of the advertisement used for the community information sessions on 16th March 2017.

Display boards at these sessions included information such as:

- Project overview.
- Tunnelling under the harbour.
- Project benefits.
- Metro trains.
- Fast, frequent metro.
- Saving time.
- Train features.
- Connectivity.
- Proposed timeline.
- New Sydney Metro stations, including Victoria Cross.
- Integrated Station Development at Victoria Cross.
- How to have your say.

Figure 2.8 show examples of the information boards.

Figure 3.1 Advertisement examples









Artist's impression of Victoria Cross integrated station development

Integrated Station Development

Sydney Metro is Australia's biggest public transport project and will shape Sydney for generations to come.

Not only will this new mass transit system move more people safely and reliably than ever before, it will unlock the potential of Sydney as a growing global city – creating new and diverse opportunities to support changing communities.

Joining other great global mass transit development initiatives, the NSW Government has identified stations on the Sydney Metro system which can be better integrated with the places around them, creating world-class places that will shape our city's future.

Transport for NSW has started the planning process with the lodgement of the Secretary's Environmental Impact Requirements (SEARs) with the Department of Planning and Environment. This is for the proposed integrated station developments at Victoria Cross in North Sydney and Pitt Street in the Sydney CBD.

FIND OUT MORE

We encourage people to come along to a session to meet expert members of the project team who will be happy to answer any questions.

COMMUNITY INFORMATION SESSIONS

Thursday 16 November 2017 4-7pm	Victoria Cross Station	Fred Hutley Hall, 200 Miller Street, North Sydney
Tuesday 21 November 2017 4-7pm	Pitt Street Station	Masonic Centre, 66 Goulburn Street, Sydney

For more information or to register for email updates contact:

Website sydneymetro.info

Email sydneymetro@transport.nsw.gov.au

Call **1800 171 386**



Figure 3.2 Advertisement examples – non-English versions





火車站整合工程

悉尼地鐵 (Sydney Metro) 是澳洲最大的公共交通項目，通車后將徹底改變悉尼接下來幾代人的外出交通方式。

新公共交通系統不僅大大提高了客運能力及其安全性和可靠性，也解鎖了悉尼成長為國際大都市的潛力——為日新月異的社區創造多樣化的新機會。

通過借鑒其它國際優秀公共交通系統的開發經驗，新南威爾士州政府已確定了悉尼地鐵系統中車站的選址，讓它們更好地服務周邊地區，打造世界一流的社區，從而更好地建設我們城市的未來。

新南威爾士交通運輸部 (Transport for NSW) 已依照規劃與環境部 (Department of Planning and Environment) 的《秘書處環境影響要求》 (the Secretary's Environmental Impact Requirements, 簡稱SEARs) 開始進行規劃。這主要涉及對合併下述車站，建立綜合站的提議——悉尼北部的Victoria Cross火車站和悉尼市中心的Pitt Street火車站。

了解更多詳情

我們鼓勵公眾來參加介紹會，與項目團隊的專家面對面接觸，他們會很樂意回答您的任何問題。

社區信息諮詢會		
2017年11月16日 (週四) 16:00-19:00	Victoria Cross 火車站	Fred Hutley Hall, 200 Miller Street, North Sydney
2017年11月21日 (週二) 16:00-19:00	Pitt Street 火車站	Masonic Centre, 66 Goulburn Street, Sydney

預了解更多詳情或註冊獲取電子郵件更新，請聯繫：
 網站 sydneymetro.info
 電郵 sydneymetro@transport.nsw.gov.au
 電話 1800 171 386

4 Stakeholder engagement

4.1 Stakeholder engagement

Transport for NSW’s stakeholder consultation team has ensured all stakeholders are proactively engaged and informed about the project. Regular briefings via meetings, presentations and phone calls were held to keep stakeholders informed and to ensure key issues raised are addressed by the project.

4.1.1 Project-wide stakeholder engagement

The table below outlines stakeholders who have been briefed on the Sydney Metro project between 11 June 2014 and 20 April 2018.

Table 4.1 Stakeholder engagement

Stakeholder engagement	
Federal Government	
Australian Rail Track Corporation	
NSW Government	
<ul style="list-style-type: none"> • Barangaroo Delivery Authority • CBD Coordination Office • Department of Planning & Environment • Environmental Protection Authority • Harbour Trust • Health NSW • Heritage Council of NSW • NSW Health – Sydney Local Health District 	<ul style="list-style-type: none"> • Port Authority of NSW • Roads and Maritime Services • State Emergency Service • Sydney Harbour Foreshore Authority • Sydney Light Rail • Sydney Trains • Transport Management Centre • UrbanGrowth NSW
Local government	
<ul style="list-style-type: none"> • Bankstown Council • City of Canterbury • City of Sydney • Hills Shire Council • Lane Cove Council 	<ul style="list-style-type: none"> • Liverpool City Council • Marrickville Council • North Sydney Council • Willoughby City Council

Stakeholder engagement	
Regional organisation of councils	
<ul style="list-style-type: none"> Northern Sydney Regional Organisation of Councils – Hornsby, Hunters Hill, Ku-ring-gai, Lane Cove, North Sydney, Ryde and Willoughby Councils Southern Sydney Regional Organisation of Councils – Ashfield, Bankstown, Botany, Burwood, Canada Bay, Sydney, Hurstville, Kogarah, Leichhardt, Marrickville, Randwick, Rockdale, Sutherland, Waverley and Woollahra Councils 	<ul style="list-style-type: none"> Western Sydney Regional Organisation of Councils – Auburn, Fairfield, Blacktown, Blue Mountains, Bankstown, Hawkesbury, Holroyd, Liverpool, Parramatta and Penrith Councils
Federal Members of Parliament	
<ul style="list-style-type: none"> Member for Bradfield 	<ul style="list-style-type: none"> Member for North Sydney
State Members of Parliament	
<ul style="list-style-type: none"> Member for Canterbury Member for Holsworthy Member for Ku-ring-gai Member for Lane Cove 	<ul style="list-style-type: none"> Member for North Shore Member for Summer Hill Member for Sydney Member for Willoughby
Member of the Legislative Council	
<ul style="list-style-type: none"> The Hon. Shayne Mallard 	
Peak bodies	
<ul style="list-style-type: none"> 10,000 Friends of Greater Sydney Action for Public Transport Australasian Railway Association Australian Institute of Architects BusNSW Committee for Economic Development of Australia Committee for Sydney Consult Australia Housing Industry Association Infrastructure Partnerships Australia 	<ul style="list-style-type: none"> Metropolitan Local Aboriginal Land Council NRMA Motoring and Services NSW Business Chamber NSW Commuter Council Planning Institute of Australia Property Council Sydney Business Chamber Tourism and Transport Forum Urban Taskforce Warren Centre for Advanced Engineering Western Sydney Business Chamber
Educational Institutions	
<ul style="list-style-type: none"> Church of England Grammar School (SHORE) Monte Sant' Angelo Mercy College The University of Sydney 	<ul style="list-style-type: none"> University of Wollongong Western Sydney University

Stakeholder engagement	
Transport specialists	
<ul style="list-style-type: none"> • Dr Gary Glazebrook 	<ul style="list-style-type: none"> • Mr Ron Christie
Community and interest groups	
<ul style="list-style-type: none"> • Artarmon Bushcare Group • Artarmon Progress Association • Chatswood West Ward Progress Association • Friends of Sydney Harbour • Holtermann Precinct Committee • Ian Kiernan • Lavender Bay Precinct Committee • Millers Point Community Working Party • Millers Point, Dawes Point & The Rocks Public Housing Tenants 	<ul style="list-style-type: none"> • Naremburn Progress Association • North Shore Historical Society • North Sydney Sunrise Rotary Club • RedWatch • Stanton Precinct Committee • Waverton Precinct Committee (Berry's Bay) • WestConnex Action Group • Willoughby District Historical Society • Wollstonecraft Precinct Committee
Utilities	
<ul style="list-style-type: none"> • AARNet • AMCOM/Vocus • Ausgrid • iPrimus • Jemena • NBN Co • Nextgen/Visionstream 	<ul style="list-style-type: none"> • Optus/Uecomm • Sydney Water • Telstra • TPG (AAPT/Powertel/PipeNetworks) • TransGrid • Verizon/Worldcom • Viva Energy

5 Industry engagement

The industry briefings detailed plans for Sydney Metro City & Southwest, the scope of works and the process for industry to contribute to the project and take part in its delivery.

Industry representatives came from Australia and overseas including the United Kingdom, USA, Singapore, Hong Kong, Spain, South Korea, Japan, Italy, Germany, China, Austria and France.

Starting from mid 2015, Sydney Metro has held five industry briefings attended by almost 2,000 industry representatives from Australian and international firms. The briefings detailed plans for Sydney Metro and the process for industry to contribute and take part in delivery.

This engagement process has maximised industry input at this early stage and helped ensure an outcome that provides an outstanding transport product, which is value for money and puts the needs of the customer first.

6 Outcomes of consultation

TfNSW has undertaken consultation with local residents, businesses, various government bodies and other stakeholders in accordance with the SEARs. Feedback received during consultation activities has been considered during the preparation of this concept SSD Application as outlined in **Tables 6.1 to 6.4**.

Key issues raised during consultation undertaken for the preparation of the concept SSD Application, including the potential impacts to be considered and the information to be provided, are summarised in the following sections.

6.1 Summary of community feedback

Feedback was received at the community information sessions, either through the Sydney Metro project email address or via established relationships with Place Managers. The issues and design responses are outlined in the table below.

Table 6.1 Community feedback summary

Issue	Response
Environment	
Concern about impact to amenity and obstruction of existing views	The building envelope has been devised to minimise overshadowing impacts to key public areas and to minimise view loss to neighbouring buildings. In particular, the low scale eastern portion of the building envelope minimises view loss to the south west of the site from the neighbouring Beau Monde Apartment building. Refer to further discussion in Chapters 8.2 and 8.4 , and Appendices Y, Z and AA of this EIS.
Traffic and transport	
Concern about the scale of the development and potential increase in local traffic congestion	Traffic impact modelling has demonstrated that the concept proposal would result in negligible impacts on the local road network, including to the performance of key intersections in the vicinity. Refer to further discussion in Chapter 8.6 and Appendix P of this EIS.
Suggestion to include an underground pedestrian link between the existing North Sydney Station and the new Victoria Cross Station	Opportunities for pedestrian connections to neighbouring development are being considered in the design development of the station (CSSI Approval) and are not relevant to the scope of this EIS.
Suggestion for underground access below Miller Street to disperse pedestrians	Refer comment above.
Concern about the increase in pedestrian congestion on Miller Street	The proposed public domain improvements in Miller Street will improve pedestrian amenity and circulation and will be delivered under the CSSI Approval. Refer to Appendix P of this EIS.

Issue	Response
Suggestion to have bus stop and pick up zones close to the station	This matter is relevant to the CSSI Approval scope of works and the preparation of the IAP under the terms of that approval.
Suggestion to free up more buses and traffic	This matter is relevant to the CSSI Approval scope of works.
Construction impacts	
Query about the general disruption during construction	A Preliminary Construction Management Statement (Appendix V) has been prepared to demonstrate how construction impacts can be minimised under three construction scenarios. The management of construction activities on the site will need to have regard to cumulative construction impacts (including construction activities on neighbouring sites). The statement indicates how construction impacts can be minimised and mitigated under each scenario.
Concern about the cumulative impacts of Sydney Metro and RMS Western Harbour Tunnel project – need to take into account the disruption to the neighbourhood and removal of spoil for both projects	Refer to comments above.
Building uses	
Suggestion to incorporate school or community uses at the site	This can be explored through the future detailed SSD Application(s). This concept SSD Application seeks approval for a building envelope and its use for commercial premises.
Suggestion to make the integrated station development a seven-star building	An ESD Strategy (Appendix Q) has been prepared which establishes the minimum benchmarks for sustainability. Refer to further discussion in Chapter 8.7 of this EIS.
Suggestion to make the building an attraction, seeing it has such a large footprint	The future building, given its location and height, will be a landmark building for North Sydney CBD. The station and its surrounding precinct will become a destination.
Suggestion to have the building set back in line with existing buildings on Miller Street	The building envelope drawings (Appendix D) illustrate how the building setback responds to the neighbouring context. Refer to further discussion in Chapter 8.1 and Appendix G of this EIS.
Suggestion to incorporate a 400-place aged care facility, which was previously approved for the McLaren Street site, into the building	The future use of the development is a matter for the future detailed SSD Application and subsequent applications for the fit-out and use of the premises.
General support for retail at Victoria Cross Station	The concept proposal includes an opportunity for a retail use on the corner of Miller and Berry Streets to activate the ground floor level and engage with the public domain.

6.2 Stakeholder feedback – North Sydney Council

Regular consultation has been undertaken with North Sydney Council in relation to the CSSI project, the proposed OSD and the integration of both elements. Meetings are conducted on a monthly basis to co-ordinate design development, the preparation of both the IAP and the SDPP, and to discuss construction related issues arising from early works at the site. In addition to these recurring

meetings, targeted meetings have also been held specifically to discuss proposed OSD and related issues. Key issues raised during this consultation and the responses are summarised in **Table 6.2**.

Table 6.2 Stakeholder feedback summary – North Sydney Council

Issue	Response
North Sydney Council	
Construction traffic and pedestrian impacts	Management and mitigation of construction and pedestrian impacts has been addressed in the Preliminary Construction Management Statement (Appendix V) based on three construction scenarios. Detailed consideration of these issues is a matter for the detailed SSD Application when the successful contractor has determined the construction staging and interface with the station construction.
Treatment of the retail space on the corner of Berry and Miller Streets to ensure its amenity and presentation as a public space	The concept proposal includes an opportunity for a retail use on the corner of Miller and Berry Streets to activate the ground floor level and engage with the public domain. The Design Guidelines (Appendix G) require that the retail space contributes to the liveliness and vitality of the Miller Street Special Area and Berry Street. This matter will need to be addressed in the future detailed SSD Application.
Concerns regarding overshadowing in the context of new and approved development schemes	The shadow studies demonstrate that the concept proposal would result in minimal overshadowing impacts including to the Miller Street Special Area. Refer to discussion in Chapter 8.3 and the shadows studies at Appendices H, I, J, K and L of this EIS.
Opportunities to upgrade Denison Street in conjunction with proposal	The integration of the ground plane with the Denison Street upgrade will be resolved through the preparation of the SDPP under the terms of the CSSI approval.
Consideration of existing pedestrian links and possible future connections	This matter will be considered in the preparation of the SDPP under the terms of the CSSI Approval.

6.3 Stakeholder feedback – Sydney Coordination Office

Meetings with the Sydney Coordination Office in relation to the concept proposal have been ongoing since the third quarter of 2017. The primary focus of the meetings has been to agree the traffic analysis assumptions, to resolve potential cumulative impacts with respect to planned changes to the traffic network and to input into design development to ensure the traffic impacts of the proposal are minimised. Key issues raised during this consultation and the responses are summarised in **Table 6.3**.

Table 6.3 Stakeholder feedback summary – Sydney Coordination Office

Issue	Response
Transport for NSW / RMS / Sydney Coordination Office	
Impacts on the wider road network during construction and operation	<p>The traffic analysis has been undertaken to assess potential impacts on the local road network. The analysis and assumptions used have been based on investigations of neighbouring commercial developments in North Sydney CBD and have been supported by the Sydney Coordination Office as providing an appropriate and relevant basis for the traffic assessment. The assessment concludes that the proposal would result in a maximum of 33 additional traffic movements during the AM peak and that this would have an inconsequential impact on the level of services of surrounding key intersections.</p> <p>Refer to the Transport, Traffic and Parking Assessment Report at Appendix P and the assessment at Chapter 8.6.</p>
How the development will integrate with the wider transport system, in particular the Western Harbour Tunnel and Beaches Link proposed road upgrade	<p>Changes to the local road network as a result of local and State projects are addressed in the Transport, Traffic and Parking Assessment Report at Appendix P. It is noted that the design for the Western Harbour Tunnel and Beaches Link and its potential impacts on the traffic network has not yet been resolved. This matter will be considered in further detail at the detailed SSD Application stage.</p>
Acknowledgment that the OSD proposal will have marginal impact on road network operations	<p>The assessment concludes that the proposal would result in a maximum of 33 additional traffic movements during the AM peak.</p>
Ensuring that any footpath modifications in Denison Street do not impact service vehicle access.	<p>Any changes to footpaths in Denison Street will need to be undertaken having regard to service vehicle access needs and swept paths and delivered under the terms of the CSSI Approval.</p>
Ensuring that any changes to the intersection of Berry Street and Denison Street do not compromise service vehicle access.	<p>Any changes to the intersection will need to be undertaken having regard to service vehicle access needs and swept paths.</p>
Concerns regarding the ability to accommodate the loading and servicing needs of the station and OSD development.	<p>A loading dock management plan will be prepared to ensure the efficient operation of the loading dock facility. TfNSW has prepared a delivery service plan principles document which outlines the principles that will apply to the management of deliveries, servicing and loading dock operations for the Victoria Cross OSD. The full document can be viewed in Appendix A of the Transport, Traffic and Parking Assessment Report at Appendix P.</p>

6.4 Summary of stakeholder feedback – Design Review Panel

The Sydney Metro Design Review Panel (DRP) is an advisory body that is chaired by the NSW Government Architect. The objectives of the DRP are to provide independent, high-level design advice, ensure quality design outcomes and support the delivery of the Sydney Metro program. With respect to OSD, the primary role of the DRP is to review, critique and advise on the application of design objectives to key design elements, including such themes as place making, activation, architecture, heritage, urban design, landscape design and artistic elements and more specifically, to review the OSD designs to facilitate the achievement of design excellence.

Consultation with the DRP in relation to this concept proposal has been ongoing since the third quarter of 2016, beginning with the consideration of site constraints, opportunities and different building envelope options. The project team has presented to the DRP throughout the design development and has taken their comments on board in the concept design, as demonstrated in **Table 6.4**.

Table 6.4 Stakeholder feedback summary – Design Review Panel

Issue	Response
TfNSW Design Review Panel (DRP)	
The use of 'X' columns at the ground plane and potential visual permeability impacts to Miller Street.	Further design work has been undertaken to improve the design of the columns and how they land. Subsequently, the design has been amended to incorporate 'Y' columns and they have been rotated and pushed to the west, eliminating their impact on the Miller Street ground plane including the entries to the OSD lobby.
Treatment of the building's eastern façade.	This is a matter for the future detail SSD Application. The indicative scheme shows how the eastern façade could be resolved.
Potential wind impacts.	A Wind Impact Assessment (Appendix M) has been undertaken to inform the building envelope design and to make recommendations to mitigate potential ground level impacts. This matter will be further considered at the detailed SSD Application stage.
The need for Design Guidelines to inform future design.	Design Guidelines have been prepared to guide the future development of the site and are included at Appendix CC .
Potential sun glare impacts resulting from proposed sloping façades.	This is a matter for consideration at the detailed SSD Application stage.
Miller Street urban design is important and needs to be balanced with retail activation.	The concept proposal now includes a retail opportunity on the corner of Miller Street and Berry Street and has the potential to enhance and activate the adjacent public domain.

Issue	Response
Importance of pedestrian and security protection at the Denison Street entry. Development of alternative options for security to support a pedestrianised Denison Street outcome was desired.	A CPTED Report (Appendix W) has been prepared as part of this concept proposal. Recommendations of this report will be incorporated into the future design and will be further considered at the detailed SSD Application stage.

6.5 Stakeholder feedback – Air Services

Consultation has been undertaken with Sydney Airport Corporation Limited and the Civil Aviation Safety Authority. Details of this consultation are contained in the Airspace Assessment Report at **Appendix R** of the EIS.

6.6 Stakeholder feedback – Utility Services Providers

Consultation has been undertaken with the key utility services agencies; Ausgrid, Sydney Water and Jemena. The details of this consultation and the status of agreements with these providers is contained in the Services and Utilities Infrastructure Report at **Appendix S** of the EIS.

6.7 Department of Planning and Environment

Consultation has been ongoing with the DP&E since the second quarter of 2016. During this consultation, TfNSW has presented the design development of the concept proposal and has outlined key issues raised during stakeholder engagement.

6.8 Office of the NSW Government Architect

Consultation has been undertaken directly with the NSW Government Architect's Office during the preparation of Sydney Metro's Design Excellence Strategy. The Strategy (**Appendix C** of the EIS) has been refined to specifically address the following feedback and key issues raised during this consultation:

- to confirm the commitment to design excellence to showcase inspiring, ambitious and diverse architecture and design that is both globally and locally relevant and resonant
- to increase competition by encouraging the broadest range of participants as possible in the competitive selection process including investigating partnering strategies to reduce the apparent barrier of Authorised Engineering Organisation (AEO) status
- formalising the use of benchmarks to set minimum performance requirements for tender responses
- binding the design excellence elements of the selected tender design into the contract documents at execution in order to mandate elements that underpin excellence outcomes.

7 Environmental Impact Statement consultation- Victoria Cross OSD

7.1 Public exhibition and consultation

The concept SSD Application for Victoria Cross OSD including the Environmental Impact Statement will be required to be publicly exhibited. Advertisements will be placed in newspapers to advise of the public exhibition and where the Environmental Impact Statement can be viewed. This process will be undertaken by the Department of Planning and Environment, as part of its statutory obligations under the *Environmental Planning & Assessment Act 1979*.

Sydney Metro will also undertake consultation and engagement activities during the statutory public exhibition of the Environmental Impact Statement including:

- Awareness and marketing campaigns.
- Community event stalls.
- Community information centres.
- Community information sessions.
- Displays at council offices.
- Doorknocks.
- Email updates.
- Enquiries and complaints hotline.
- Environmental Impact Statement summary document.
- Fact sheets.
- Government stakeholder engagement
- Local business engagement.
- Media releases.
- Newsletter.
- Newspaper advertising.
- Place Managers.
- Project briefings and presentations.
- Social media updates.
- Stakeholder meetings.
- Website, animations and online forums.

7.2 Submissions

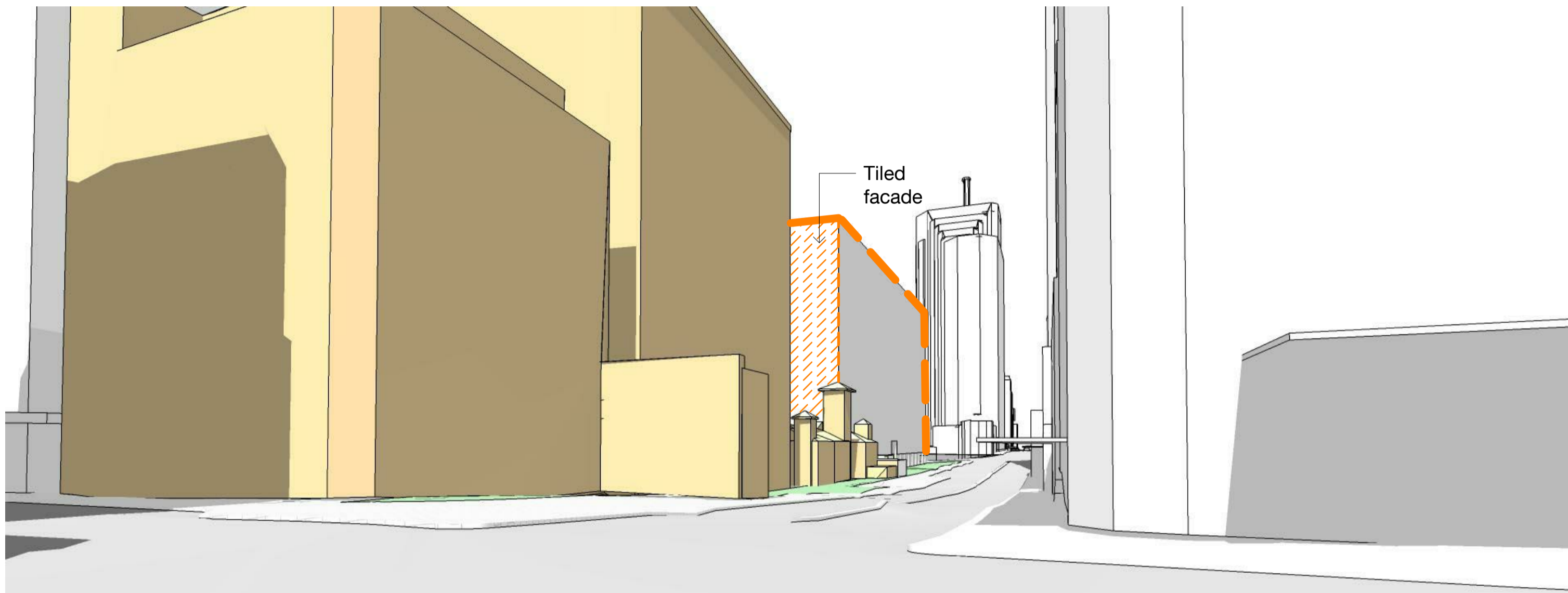
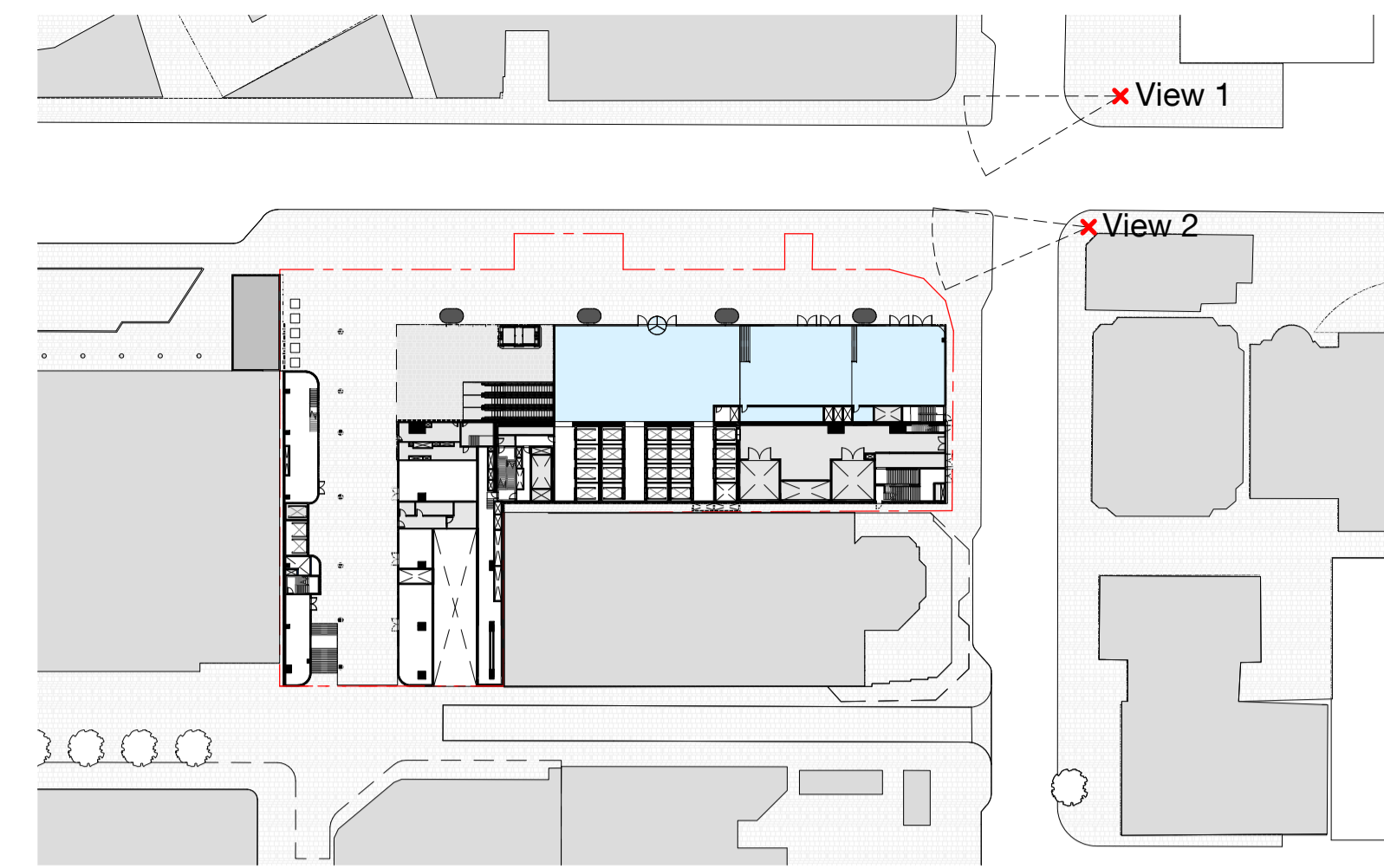
During the exhibition period, all stakeholders will be invited to make submissions to the Department of Planning and Environment in response to the environmental assessment.

Once the exhibition period closes, a submissions report will be prepared to address the issues raised in the submissions received. The report will then be submitted to the Department of Planning and Environment and made publicly available.

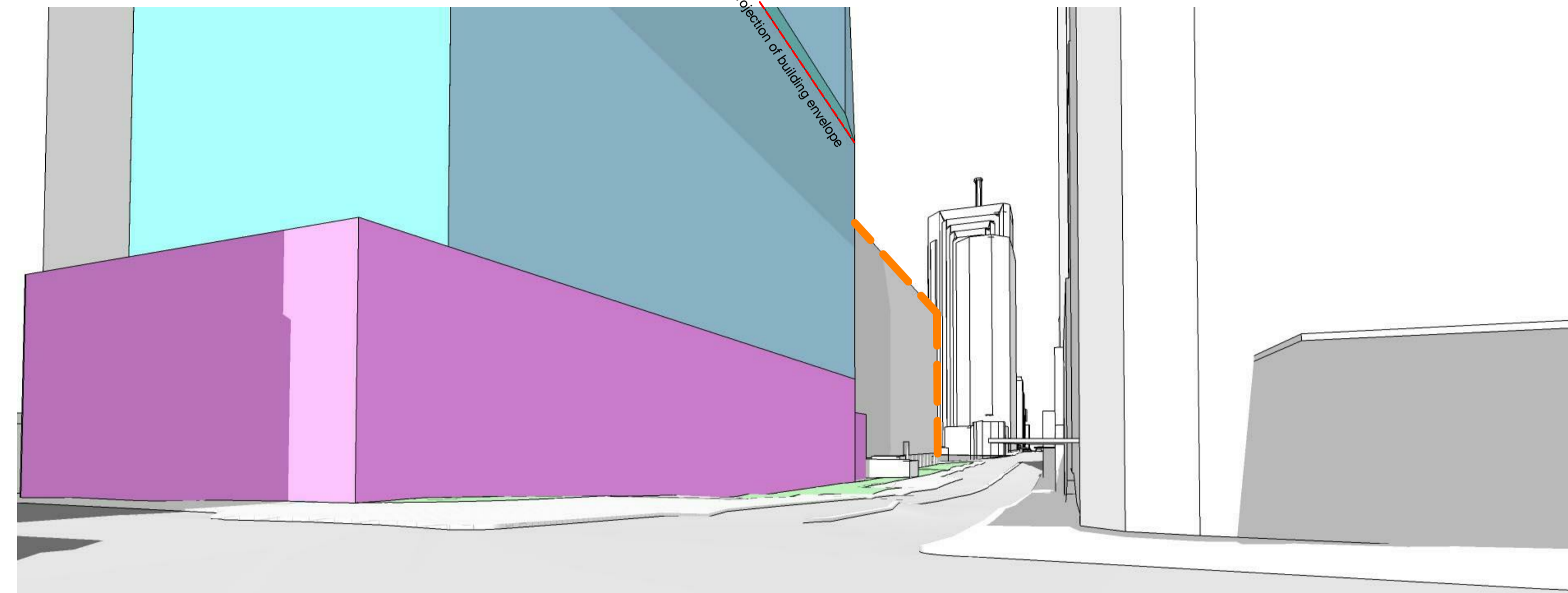
Stakeholders who made public submissions will be formally advised of receipt of their submission by Sydney Metro and provided with a submission number, which will then be referenced in the submissions report.

Streetscape and Visual Impact Study — Miller Street

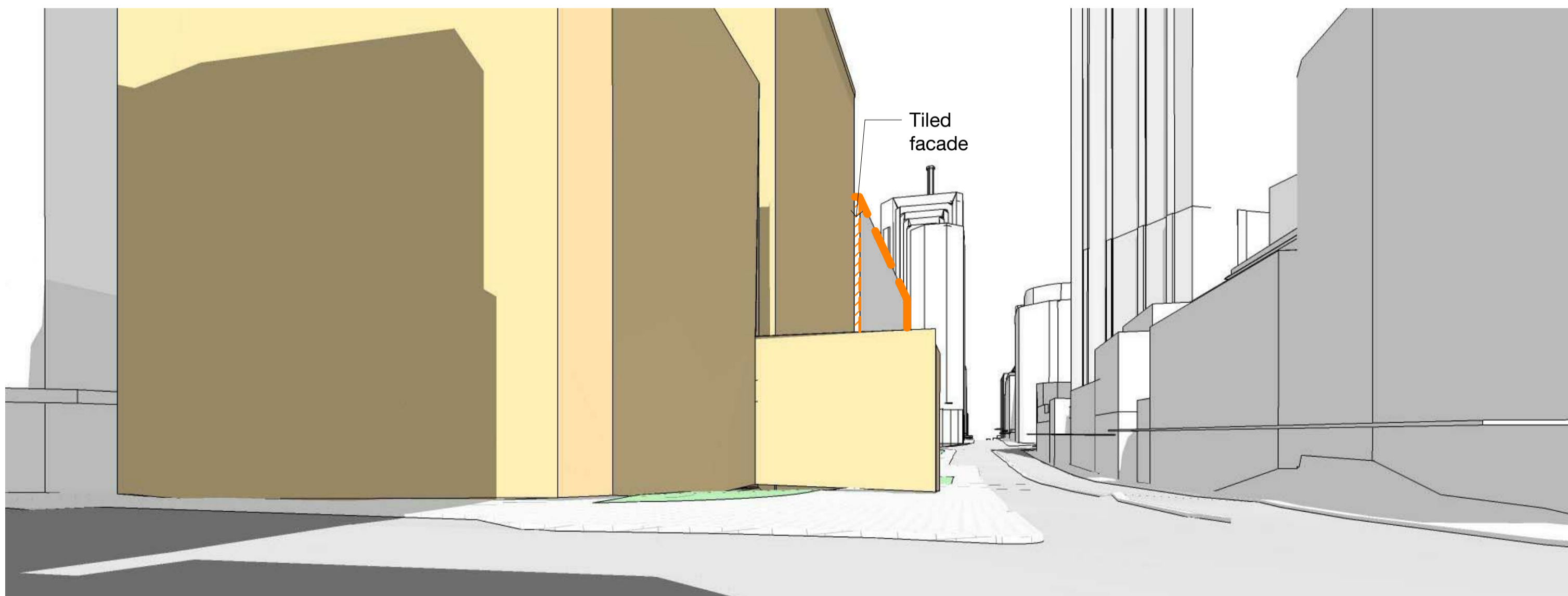
APPENDIX E



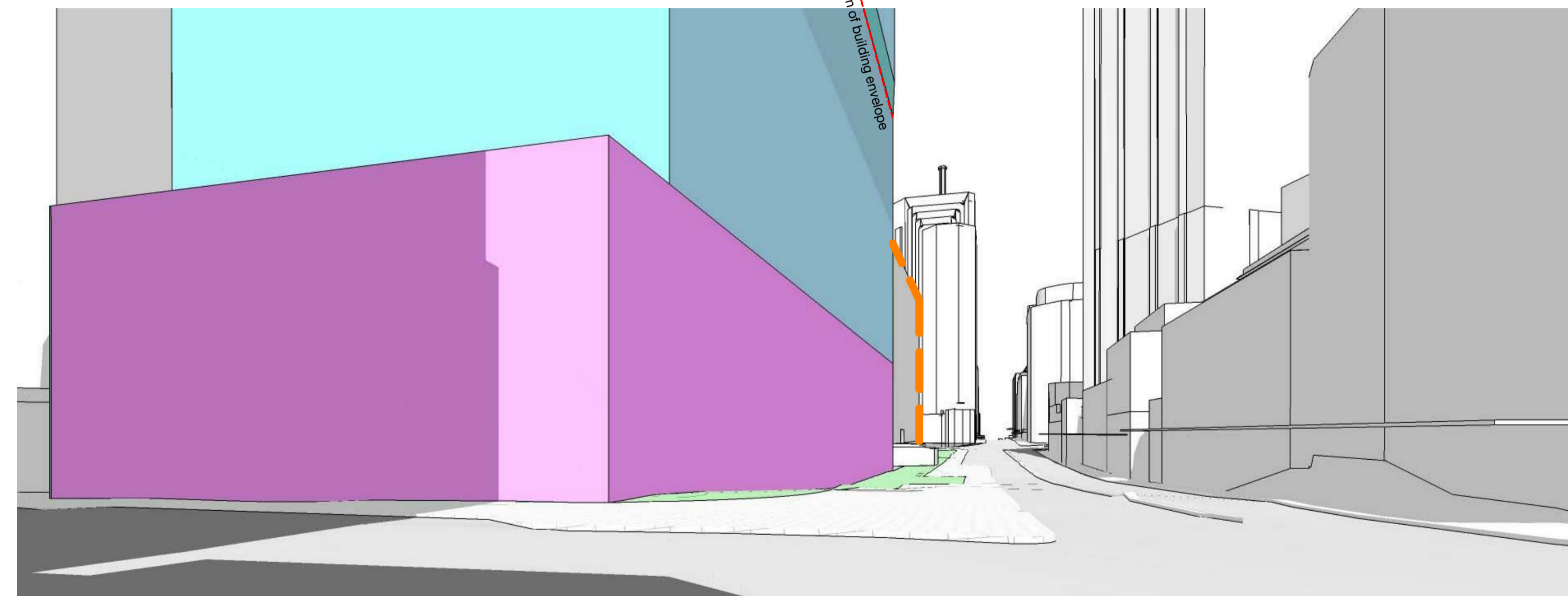
View 1 - Previous Building



View 1 - Proposed Envelope



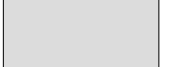




View 2 - Previous Building



View 2 - Proposed Envelope

LEGEND

	OSD CONCEPT SSDA BUILDING ENVELOPE
	VICTORIA CROSS STATION CSSI APPROVAL
	SURROUNDING BUILDINGS
	PREVIOUS BUILDING (PRE-CSSI DEMOLITION)
	MLC OUTLINE

**TFNSW
Victoria Cross OSD**

**SKETCH
Heritage Views**

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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Drawn	Author	Checked Checker
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Status	Project Status	
Plot Date	7/08/2016 10:28:12 AM	
BIM		
Drawing no.	SK.209a	Revision

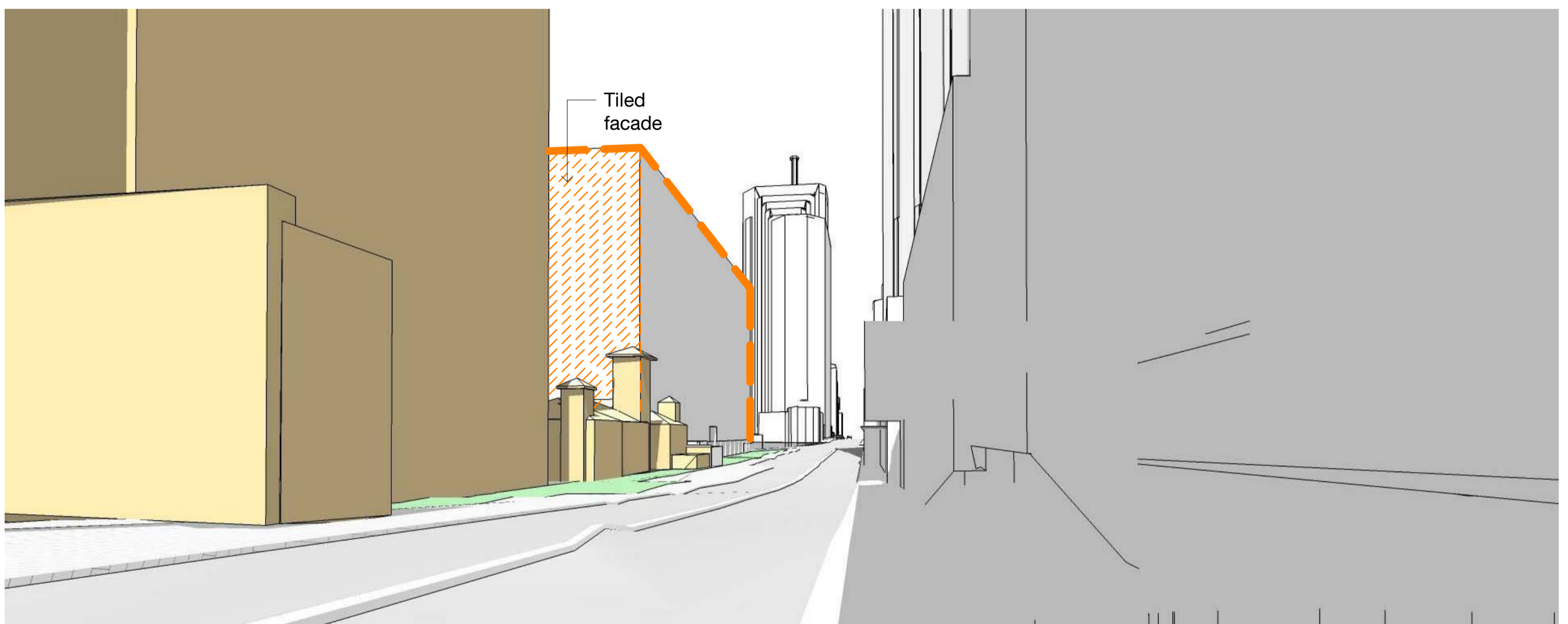
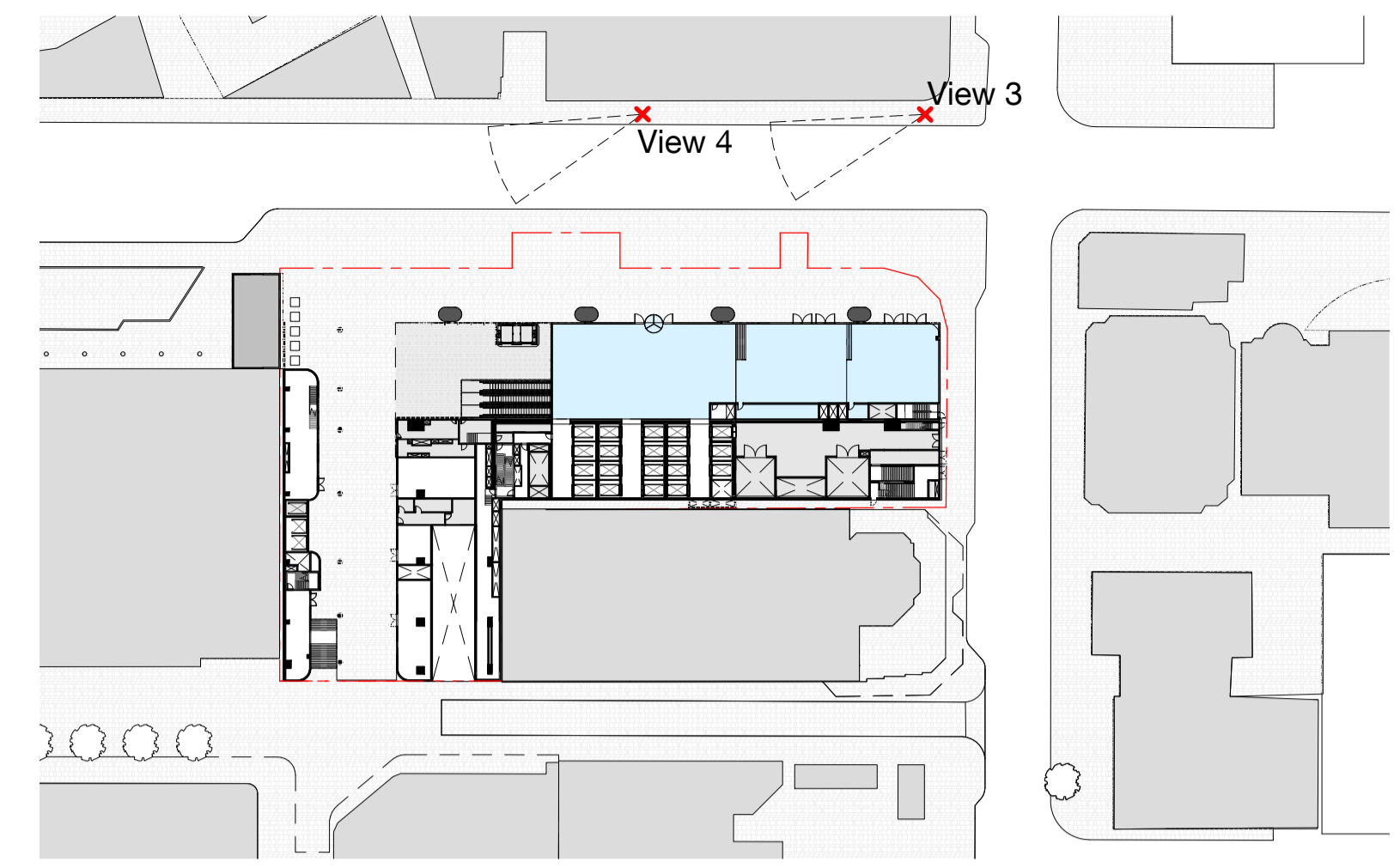
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email mel@batesmart.com.au
http://www.batesmart.com.au

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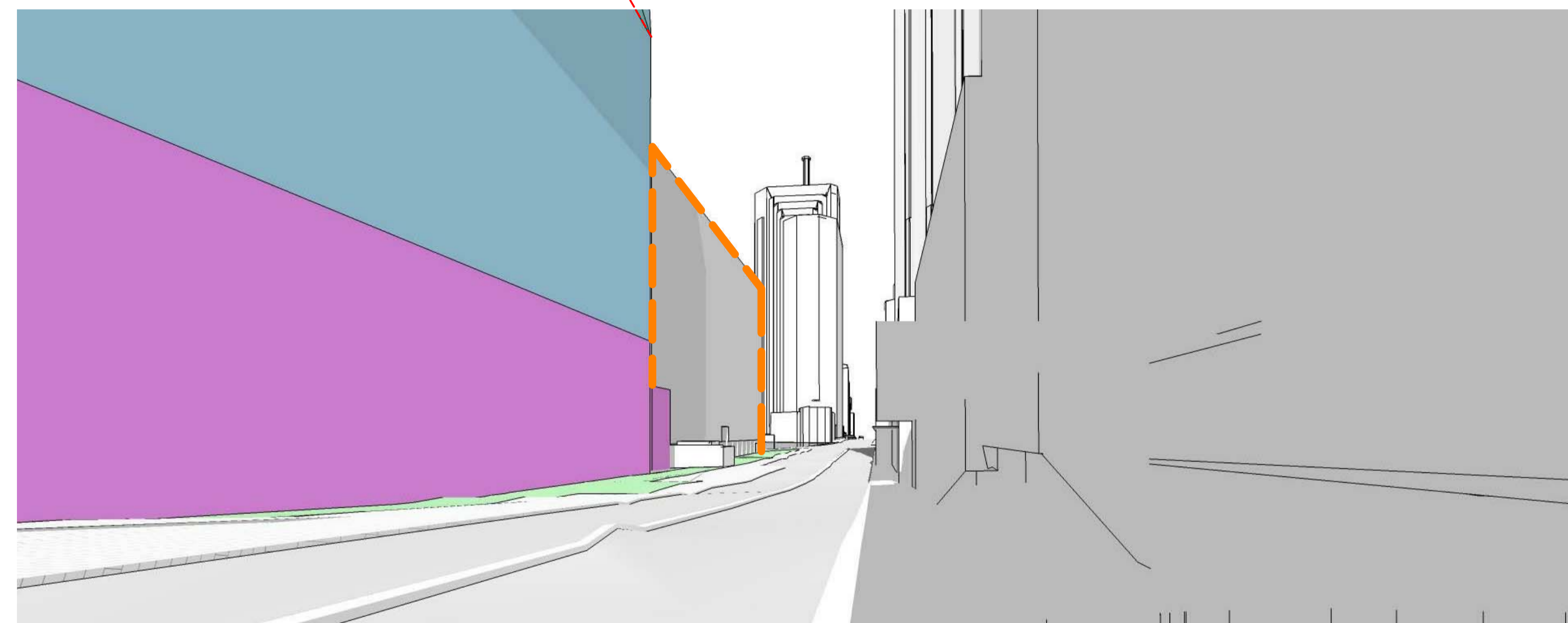
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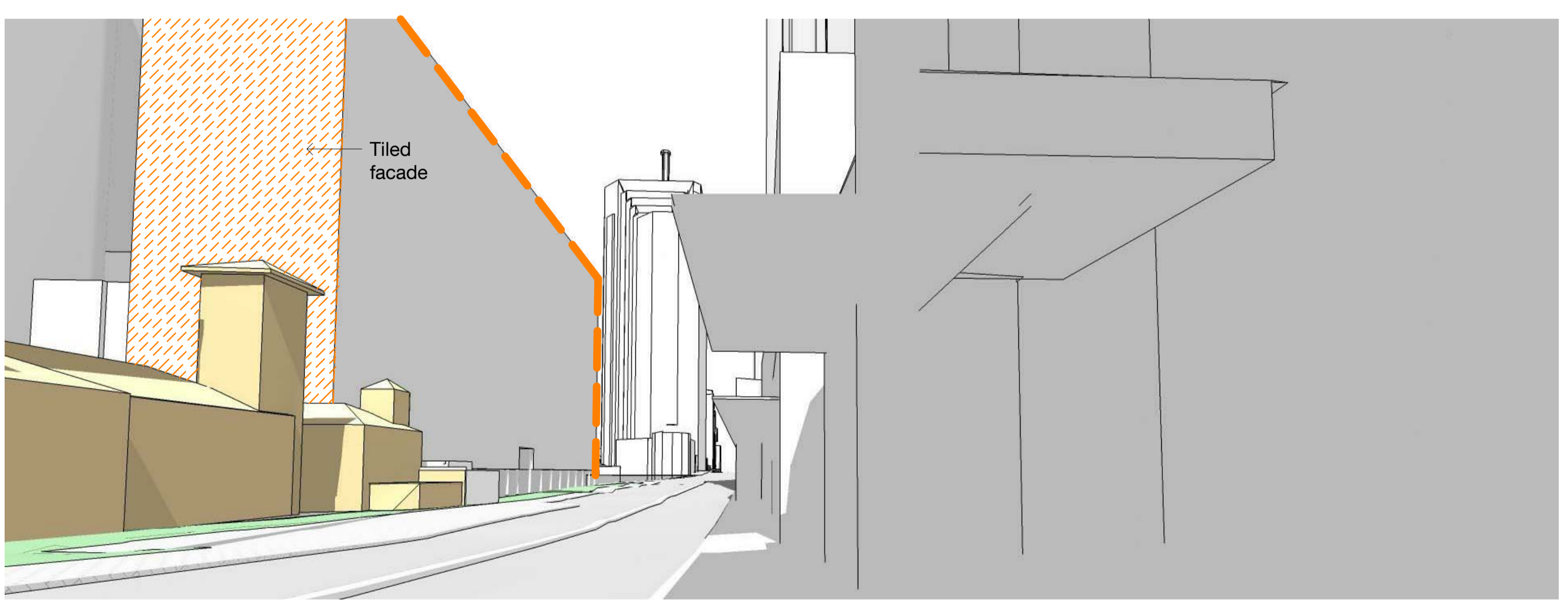
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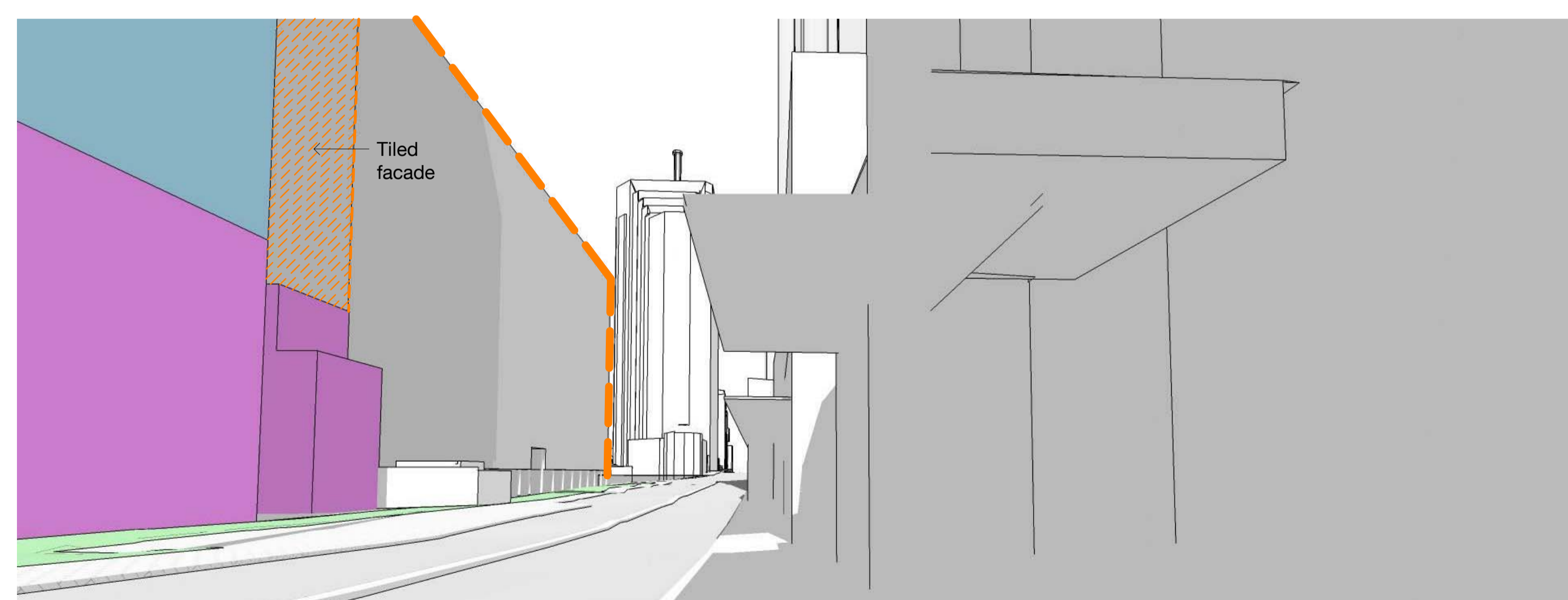
View 3 - Previous Building



View 3 - Proposed Envelope



View 4 - Previous Building



View 4 - Proposed Envelope

LEGEND

	OSD CONCEPT SSDA BUILDING ENVELOPE
	VICTORIA CROSS STATION CSSI APPROVAL
	SURROUNDING BUILDINGS
	PREVIOUS BUILDING (PRE-CSSI DEMOLITION)
	MLC OUTLINE

Revision	Date	Description	Initial	Checked

**TFNSW
Victoria Cross OSD**

**SKETCH
Heritage Views**

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Drawing no.	SK.209b	Revision

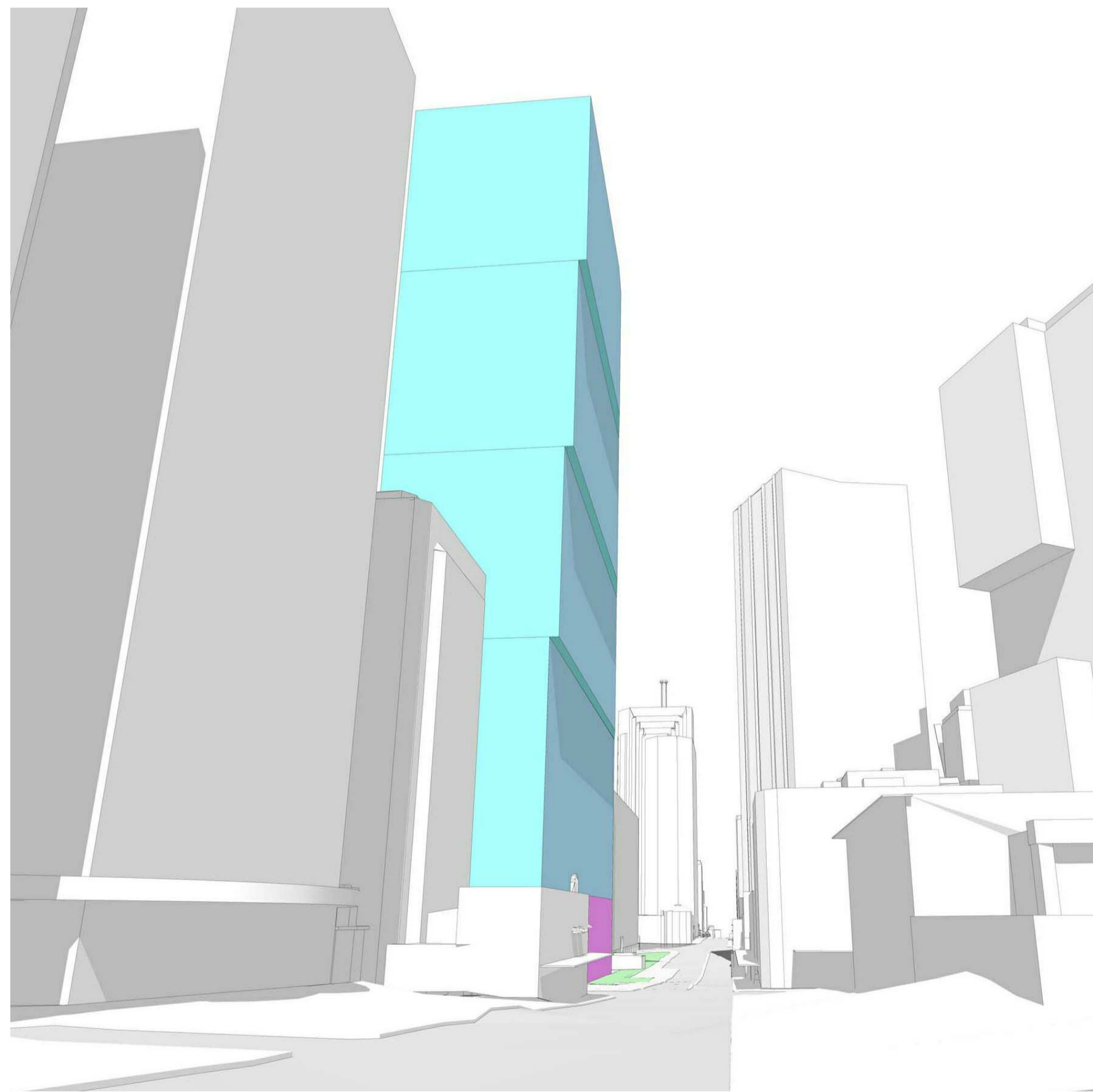
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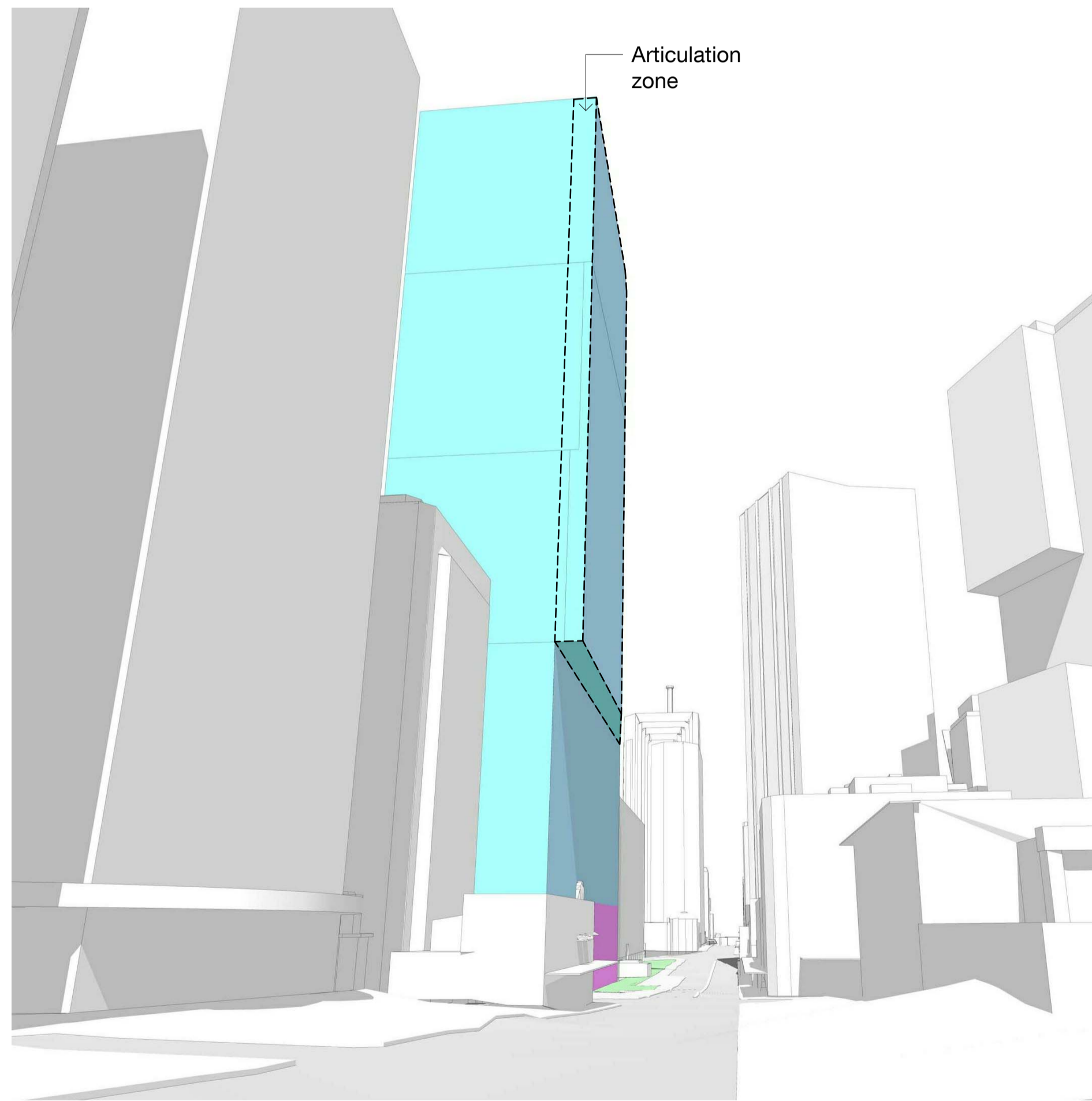
Bates Smart Pty Ltd ABN 70 004 999 400



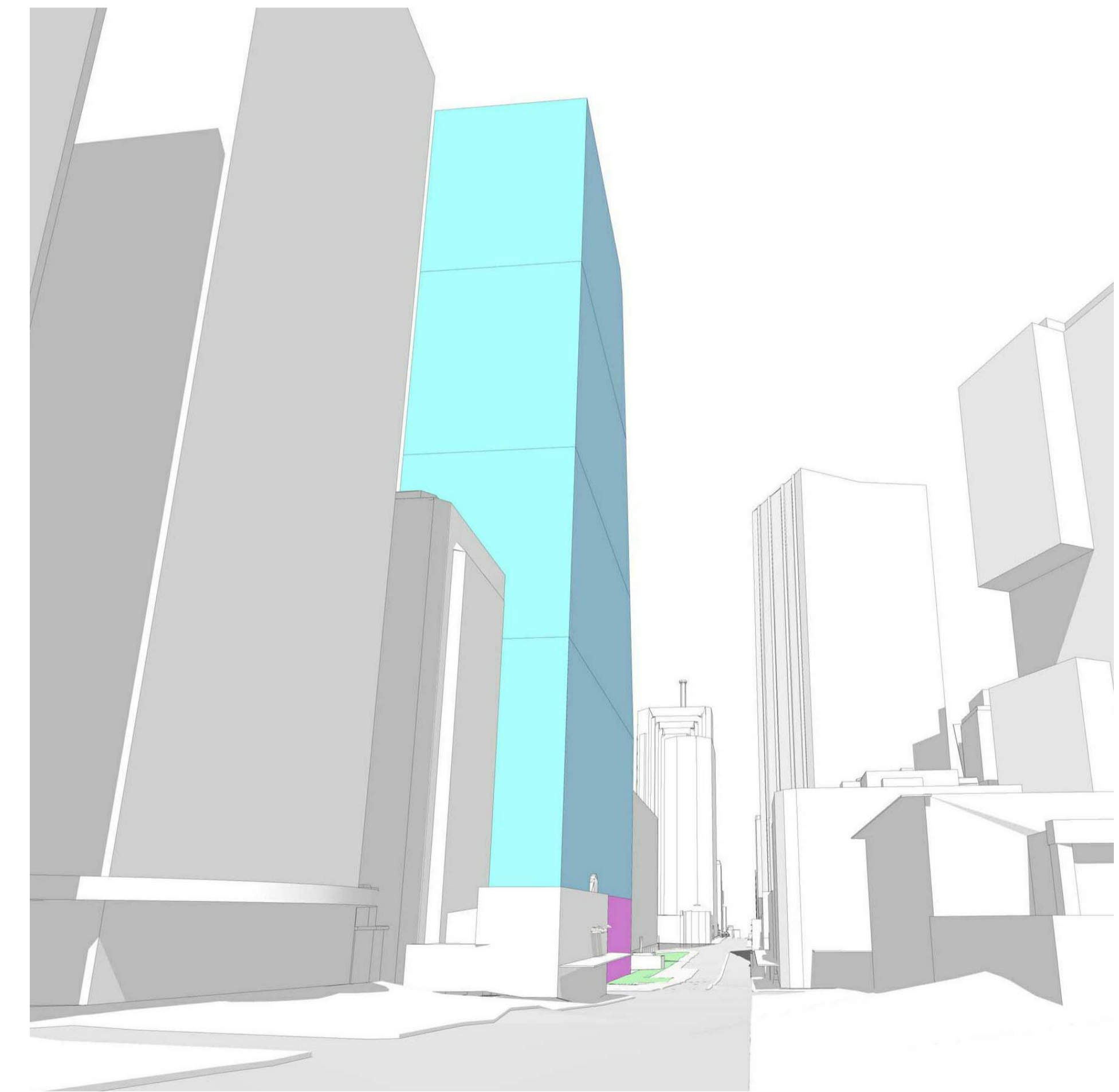
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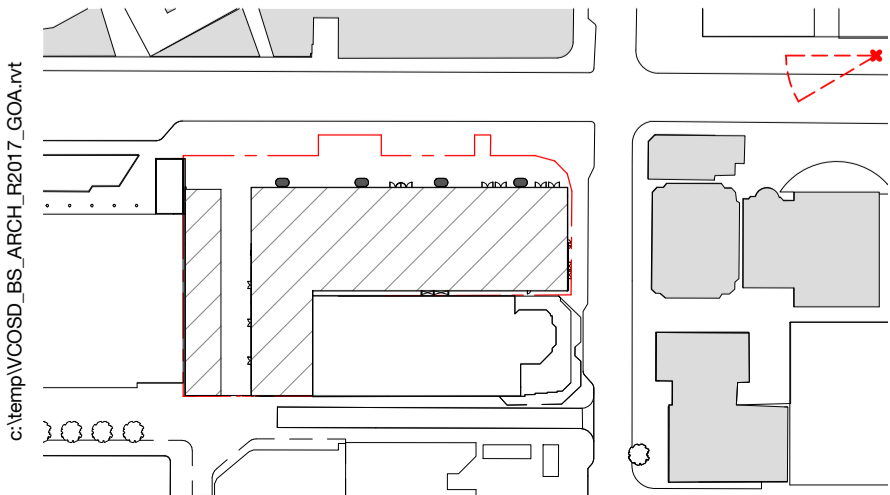
CURRENT ENVELOPE



4.5M PROJECTION



COMPLYING ENVELOPE



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**TFNSW
Victoria Cross OSD**

**SKETCH
Miller Street - North-west**

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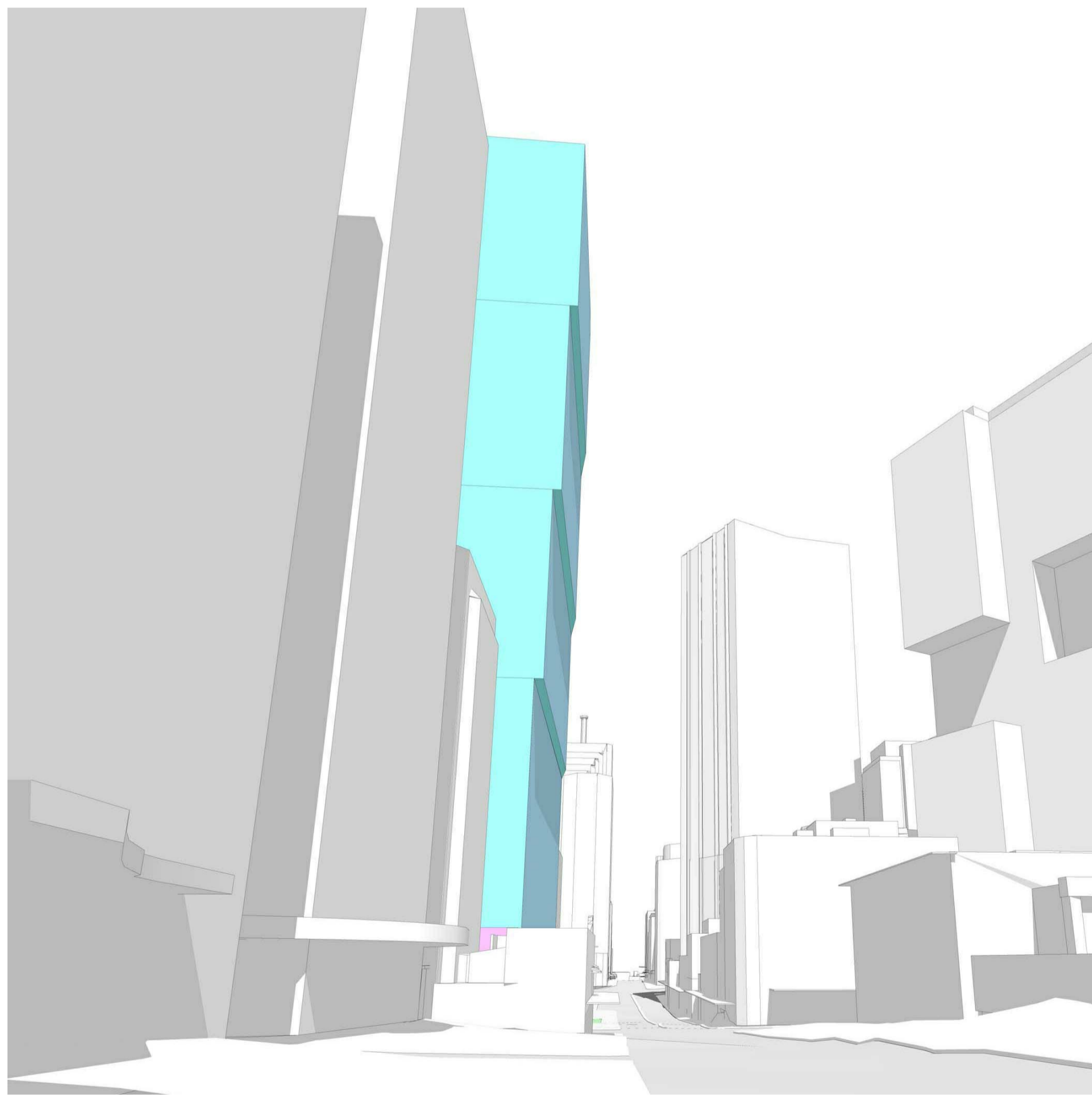
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Drawing no.	SK.208a	Revision

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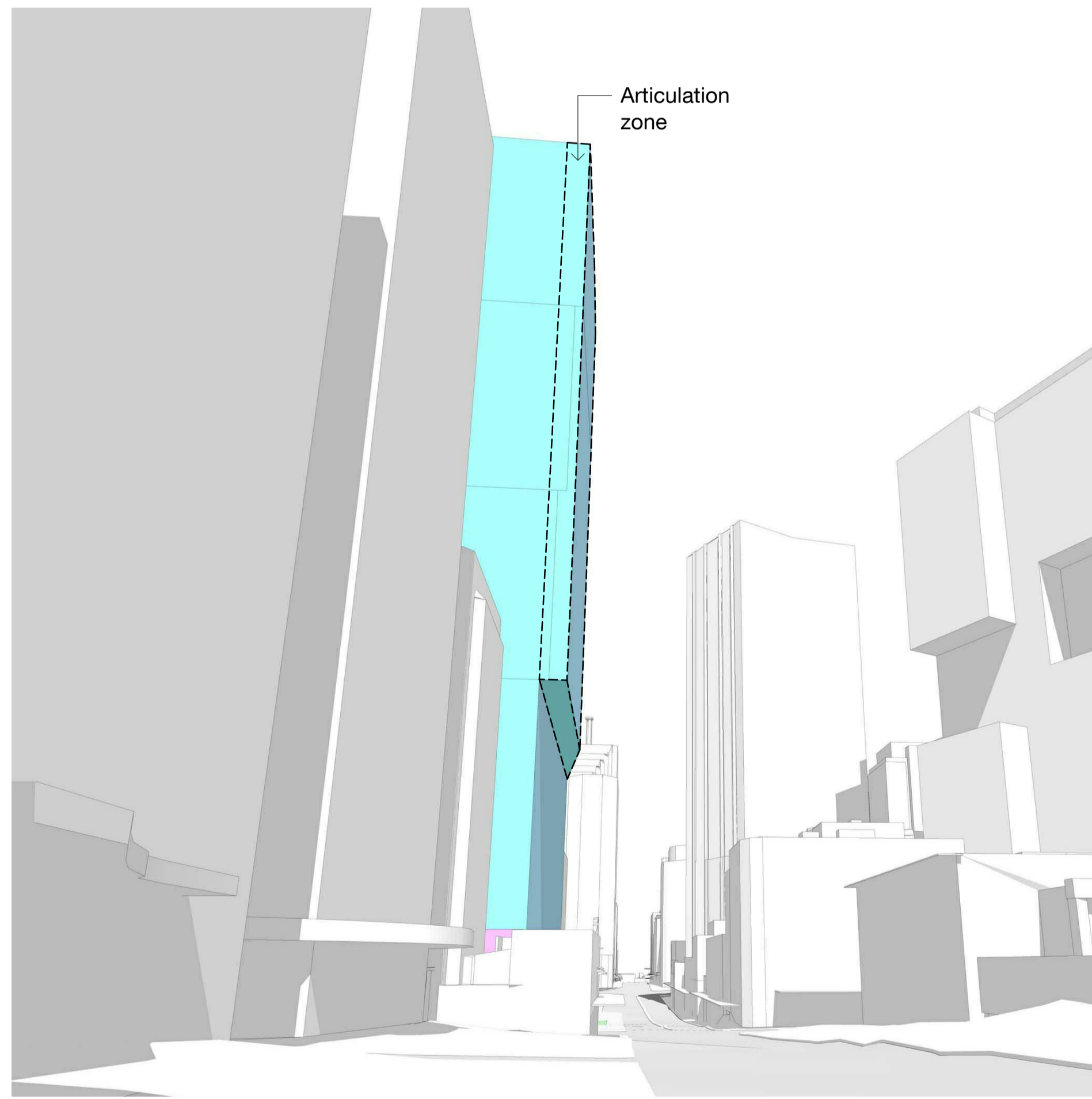
Sydney 43 Brisbane Street
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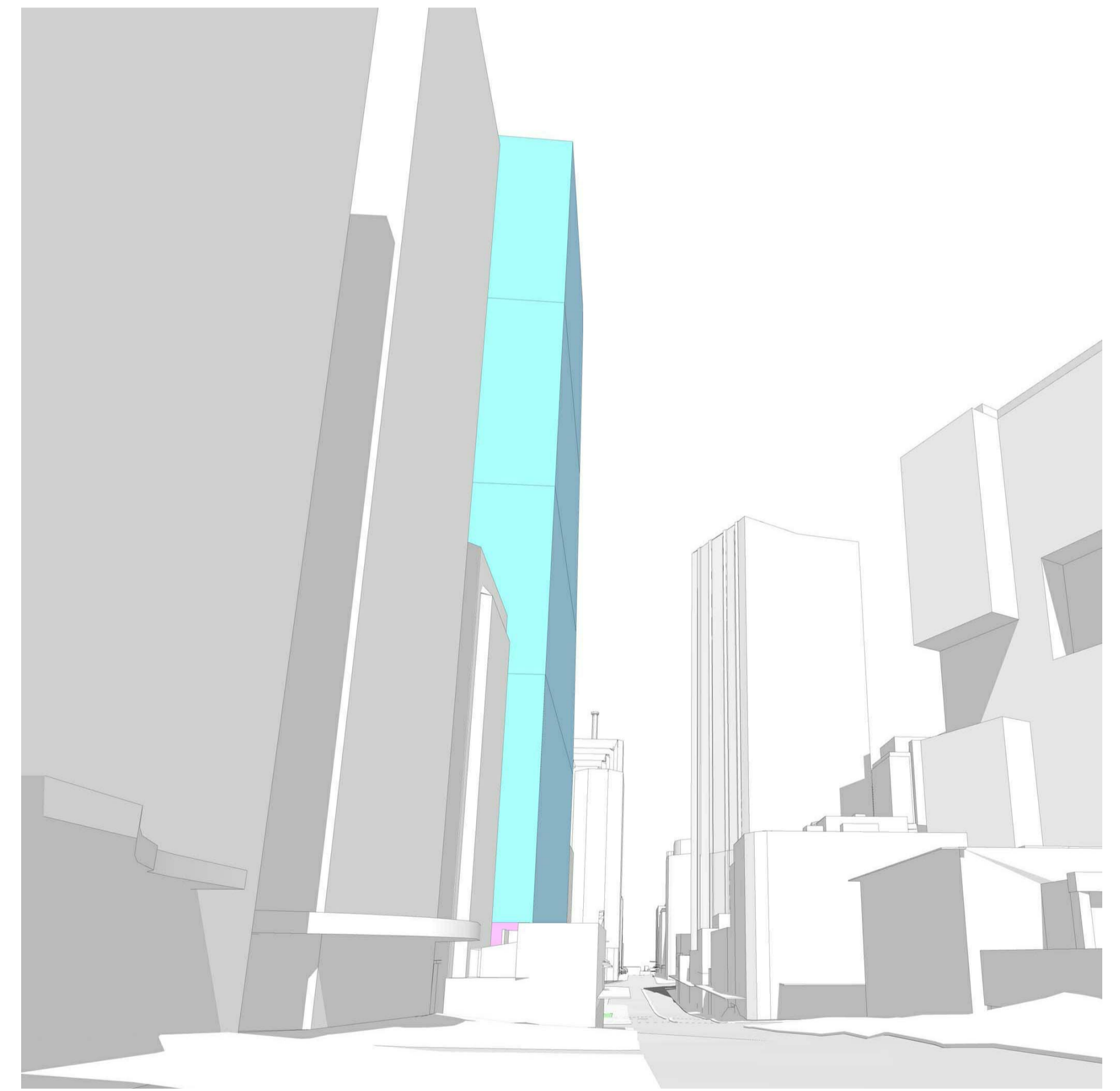
BATESSMART



CURRENT ENVELOPE

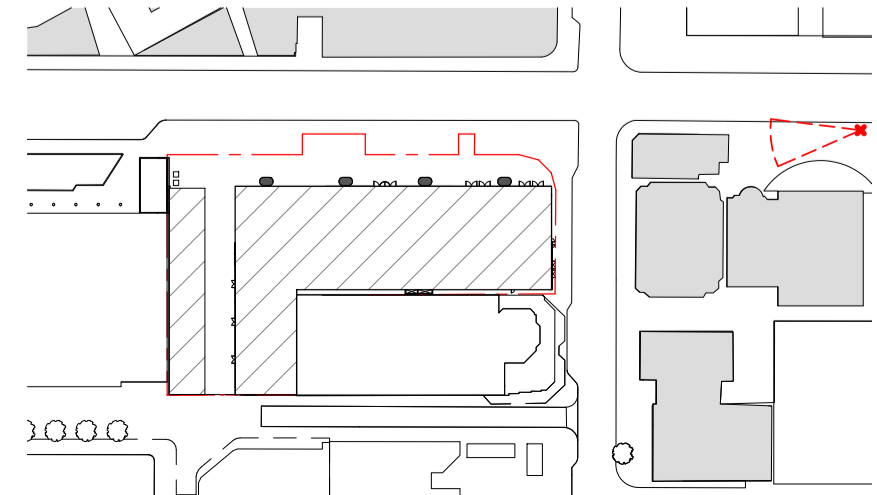


4.5M PROJECTION



COMPLYING ENVELOPE

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**TFNSW
Victoria Cross OSD**

**SKETCH
Miller Street - North-east**

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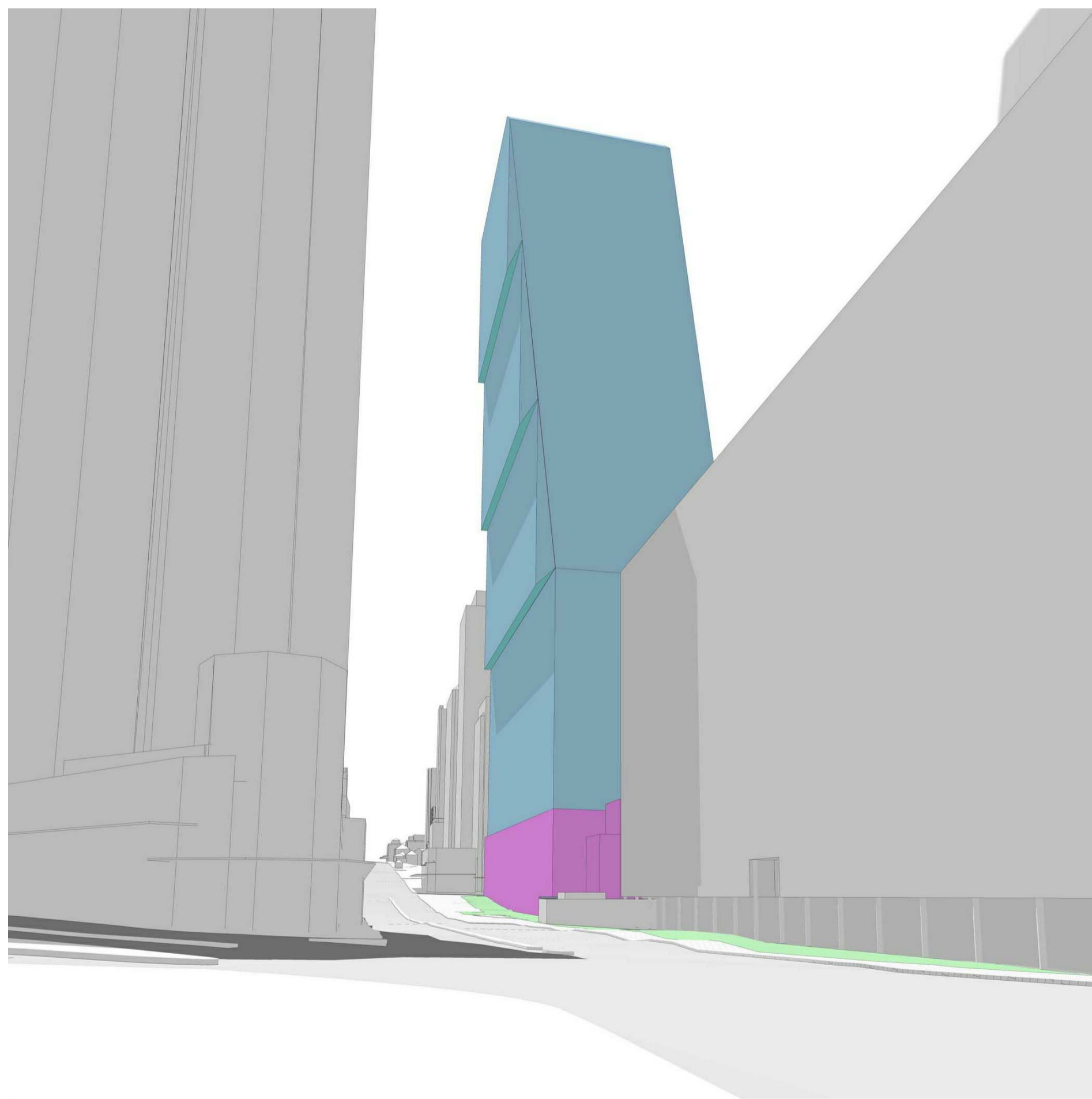
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Drawing no.	SK.208b	Revision

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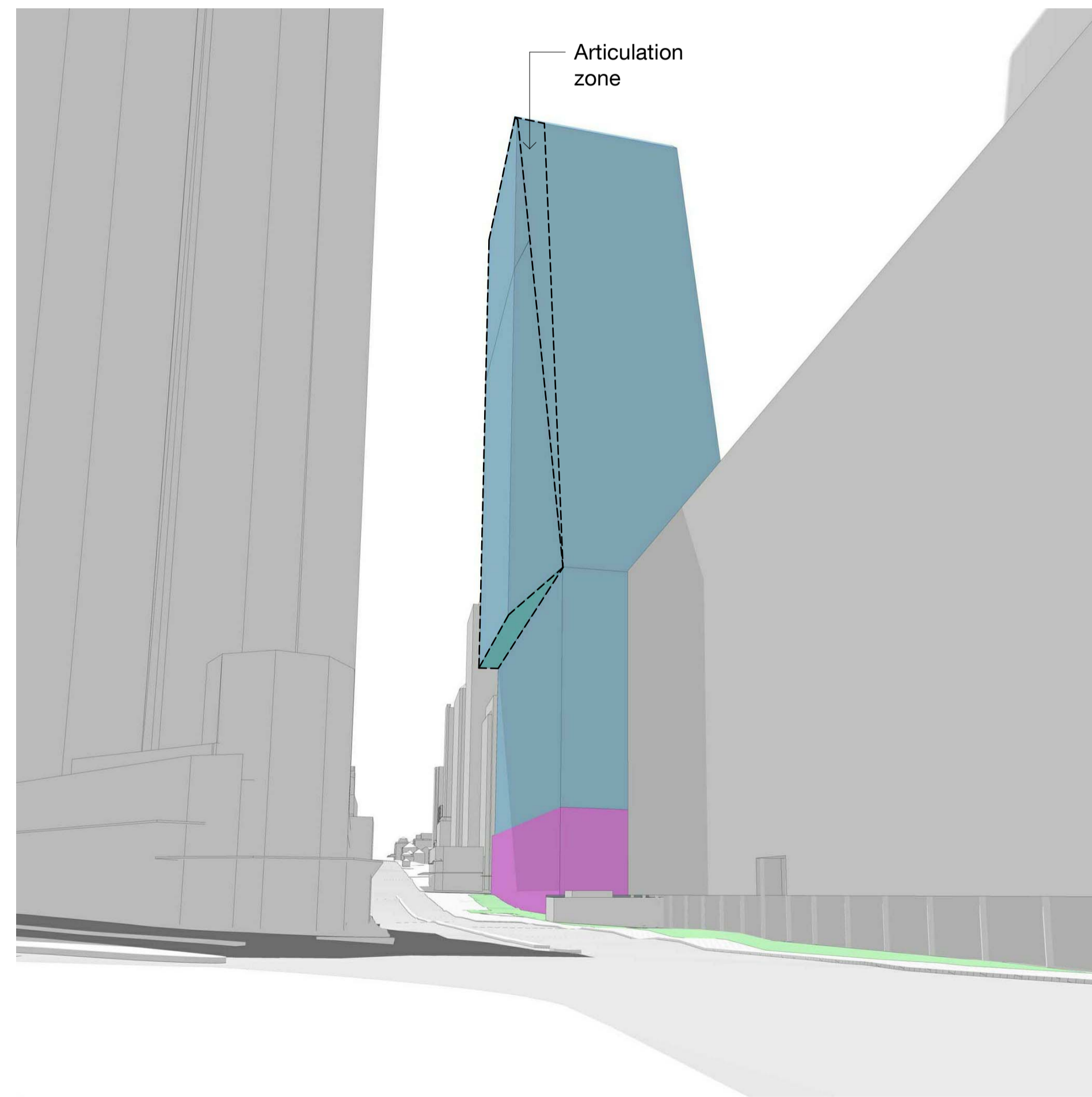
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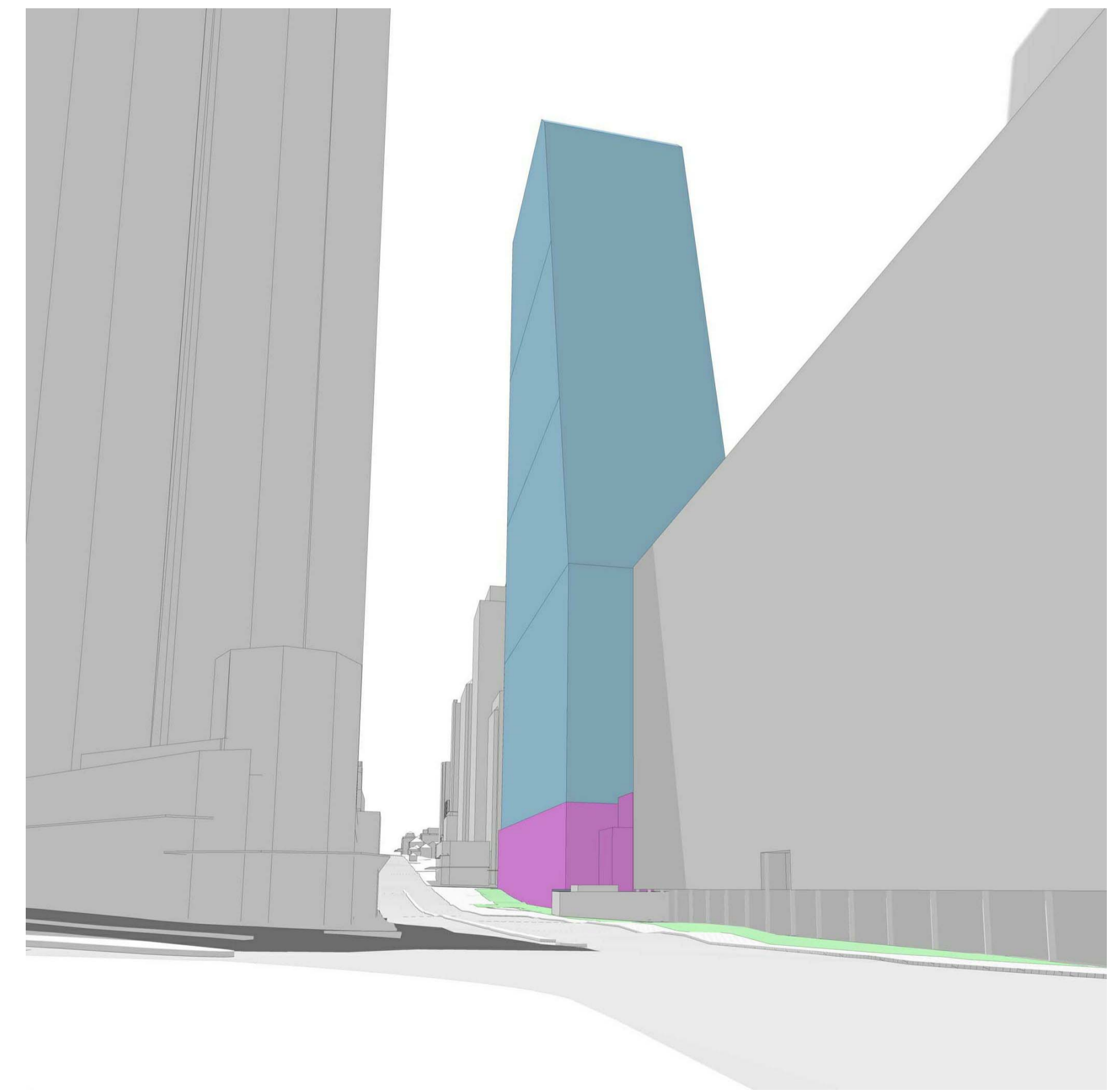




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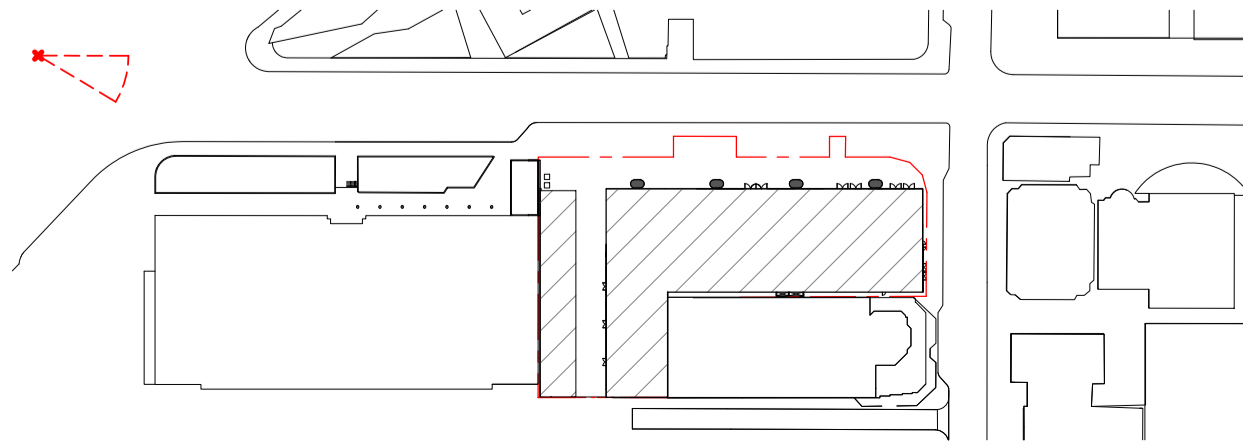


4.5M PROJECTION



COMPLYING ENVELOPE

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TFNSW
Victoria Cross OSD

SKETCH
Miller Street - South-west

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Revision	Date	Description	Initial	Checked



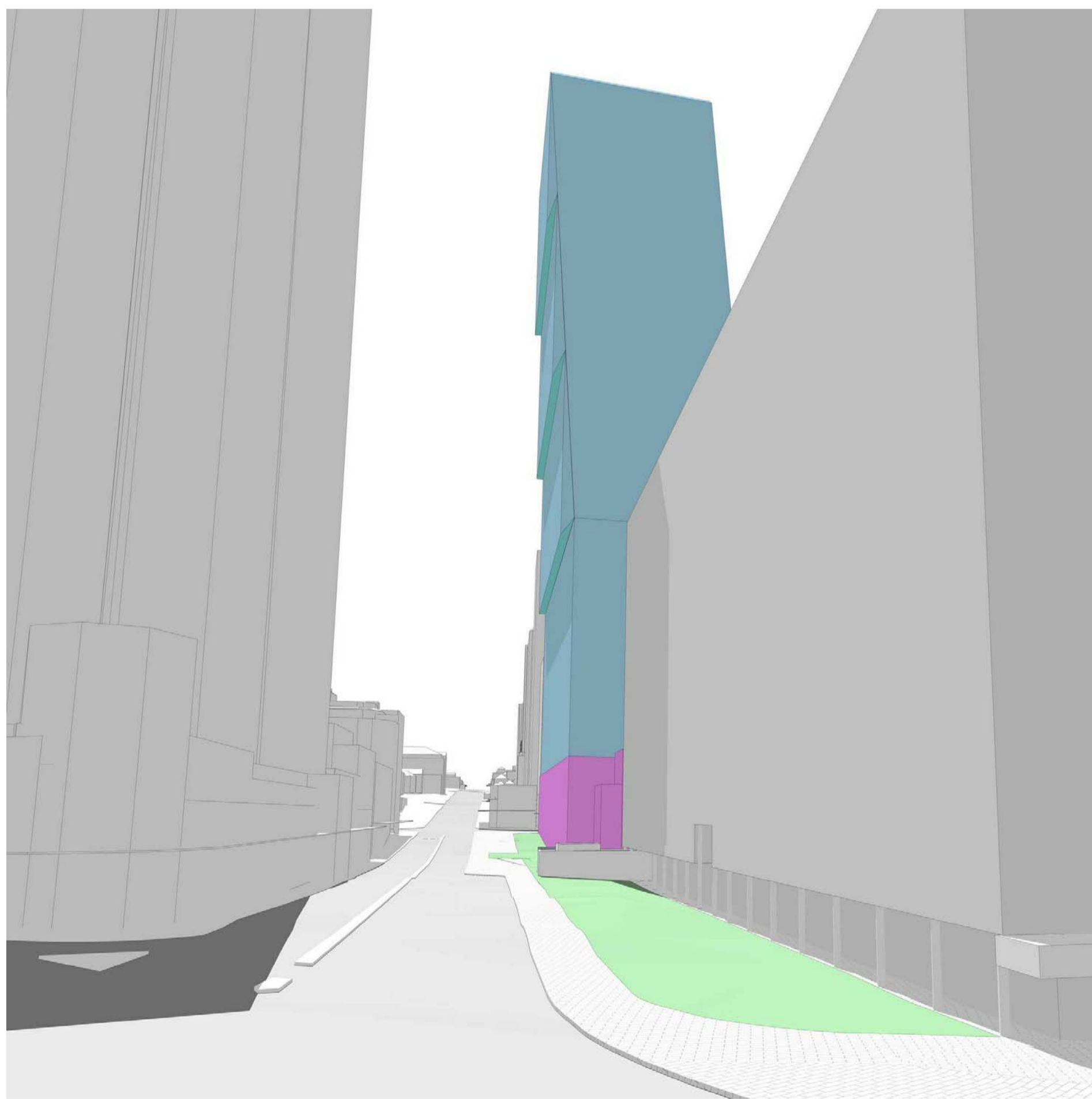
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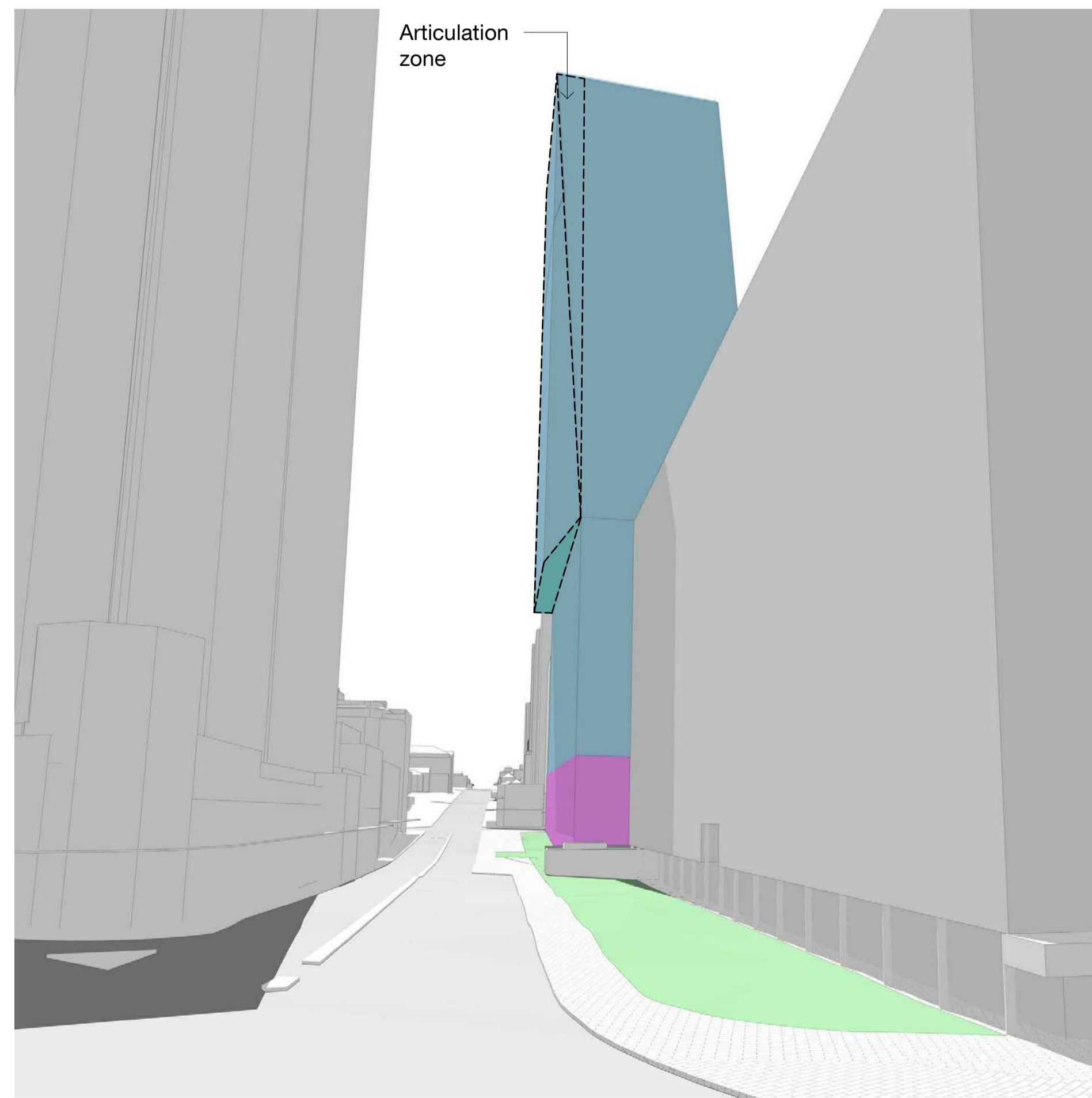
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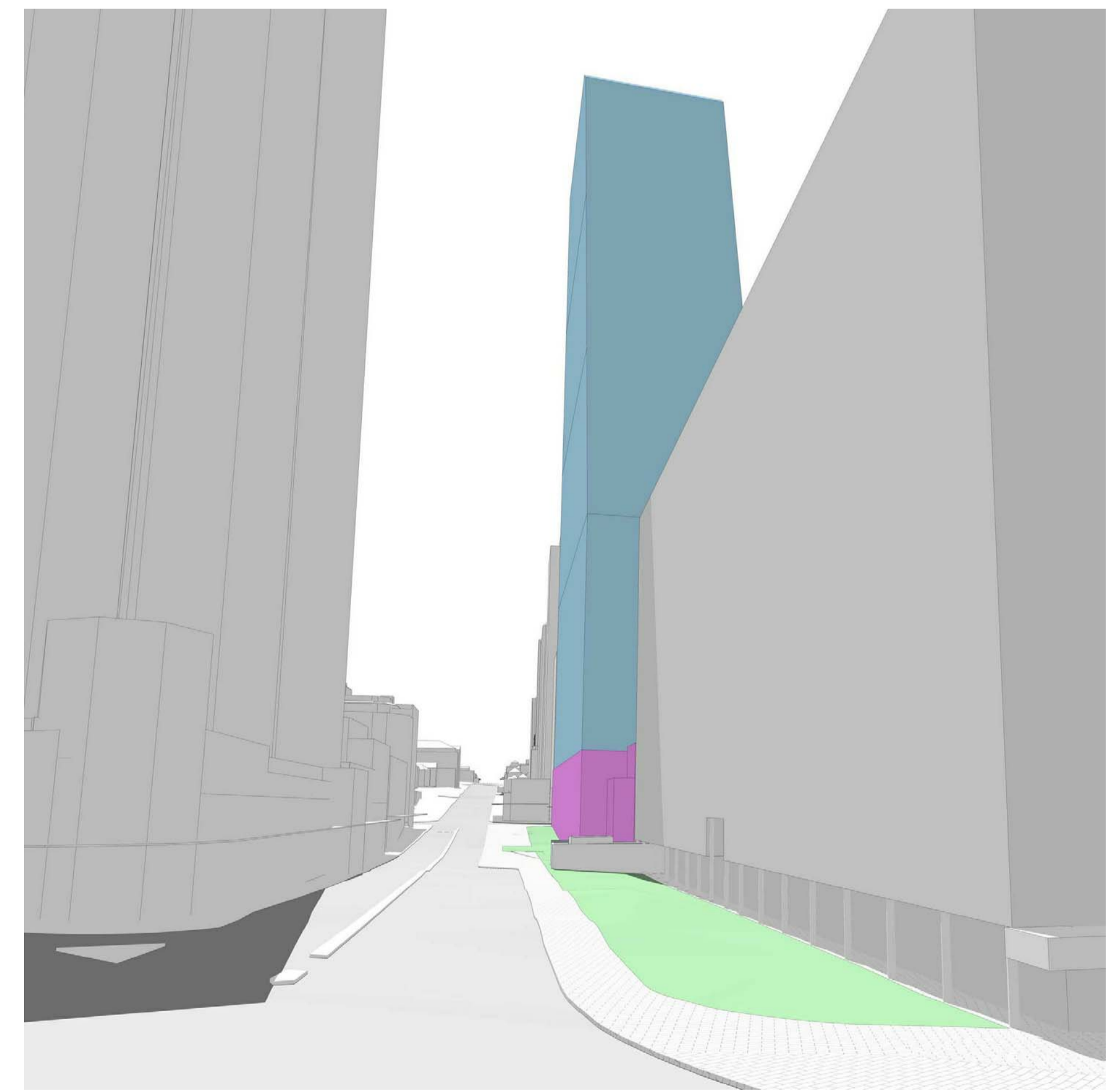
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CURRENT ENVELOPE

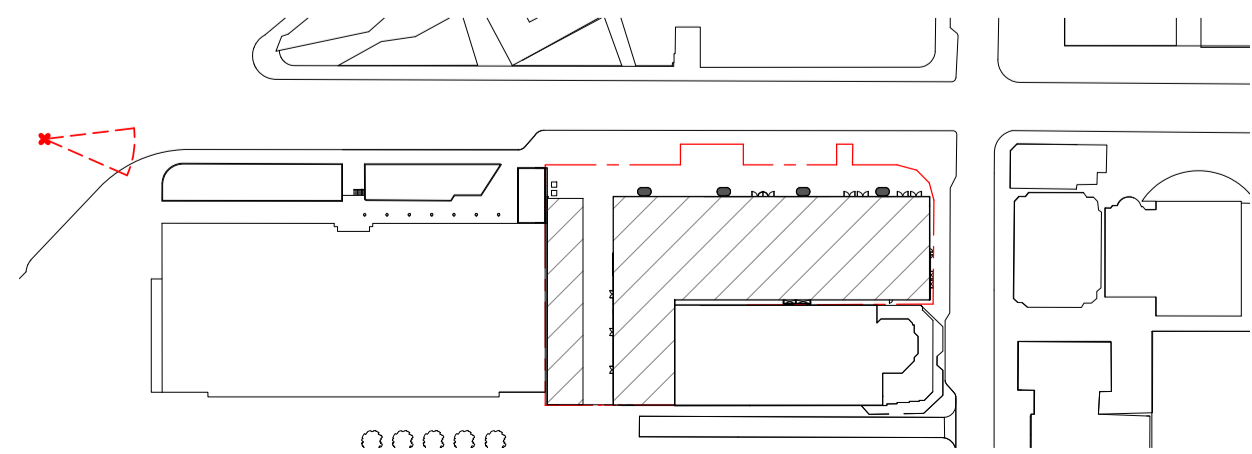


4.5M PROJECTION



COMPLYING ENVELOPE

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**SKETCH
Miller Street - South-east**

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Revision	Date	Description	Initial	Checked



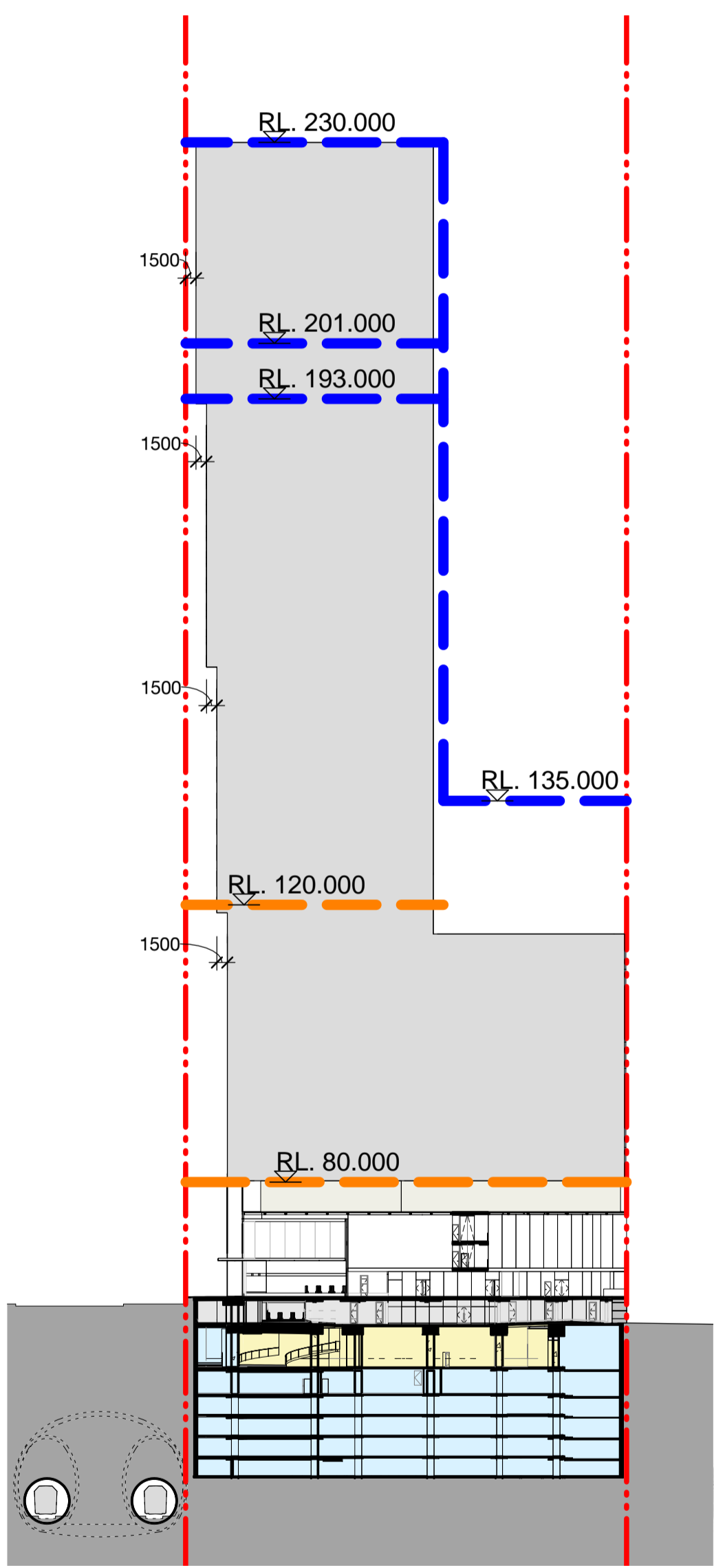
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Drawing no.	SK.208d	Revision

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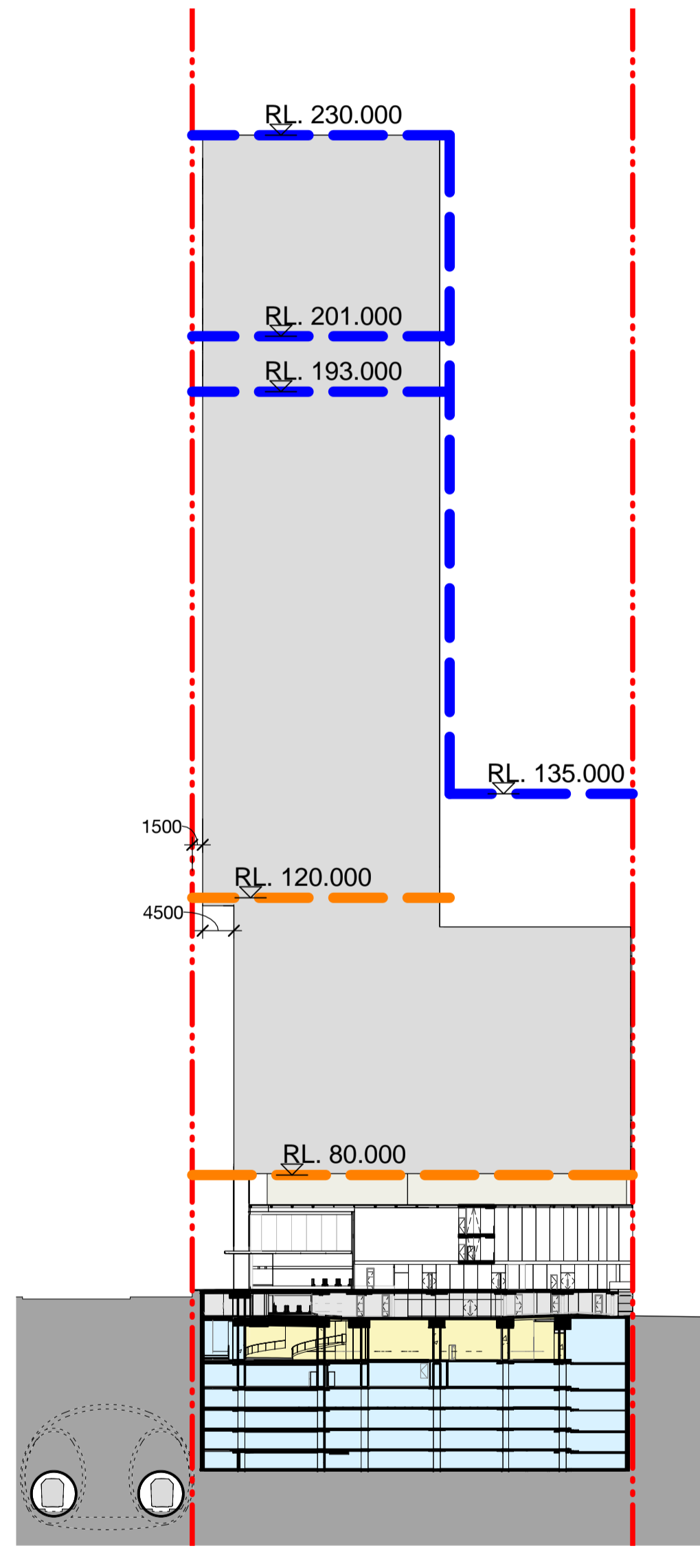
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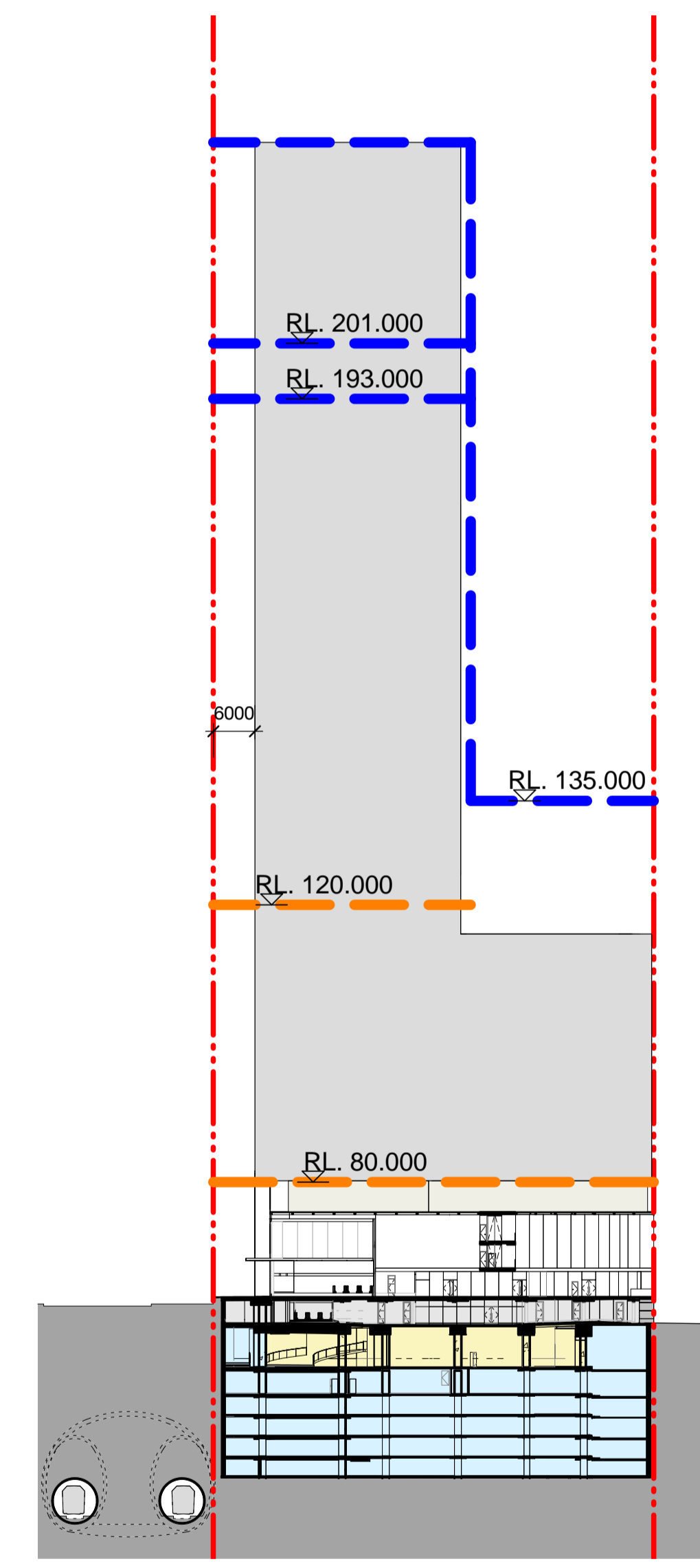




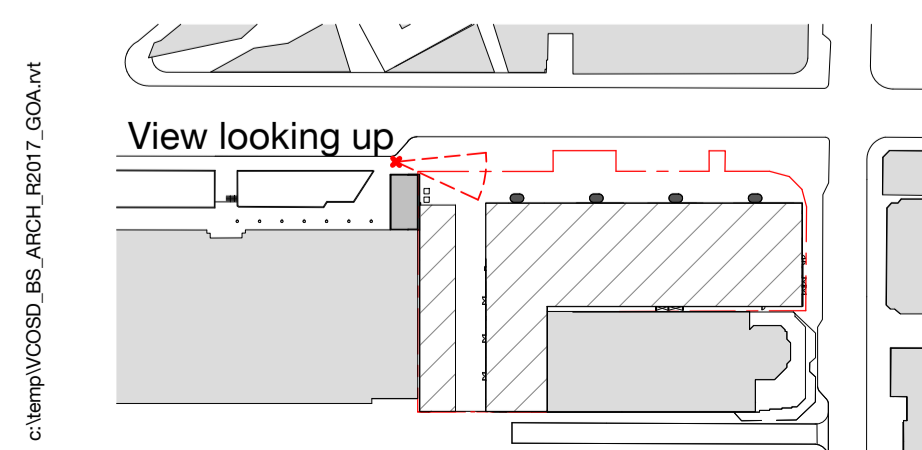
CURRENT ENVELOPE



4.5M PROJECTION



COMPLYING ENVELOPE



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TFNSW
Victoria Cross OSD

SKETCH
Miller Street - Section

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Drawing no.	SK.208e	Revision

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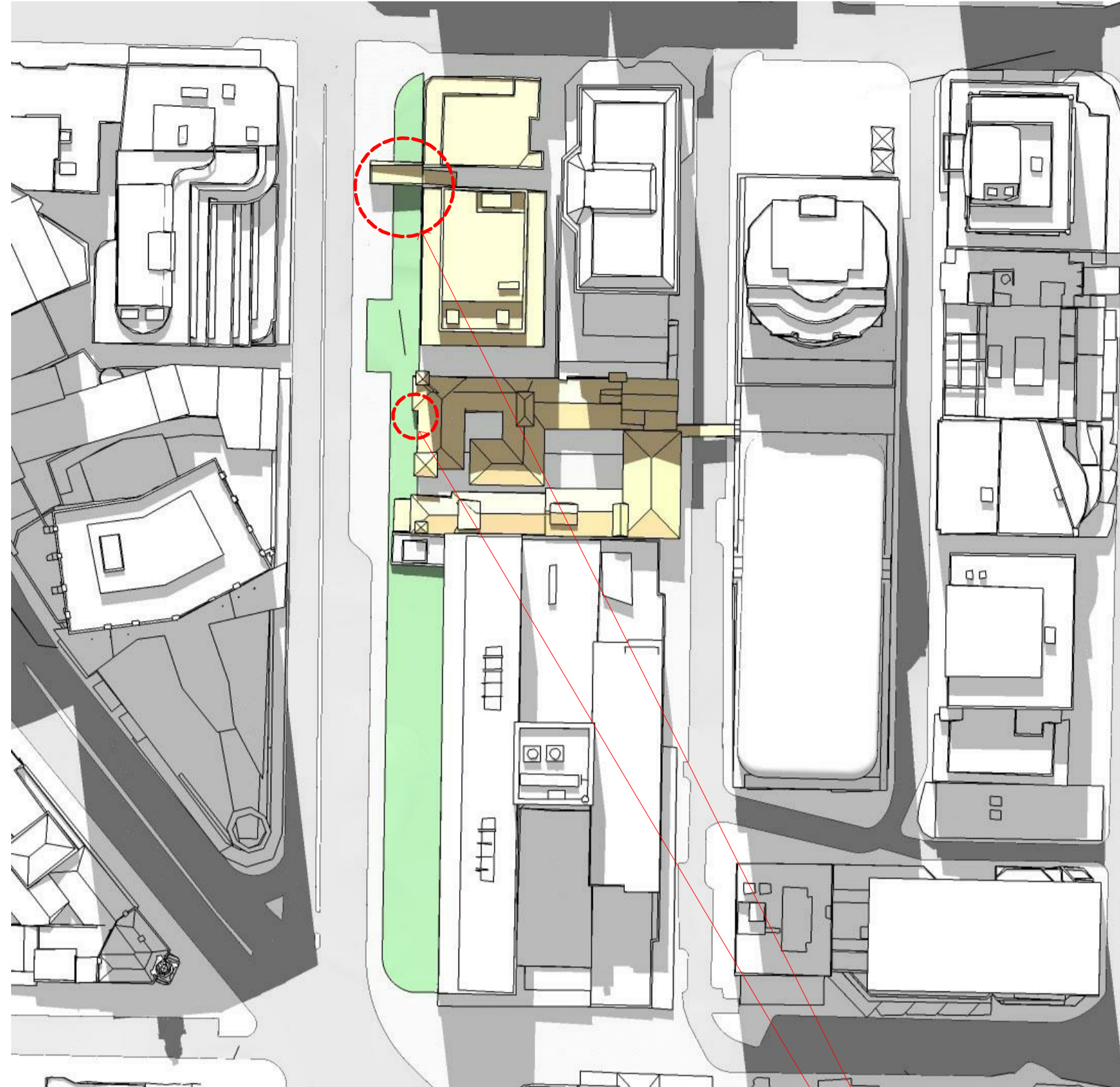
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Shadow Study — Miller Street Special Area

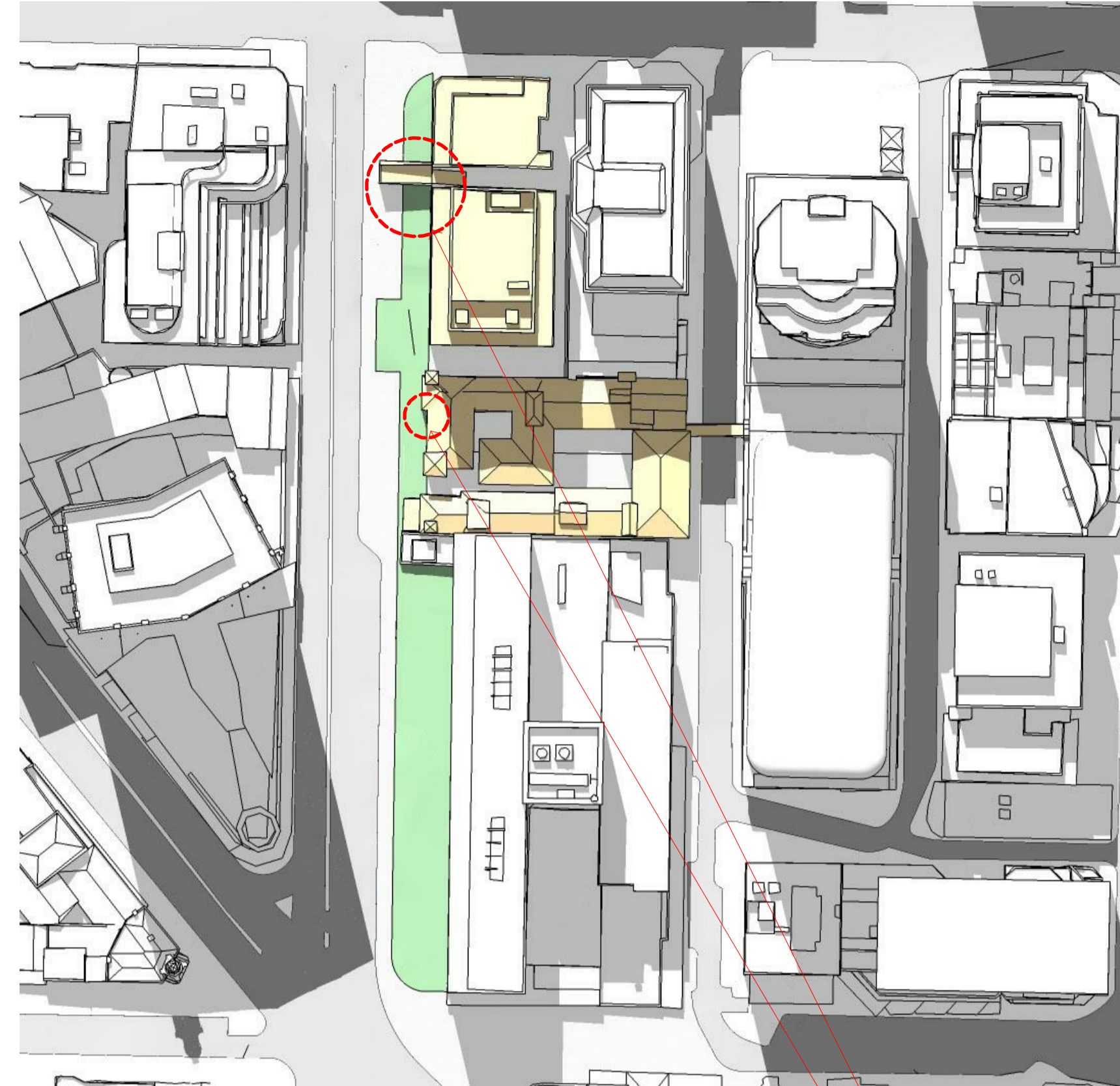
APPENDIX F

PREVIOUS BUILDING - 12.00pm March 21st



Previous overshadowing

PREVIOUS BUILDING - 12.15pm March 21st



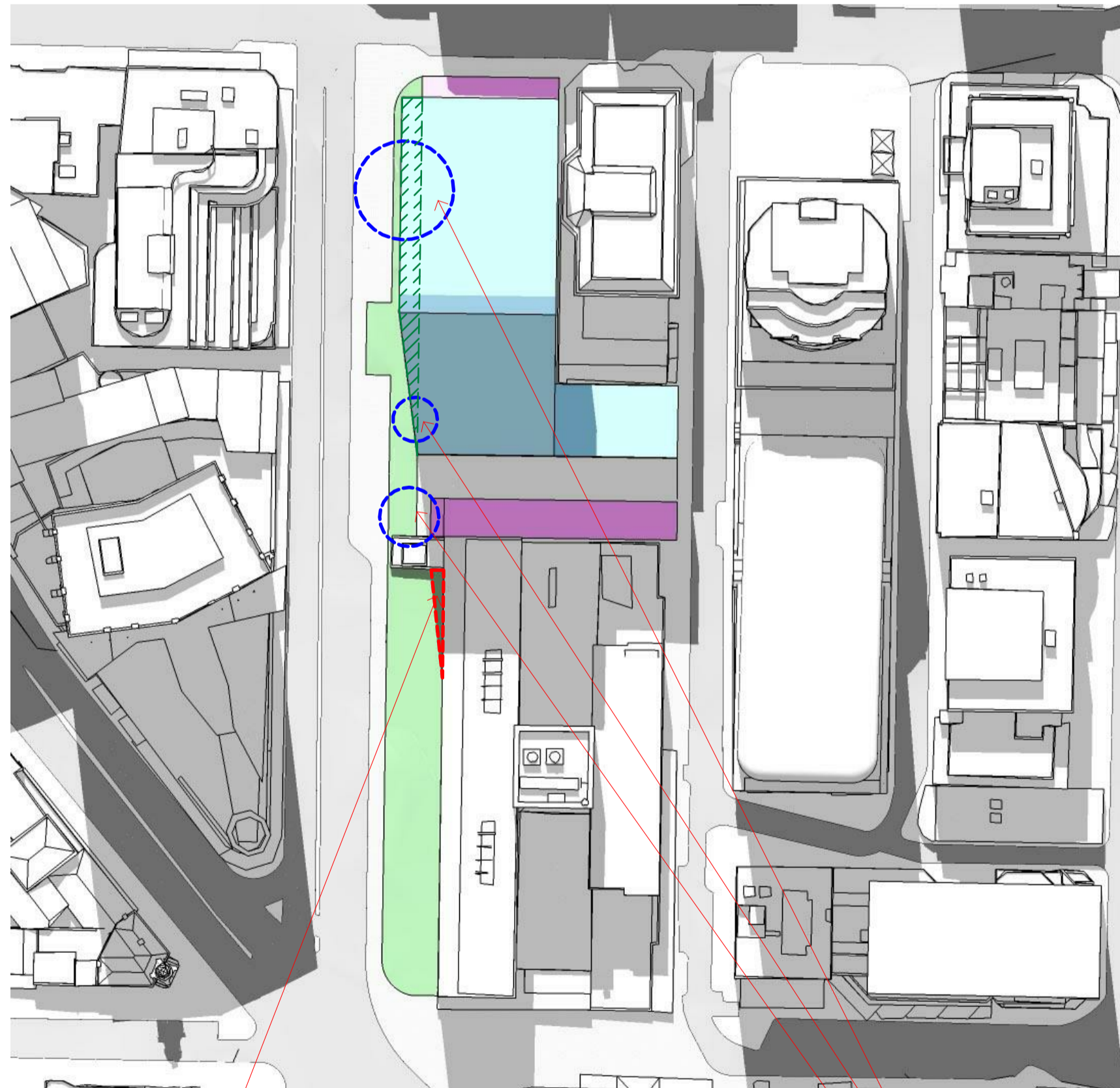
Previous overshadowing

PREVIOUS BUILDING - 12.30pm March 21st



Previous overshadowing

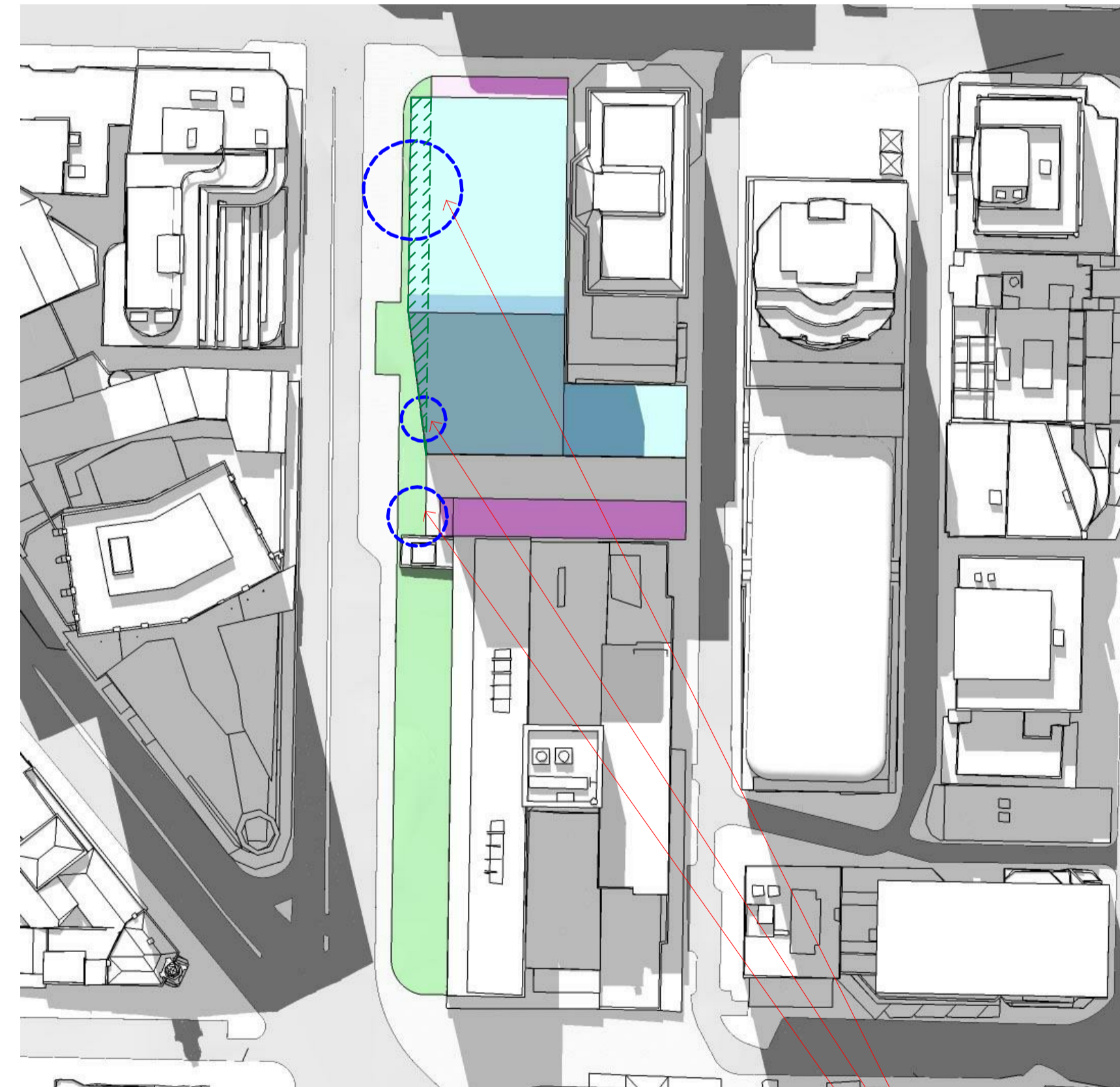
PROPOSED ENVELOPE - 12.00pm March 21st



Area of overshadowing: 33sqm

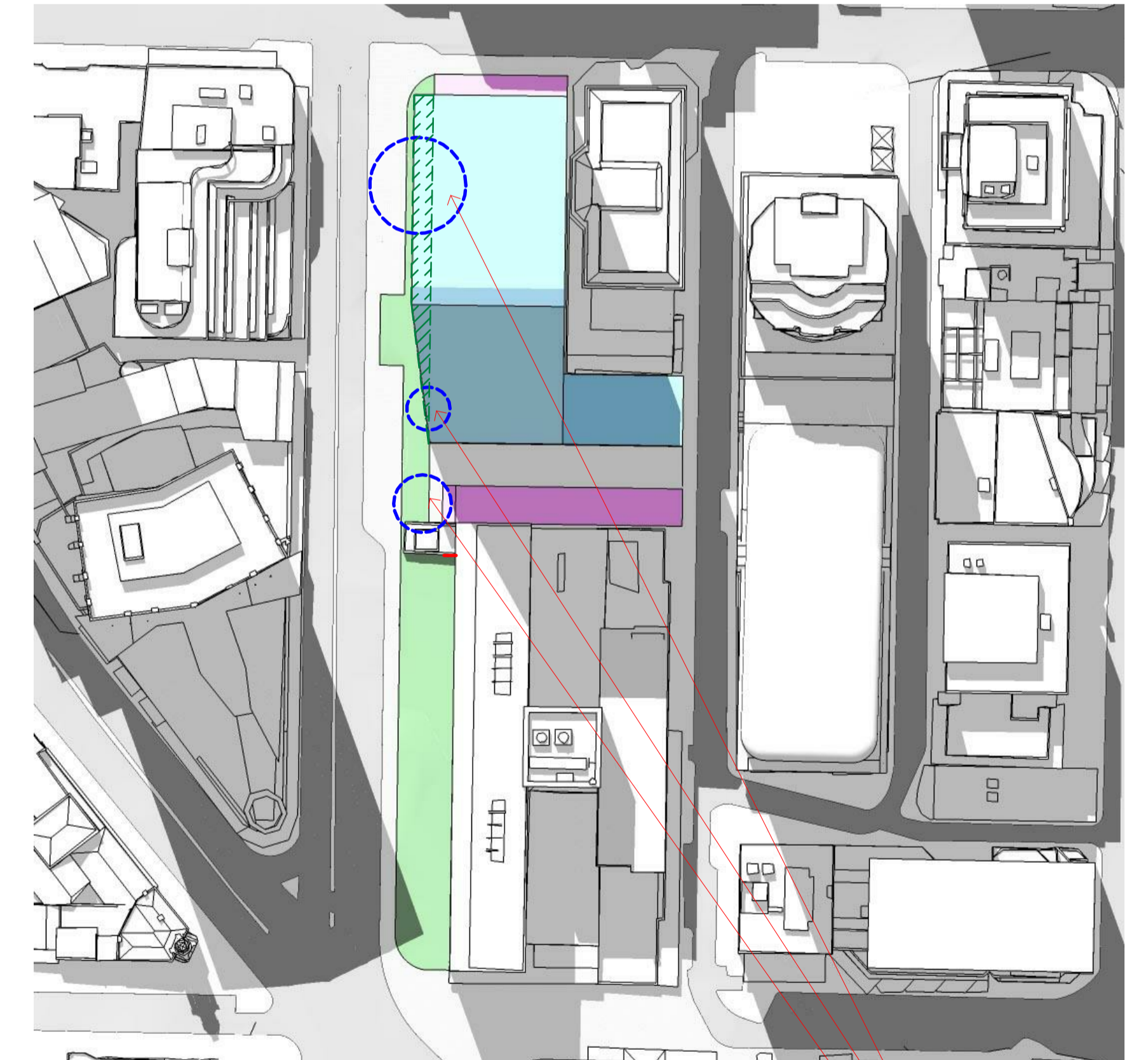
Area of solar gain: 68.6sqm

PROPOSED ENVELOPE - 12.15pm March 21st



Area of solar gain: 65.5sqm

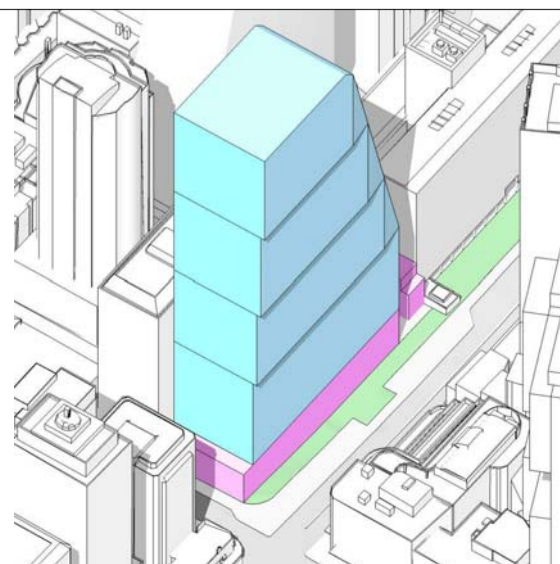
PROPOSED ENVELOPE - 12.30pm March 21st



Area of solar gain: 64.2sqm

DRAWING KEY

- OSD CONCEPT SSDA BUILDING ENVELOPE
- PREVIOUS BUILDING (PRE-CSSI DEMOLITION)
- VICTORIA CROSS STATION CSSI APPROVAL
- MILLER STREET SPECIAL AREA
- PUBLIC DOMAIN AREA IN SUN, AT GROUND PLANE. SEE AXONOMETRIC VIEW TO CLARIFY.



TFNSW
Victoria Cross OSD

SKETCH
Miller St Special Area Shadow
Study - 21 March 12pm-12.30pm

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Project no.	S12041	
Status	Project Status	
Plot Date	7/08/2018 10:26:47 AM	
BIM		
Drawing no.	SK.205a	Revision

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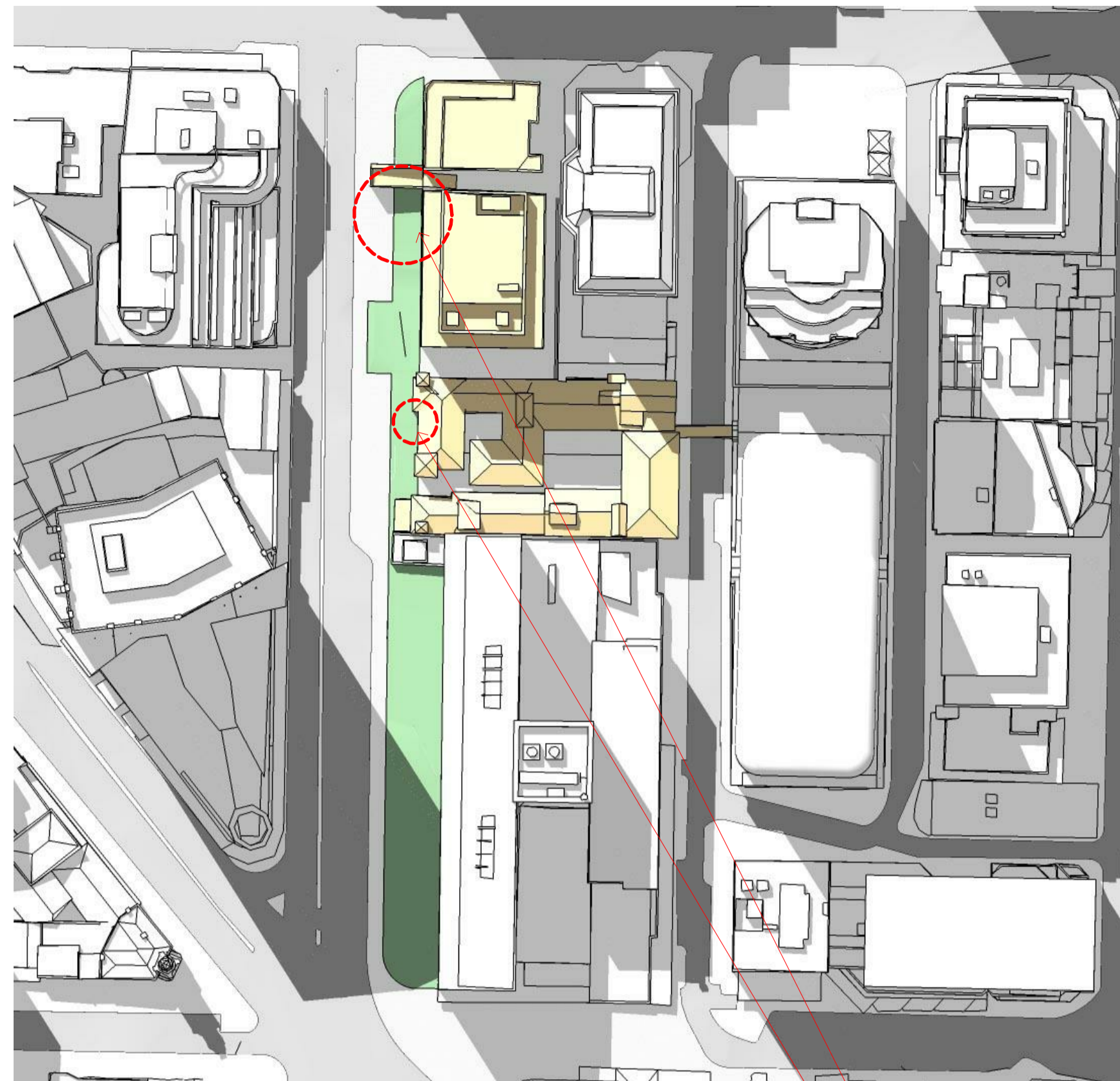
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c:\temp\W00SD_BS_ARCH_P0017_C00A.rvt

PREVIOUS BUILDING - 1.00pm March 21st



Previous overshadowing

PREVIOUS BUILDING - 1.30pm March 21st



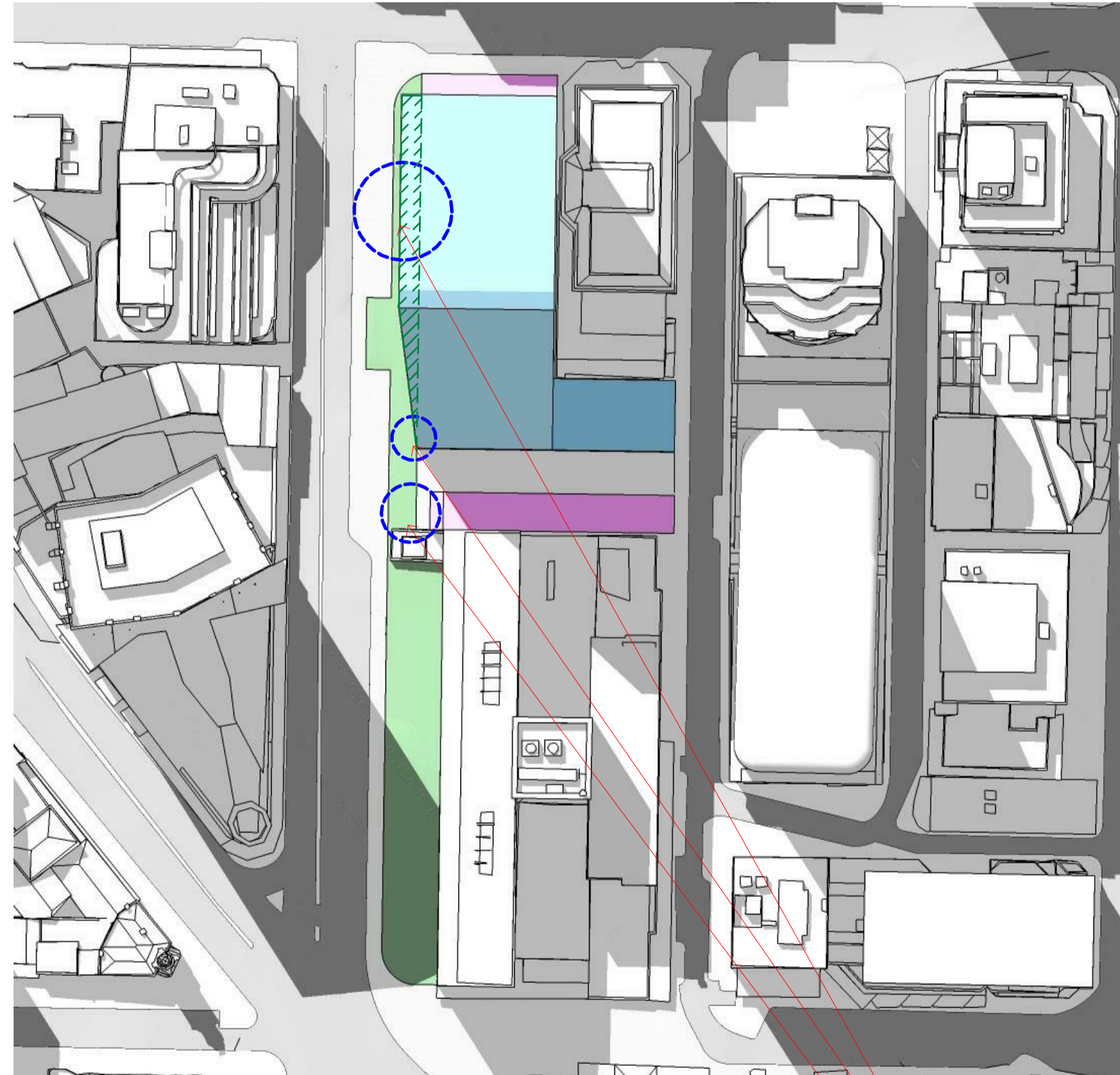
Previous overshadowing

PREVIOUS BUILDING - 2.00pm March 21st



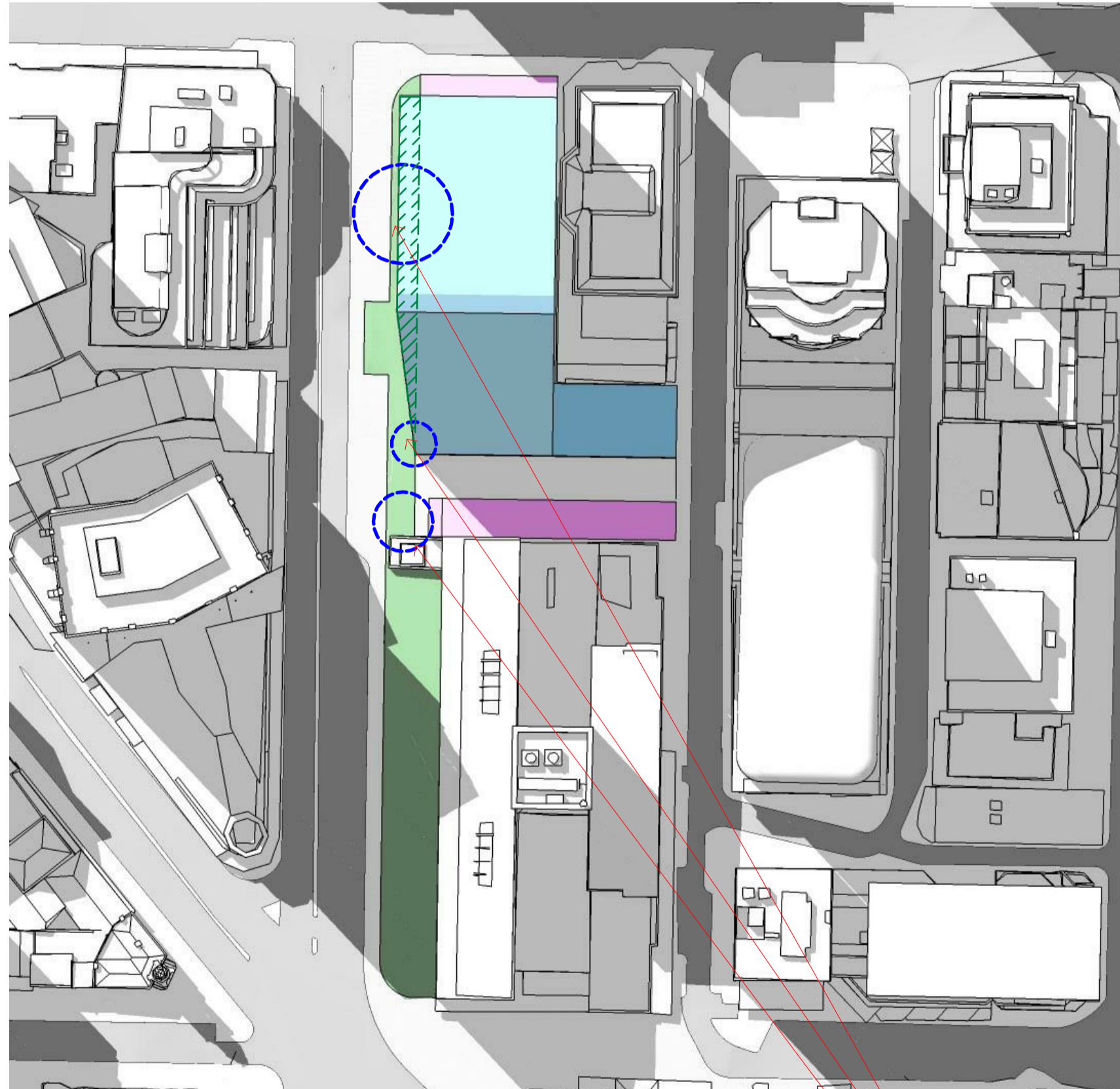
Previous overshadowing

PROPOSED ENVELOPE - 1.00pm March 21st



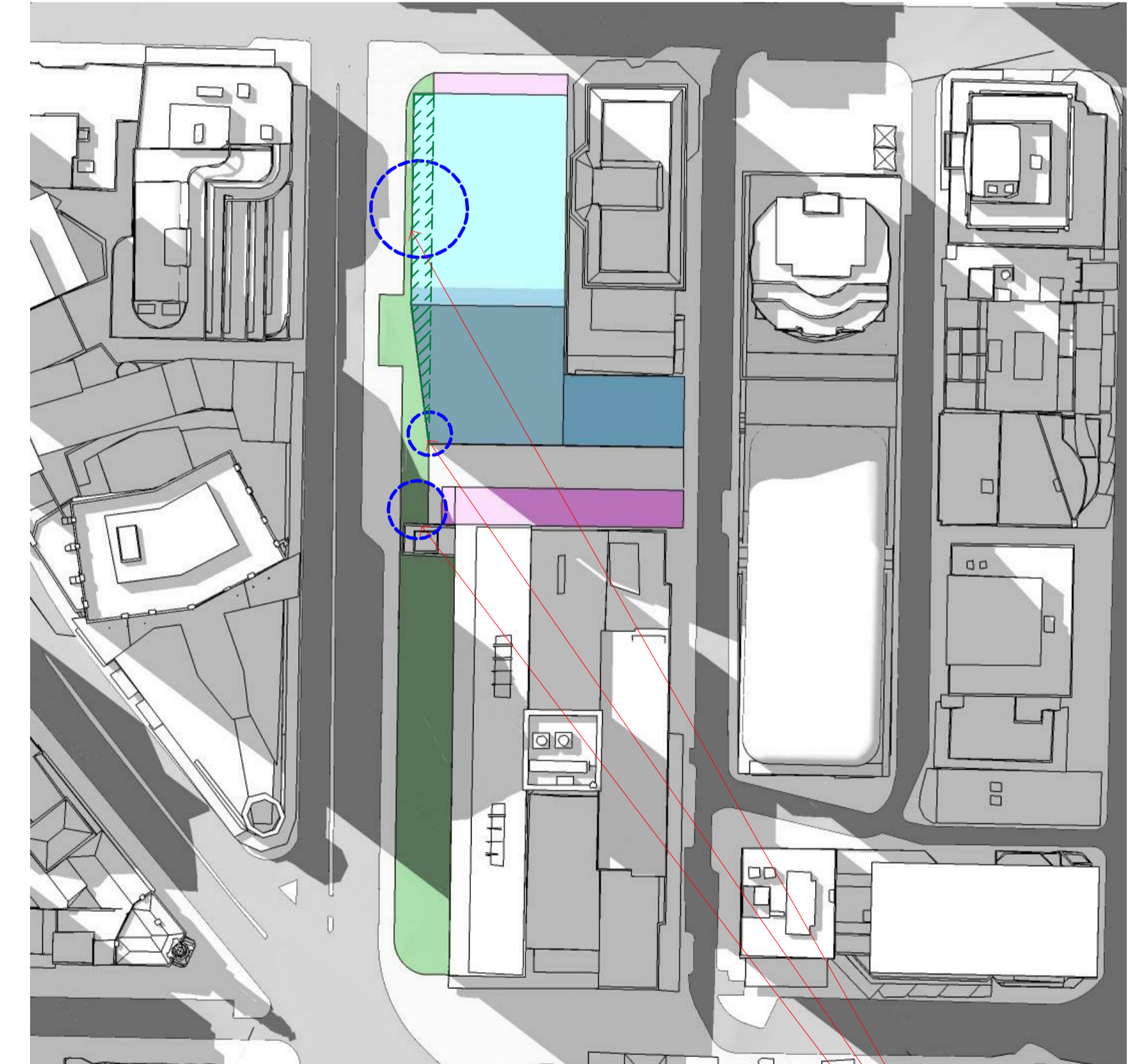
Area of solar gain: 60sqm

PROPOSED ENVELOPE - 1.30pm March 21st



Area of solar gain: 58sqm

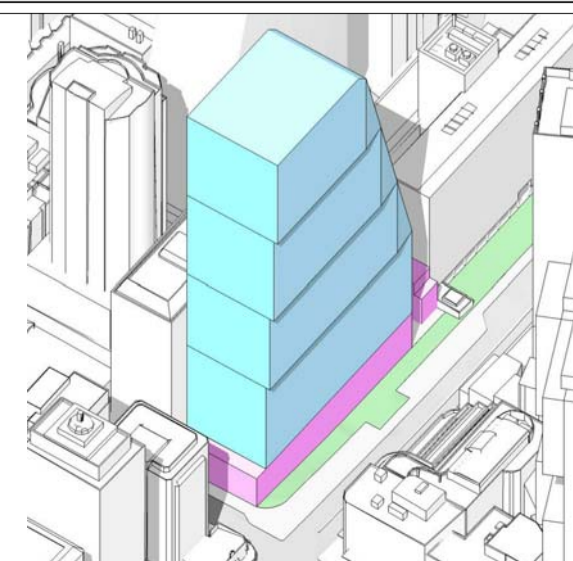
PROPOSED ENVELOPE - 2.00pm March 21st



Area of solar gain

DRAWING KEY

- OSD CONCEPT SSDA BUILDING ENVELOPE
- PREVIOUS BUILDING (PRE-CSSI DEMOLITION)
- VICTORIA CROSS STATION CSSI APPROVAL
- MILLER STREET SPECIAL AREA
- PUBLIC DOMAIN AREA IN SUN, AT GROUND PLANE. SEE AXONOMETRIC VIEW TO CLARIFY.



TFNSW
Victoria Cross OSD

SKETCH
Miller St Special Area Shadow
Study - 21 March 1pm-2pm

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Project no.	S12041	
Status	Project Status	
Plot Date	7/08/2018 10:26:51 AM	
BIM		
Drawing no.	SK.205b	Revision

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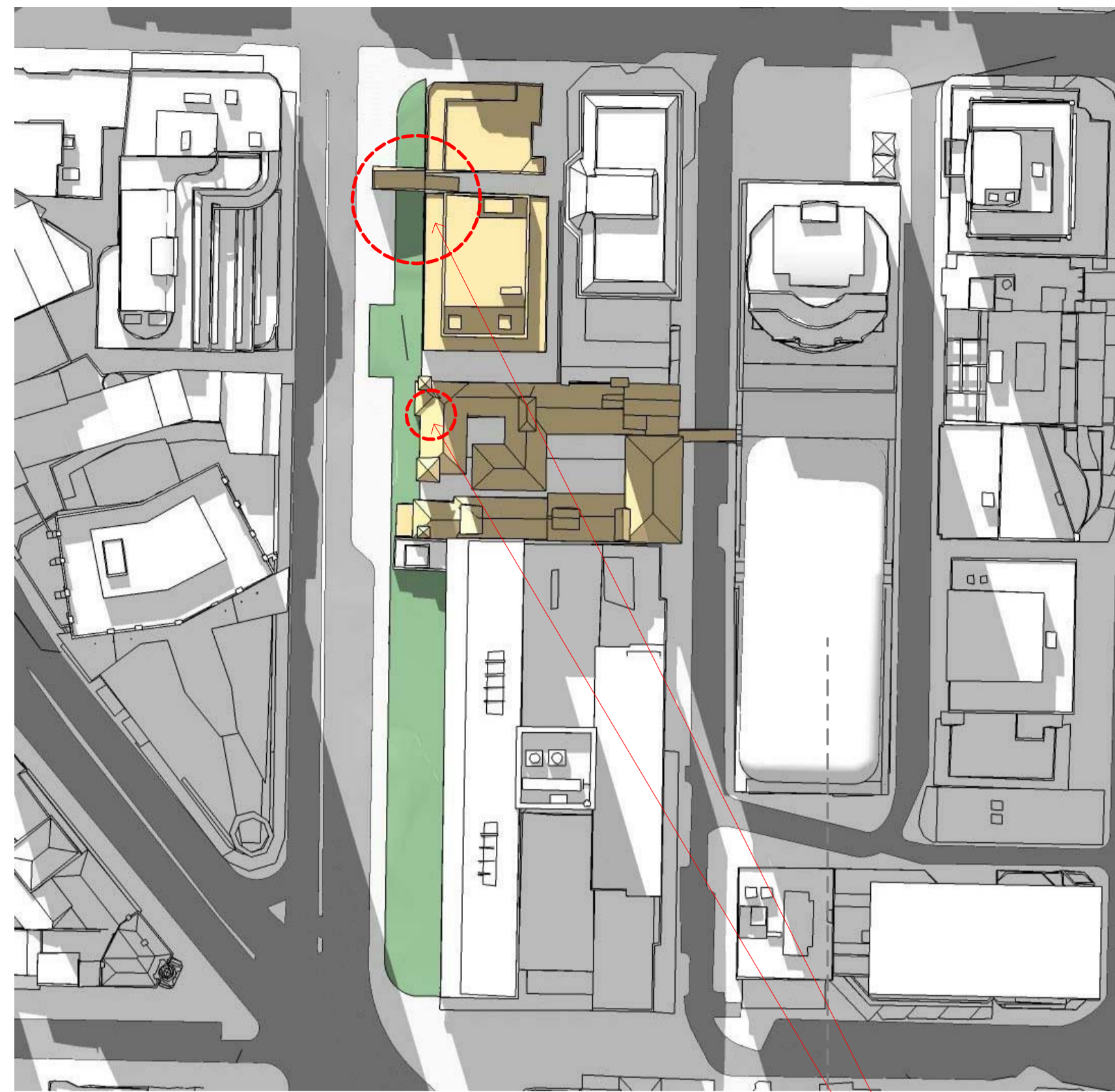
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PREVIOUS BUILDING - 12.00pm June 21st



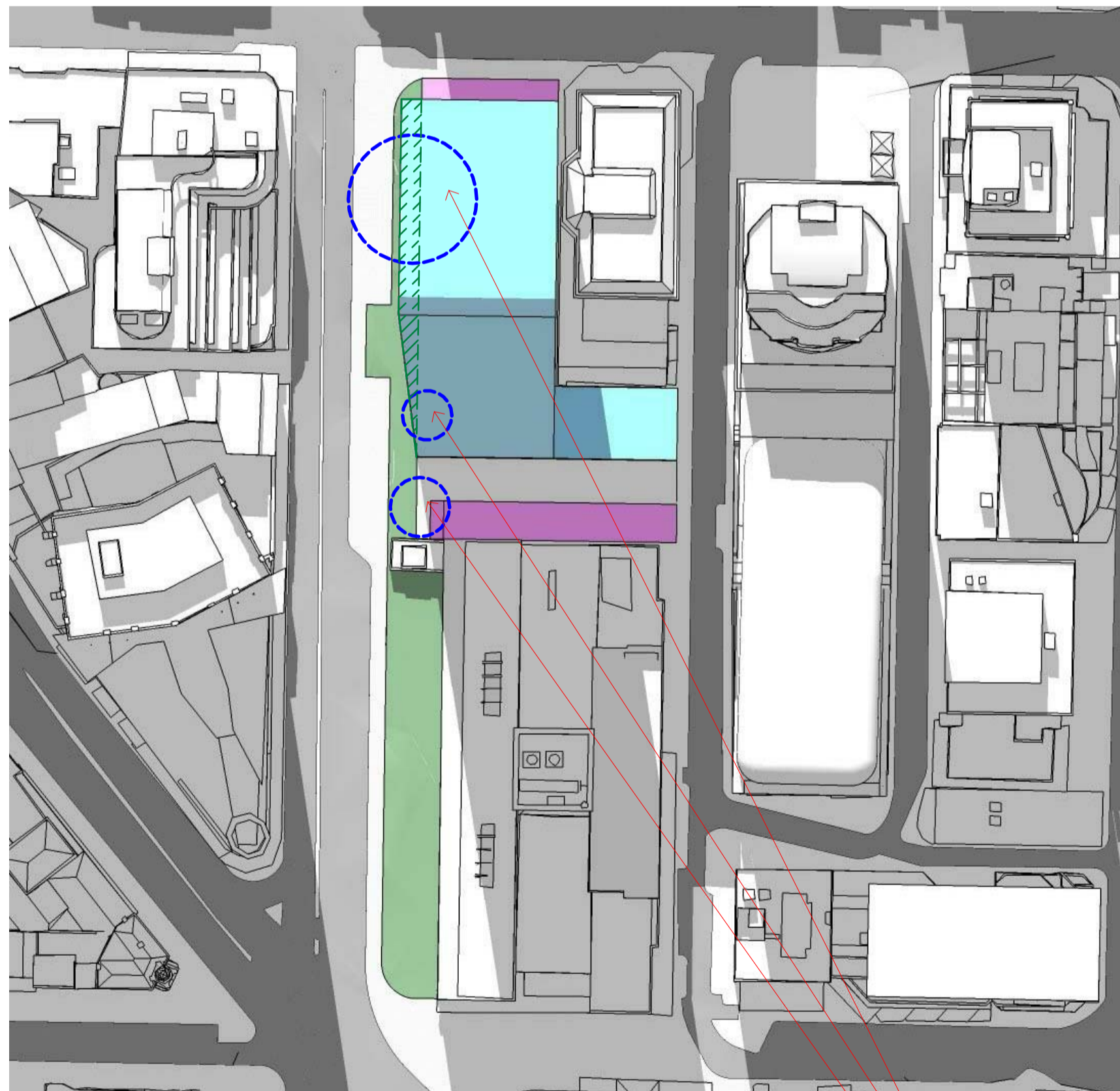
Previous overshadowing

PREVIOUS BUILDING - 12.30pm June 21st



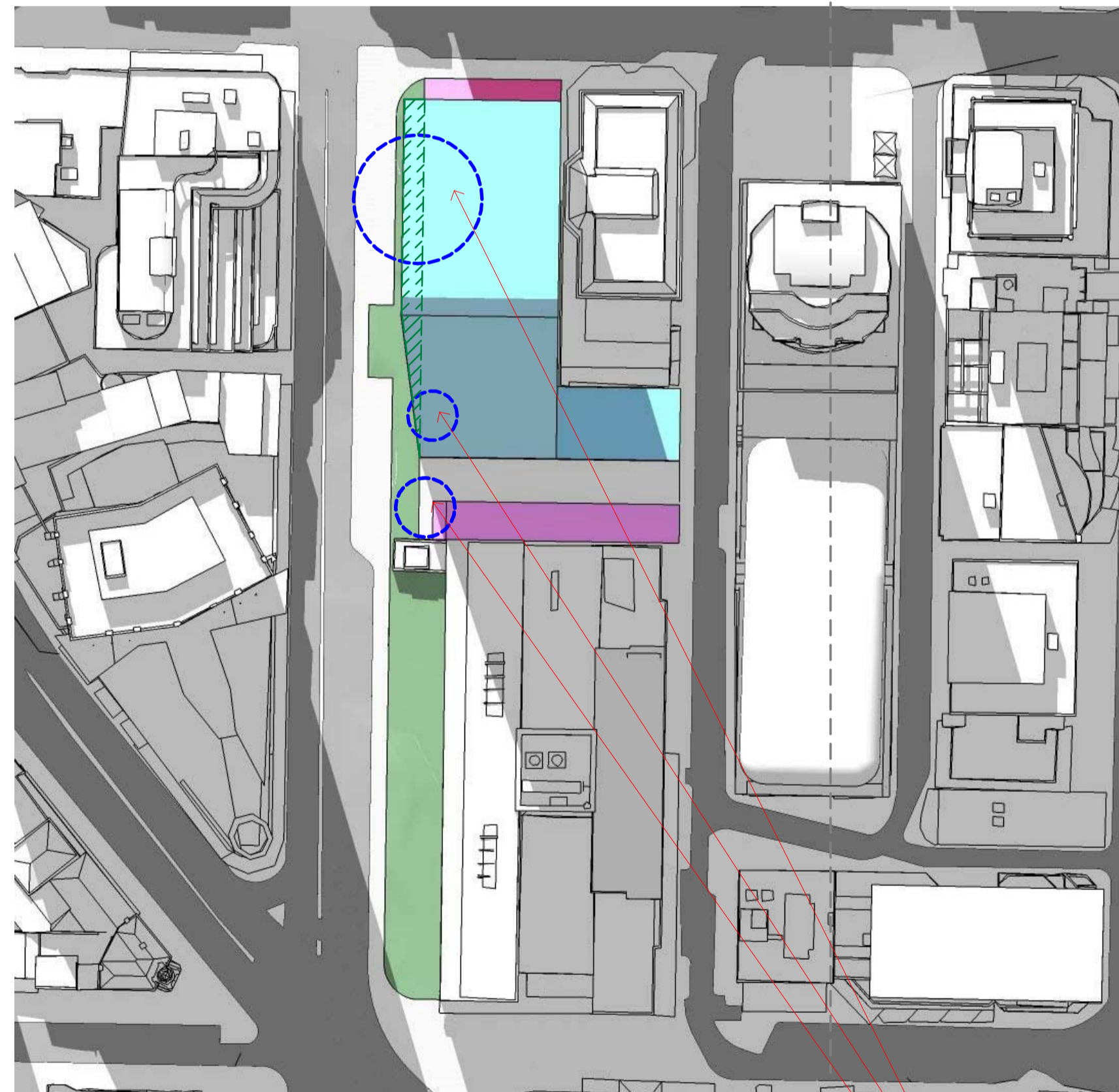
Previous overshadowing

PROPOSED ENVELOPE - 12.00pm June 21st



Area of solar gain: 217.7sqm

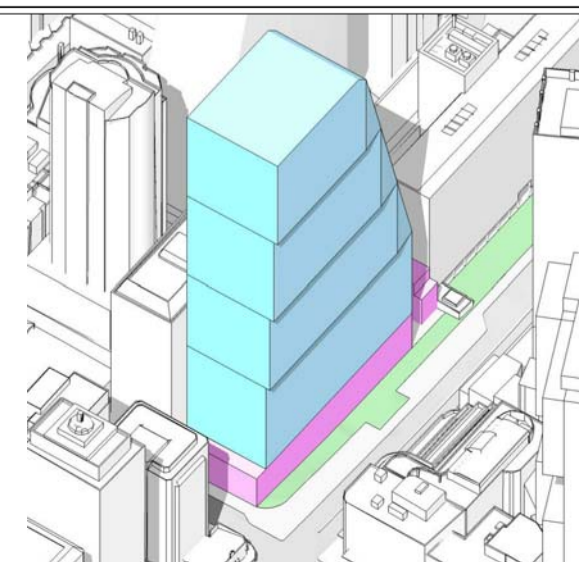
PROPOSED ENVELOPE - 12.30pm June 21st



Area of solar gain: 164.5sqm

DRAWING KEY

- OSD CONCEPT SSDA BUILDING ENVELOPE
- PREVIOUS BUILDING (PRE-CSSI DEMOLITION)
- VICTORIA CROSS STATION CSSI APPROVAL
- MILLER STREET SPECIAL AREA
- PUBLIC DOMAIN AREA IN SUN, AT GROUND PLANE. SEE AXONOMETRIC VIEW TO CLARIFY.



TFNSW
Victoria Cross OSD

SKETCH
Miller St Special Area Shadow
Study - 21 June 12pm-12.30pm

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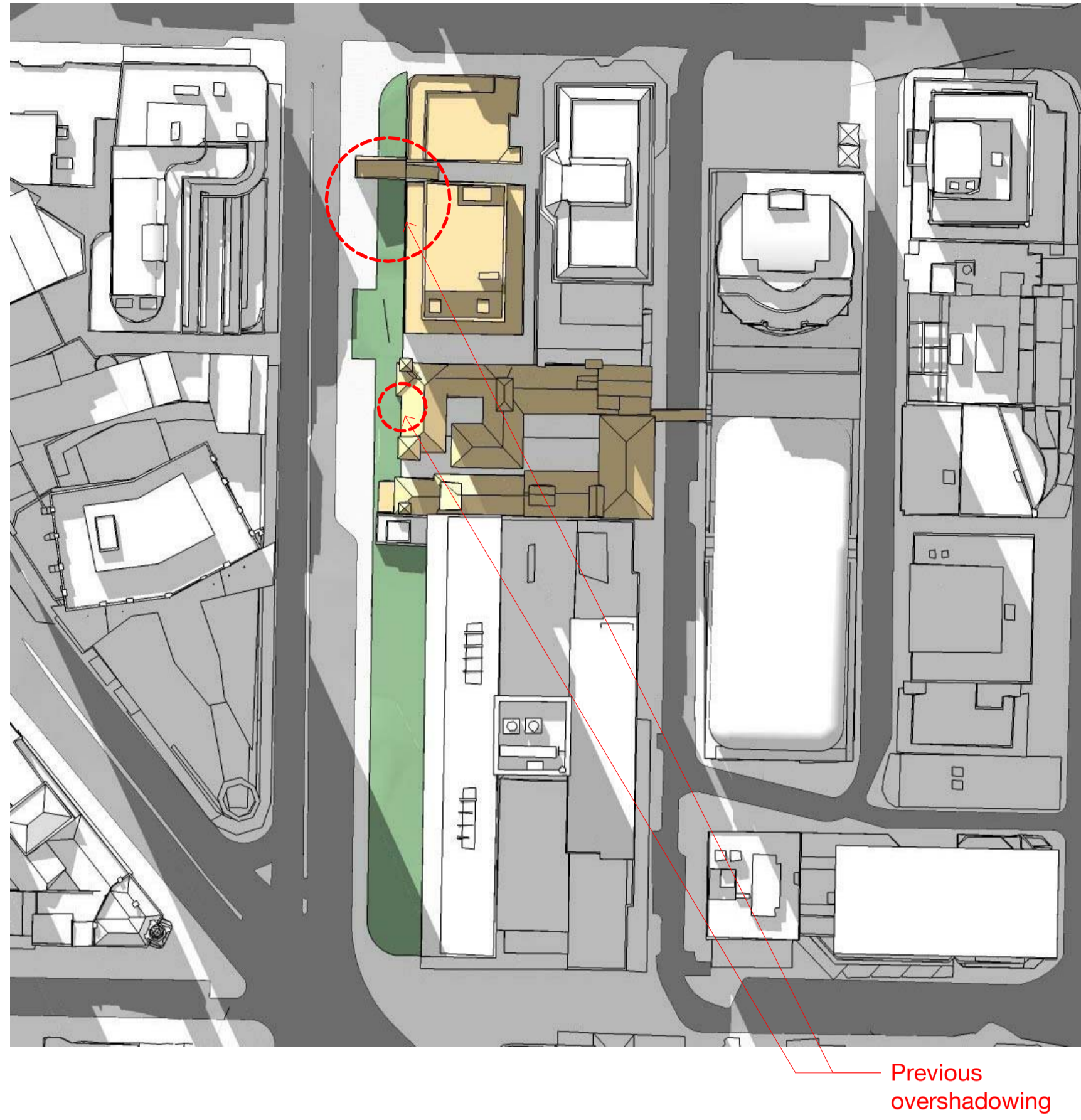
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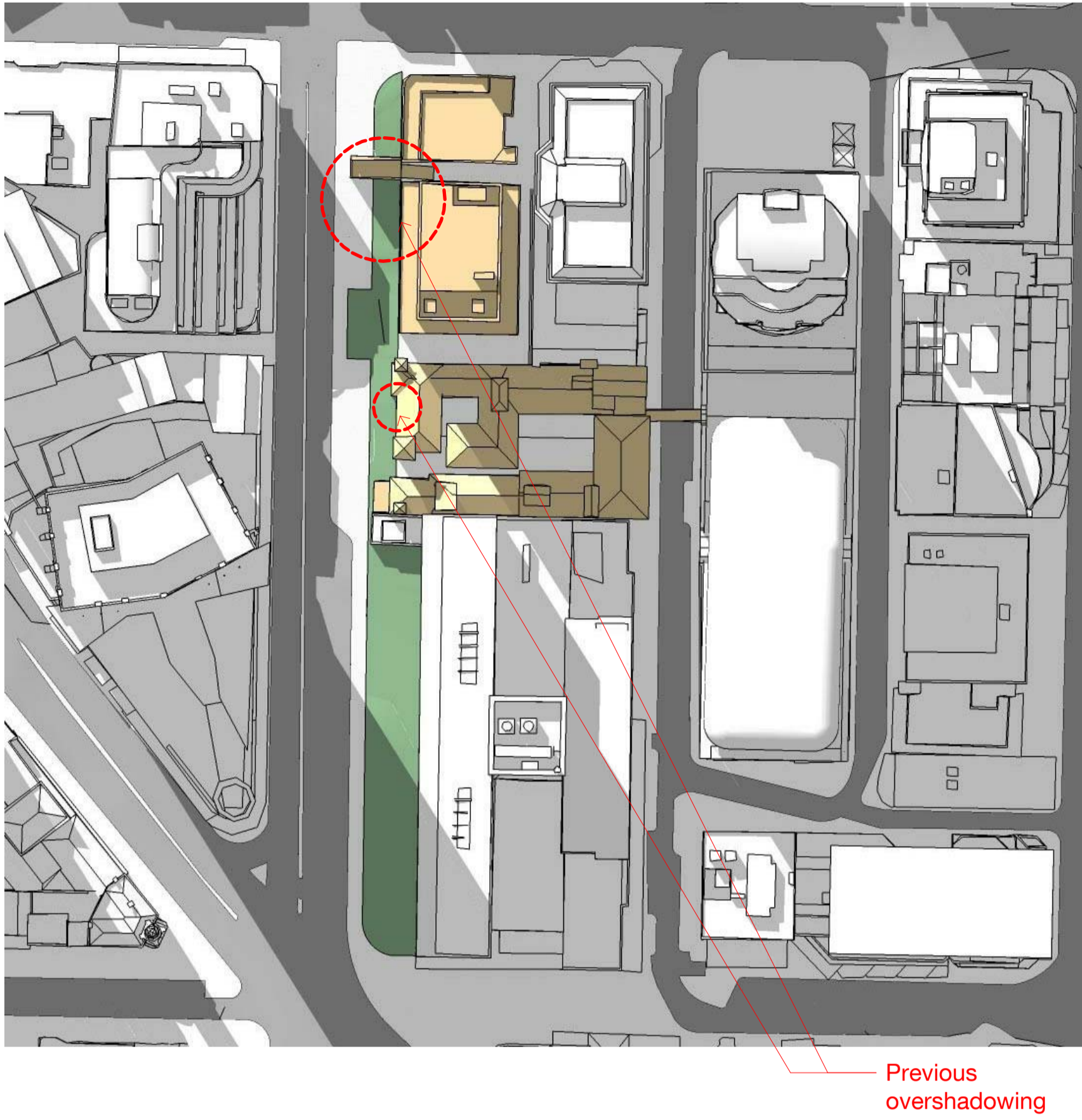


PREVIOUS BUILDING - 1.00pm June 21st



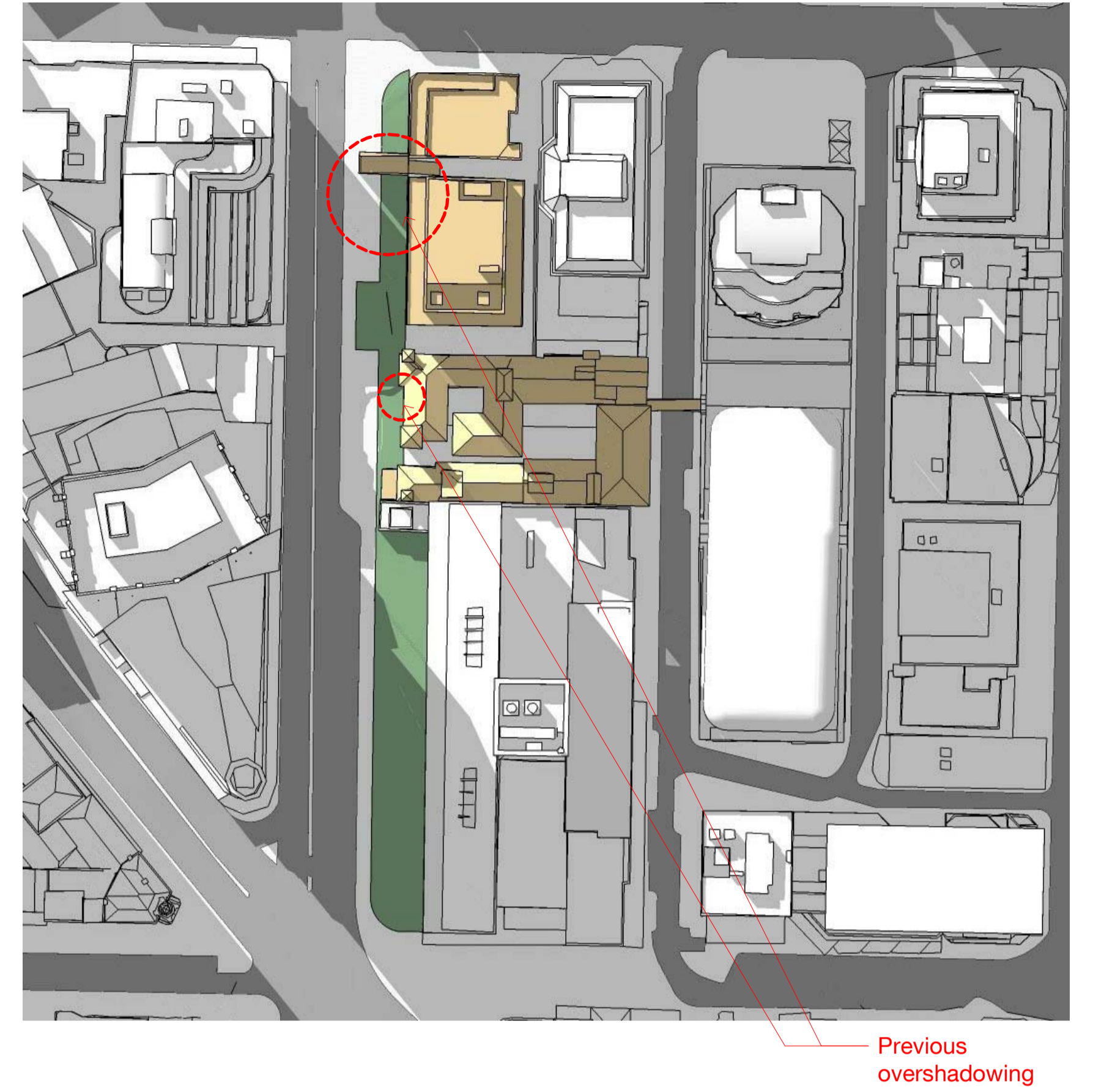
Previous overshadowing

PREVIOUS BUILDING - 1.30pm June 21st



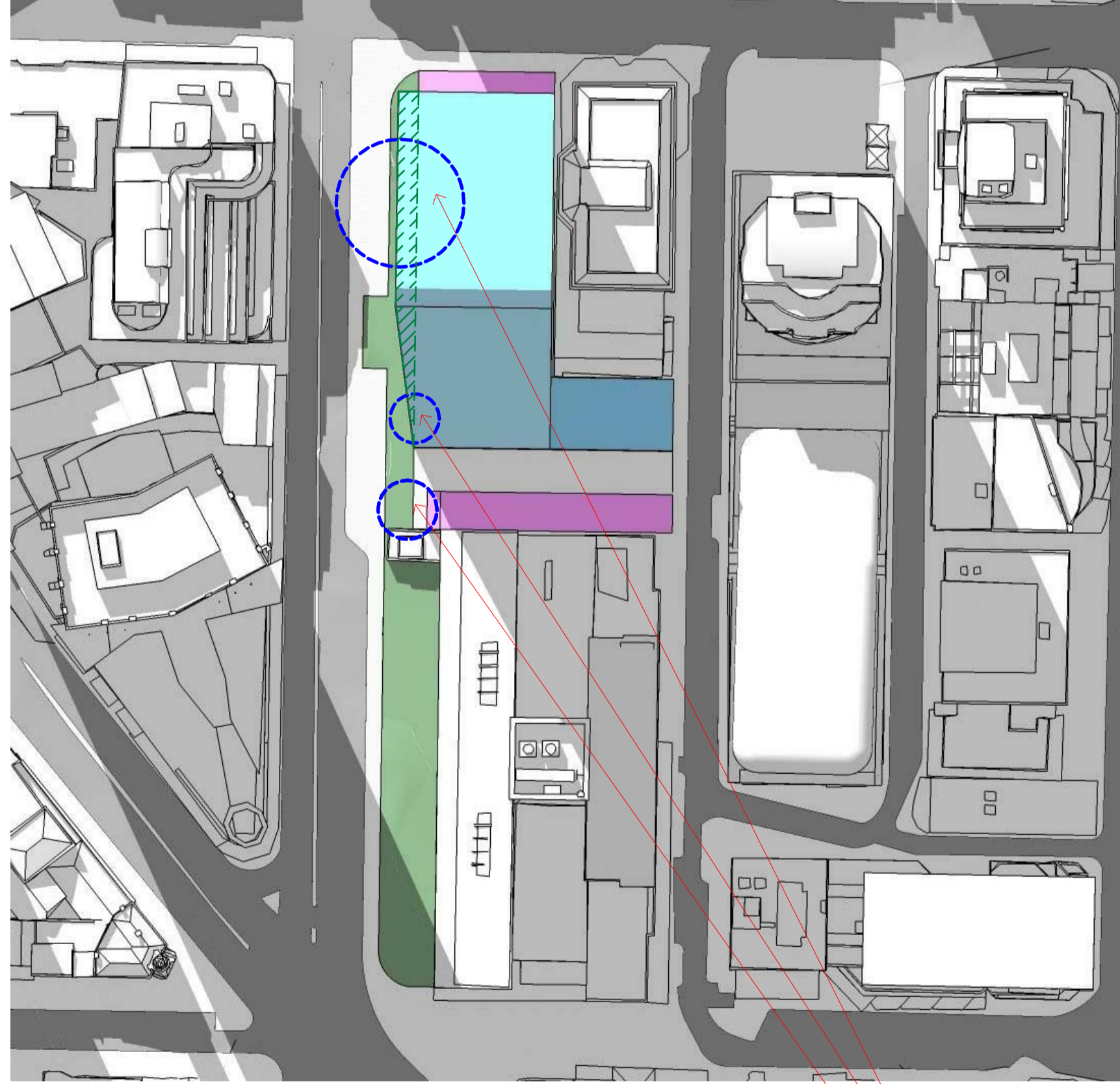
Previous overshadowing

PREVIOUS BUILDING - 2.00pm June 21st



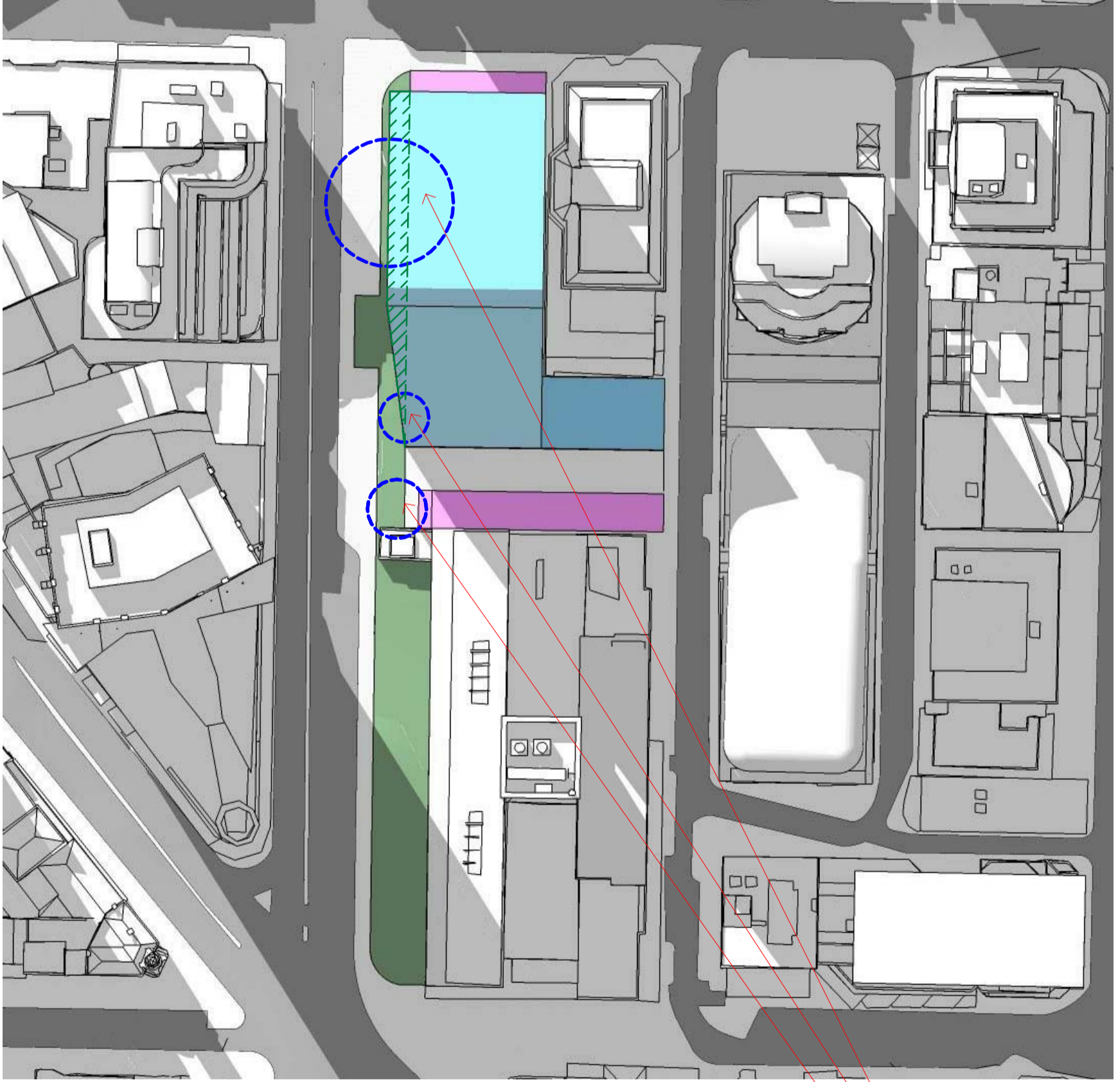
Previous overshadowing

PROPOSED ENVELOPE - 1.00pm June 21st



Area of solar gain: 155.7sqm

PROPOSED ENVELOPE - 1.30pm June 21st



Area of solar gain: 139.3sqm

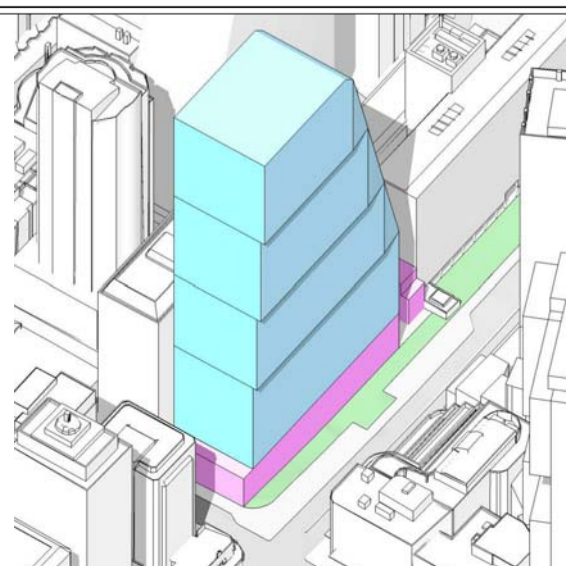
PROPOSED ENVELOPE - 2.00pm June 21st



Area of solar gain: 120.3sqm

DRAWING KEY

- OSD CONCEPT SSDA BUILDING ENVELOPE
- PREVIOUS BUILDING (PRE-CSSI DEMOLITION)
- VICTORIA CROSS STATION CSSI APPROVAL
- MILLER STREET SPECIAL AREA
- PUBLIC DOMAIN AREA IN SUN, AT GROUND PLANE. SEE AXONOMETRIC VIEW TO CLARIFY.



TFNSW
Victoria Cross OSD

SKETCH
Miller St Special Area Shadow
Study - 21 June 1pm-2pm

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BIM		
Drawing no.	SK.205d	Revision

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**Supplementary View
Impact Study –
Alexander Apartments
building**

APPENDIX G



Sydney Metro City & South West

Victoria Cross Over Station Development:

Supplementary Visual Impact Study –

Alexander Apartments building (former Beau Monde Apartments)



Applicable to:	Sydney Metro City & Southwest
Author:	Grant Kolln
Owner	Transport for NSW
Status:	Final
Version:	1
Date of issue:	20 August 2018
Review date:	
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Digital camera lenses for photomontages and visual impact assessments	38

1. Victoria Cross Over Station Development – Visual Impact Analysis from Alexander Apartments

1.1. Purpose of this report

This Supplementary Visual Impact Study has been prepared to respond to a request from the Department of Planning and Environment (DPE) to provide a further analysis of view impacts to west-facing apartments within the Alexander Apartments (former Beau Monde Apartments building). Specifically, DPE has requested that the view impact analysis focus on apartments with living spaces and private open space at the outer edge of the building and are located above Level 22 or have existing views above 65 Berry Street.

This report should be read in conjunction with Chapter 8.2 of the Victoria Cross Over Station Development Submissions Report (August 2018) and the following reports appended to the Environmental Impact Statement (EIS) in respect to the concept State Significant Development Application for the Victoria Cross Over Station Development:

- ‘View and Visual Impact Assessment Report’ prepared by Ethos Urban (Appendix AA)
- ‘View Impact Study- Beau Monde apartments’ prepared by Virtual Ideas (Appendix Z)

The photographs relied on for the purposes of this assessment have been provided by DPE.

2. Visual Impact Study – Victoria Cross OSD concept state significant development application

2.1. Background

This document was prepared by Virtual Ideas and includes a description of the processes used to create the visual impact photomontages and illustrate the accuracy of the results.

Virtual Ideas is an architectural visualisation company that is highly experienced at preparing visual impact assessment media to a level of expertise that is suitable for both council submission and use in court.

Virtual Ideas is familiar with the court requirements to provide 3D visualisation media that will accurately communicate a proposed developments' design and visual impact.

These methodologies and results have been inspected by various court appointed experts in a variety of cases and have always been found to be accurate and acceptable.

2.2 Overview

The general process in creating accurate photomontage renderings involves the creation of an accurate, real world scale digital 3D model. We then take site photographs and place cameras in the 3D model that match the real-world position that the photographs were taken on site.

The camera positions are then surveyed to identify the Map Grid of Australia (MGA) coordinates at each position.

By matching the real-world camera lens properties to the camera properties in our software and rotating the camera so that surveyed points in 3D space align with the corresponding points on the photograph, we can create a rendering that is correct in terms of position, scale, rotation, and perspective.

The rendering can then be superimposed into the real photo to generate an image that represents accurate form and visual impact.

23. Description of collected data

To create the 3D model and establish accurate reference points for alignment to the photography, a variety of information was collected.

This includes the following:

1) 3D model of proposed Victoria Cross OSD building envelope

Supplied by: Bates Smart
Format: Sketchup model

2) 3D model of proposed building heights in North Sydney Council's North Sydney Centre Planning Proposal

Supplied by: Bates Smart
Format: Sketchup model

3) Site photography

Created by: Planning NSW
Format: JPEG file

4) Surveyed 2015 3D North Sydney context model

Created by: AAM
Format: 3DS Studio Max file

24. Methodology

Site Photography

Site photography from Apartments 2105, 2501, 3102 and 3302 were taken by DPE and supplied to Virtual Ideas by Sydney Metro.

These photos were taken on a Samsung Galaxy Note 8 with a focal length of 4.3mm and an equivalent focal length in 35mm film of 26mm. This lens matched to a 37mm camera lens in 3DS Studio Max.

3D Model

Using the imported surveyed data into our 3D software (3DS Max), we then imported the supplied 3D model of the proposed Victoria Cross OSD building envelope and relevant DA approved building massings.

Alignment

The positions of the real world photography were located in the 3D scene. Cameras were then created in the 3D model to match the locations and height of the position from which the photographs were taken from. They were then aligned in rotation so that the points of the 3D model aligned with their corresponding objects that are visible in the photograph.

Renderings of the building envelope massing were then created from the aligned 3D cameras and montaged into the existing photography at the same location. This produces an accurate representation of the scale and position of the new building envelope with respect to the existing surroundings.

The new building envelope is shown in 'blue' in the following photomontages, with the indicative building forms for 100 Mount Street and 1 Denison St developments shown in 'white'.

In conclusion, it is my opinion as an experienced, professional 3D architectural and landscape renderer that the images provided accurately portray the level of visibility and impact of the built form.

Yours sincerely,

Grant Kolln

A handwritten signature in black ink, appearing to read 'G. Kolln'.

25. CV of Grant Kolln, Director of Virtual Ideas

Personal Details

Name: Grant Kolln
DOB: 07/09/1974
Company Address: Suite 71, 61 Marlborough St, Surry Hills, NSW, 2010
Phone Number: 02 8399 0222

Relevant Experience

2003 - Present Director of 3D visualisation studio Virtual Ideas. During this time I have worked on many visual impact studies for legal proceedings in various different types of industries including architectural, industrial, mining, landscaping, and several large public works projects. This experience has enables us to create highly accurate methodologies for the creation of our visual impact media and report creation.

1999 - 2001 Project Manager for global SAP infrastructure implementation - Ericsson, Sweden

1999 - 1999 IT Consultant - Sci-Fi Channel, London

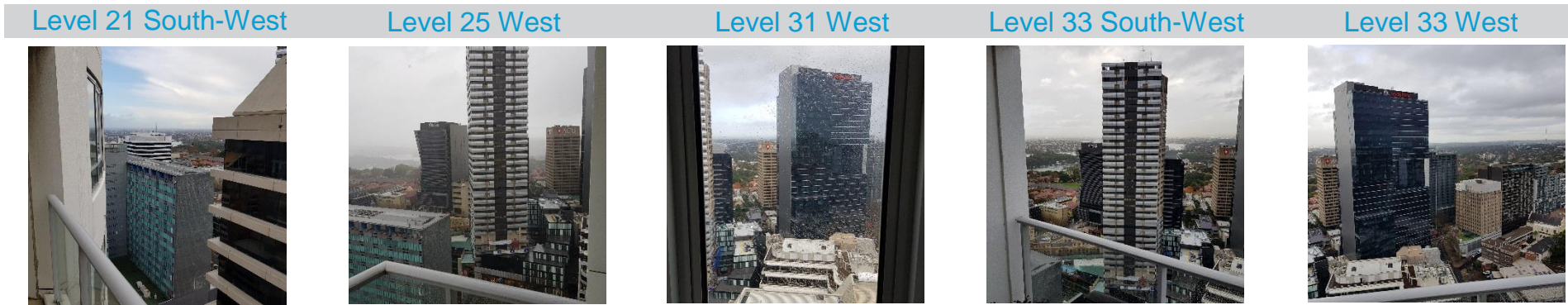
1994 - 1999 Architectural Technician, Thomson Adsett Architect, Brisbane QLD.

Relevant Education / Qualifications

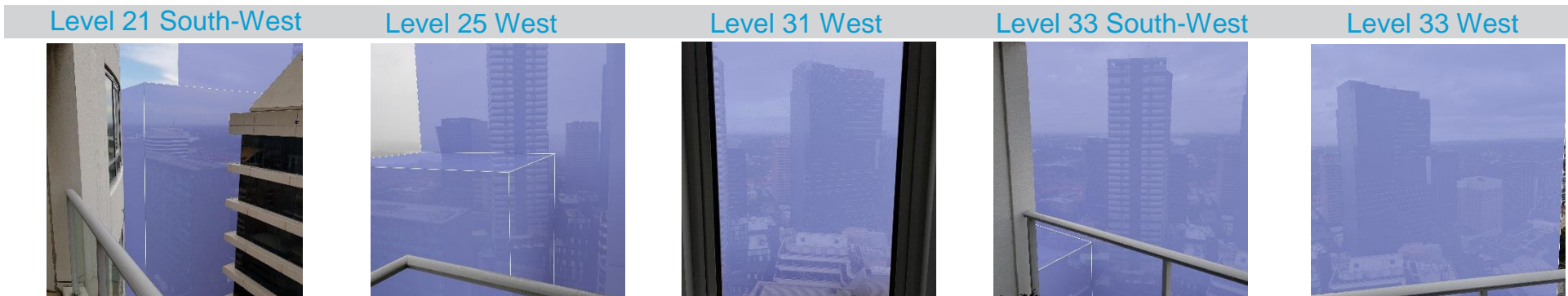
1997 Advanced Diploma in Architectural Technology, Southbank TAFE, Brisbane, QLD

26. Additional views - Overview

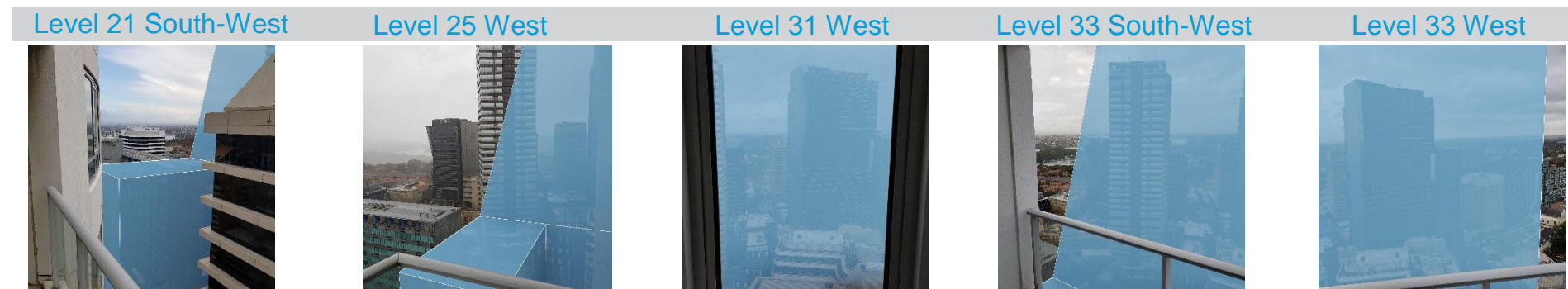
Original Photograph (Camera Lens 37mm)



Proposed building heights in North Sydney Council's North Sydney Centre Planning Proposal (Camera Lens 37mm)



Proposed Victoria Cross OSD Building Envelope (Camera Lens 37mm)



27. Apartment 2105 – South-West
Original Photograph



Camera Height - RL 128.8m
Photo Date - 19th June 2018
Photo Lens - 37mm

Proposed building height in North Sydney Council's North Sydney Centre Planning Proposal



Camera Height - RL 128.8m
Photo Date - 19th June 2018
Photo Lens - 37mm

Proposed Victoria Cross OSD Building Envelope



Camera Height - RL 128.8m
Photo Date - 19th June 2018
Photo Lens - 37mm

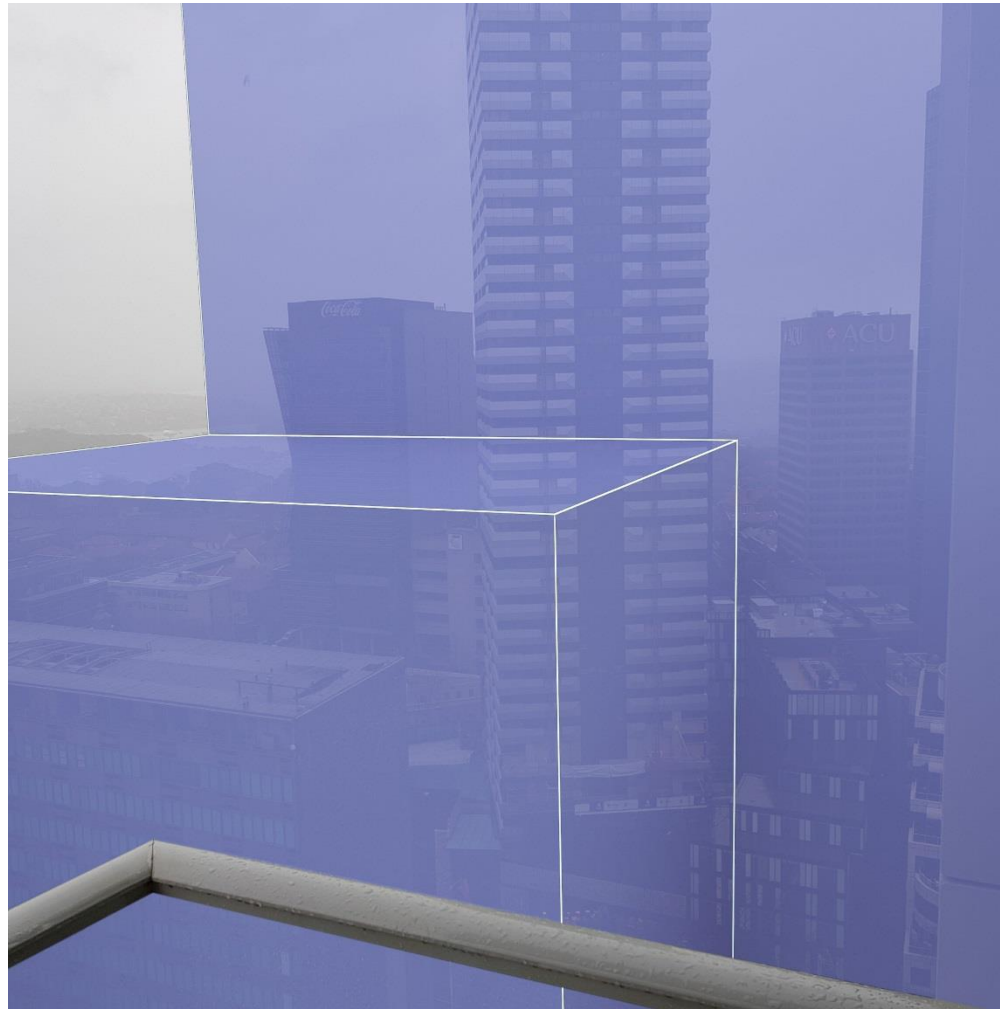
28. Apartment 2501 - West

Original Photograph



Camera Height - RL 139.5m
Photo Date - 19th June 2018
Photo Lens - 37mm

Proposed building height in North Sydney Council's North Sydney Centre Planning Proposal



Camera Height – RL 139.5m
Photo Date – 19th June 2018
Photo Lens – 37mm

Proposed Victoria Cross OSD Building Envelope



Camera Height – RL 139.5m
Photo Date – 19th June 2018
Photo Lens – 37mm

29. Apartment 3102 - West

Original Photograph



Camera Height - RL 155.4m

Photo Date - 19th 2018 June

Photo Lens - 37mm

Proposed building height in North Sydney Council's North Sydney Centre Planning Proposal



Camera Height – RL 155.4m
Photo Date – 19th June 2018
Photo Lens – 37mm

Proposed Victoria Cross OSD Building Envelope



Camera Height – RL 155.4m
Photo Date – 19th June 2018
Photo Lens – 37mm

210. Apartment 3302 – South-West

Original Photograph



Camera Height - RL 160.6m

Photo Date - 19th June 2018

Photo Lens - 37mm

Proposed building height in North Sydney Council's North Sydney Centre Planning Proposal



Camera Height – RL 160.6m
Photo Date – 19th June 2018
Photo Lens – 37mm

Proposed Victoria Cross OSD Building Envelope



Camera Height – RL 160.6m
Photo Date – 19th June 2018
Photo Lens – 37mm

211. Apartment 3302 - West
Original Photograph



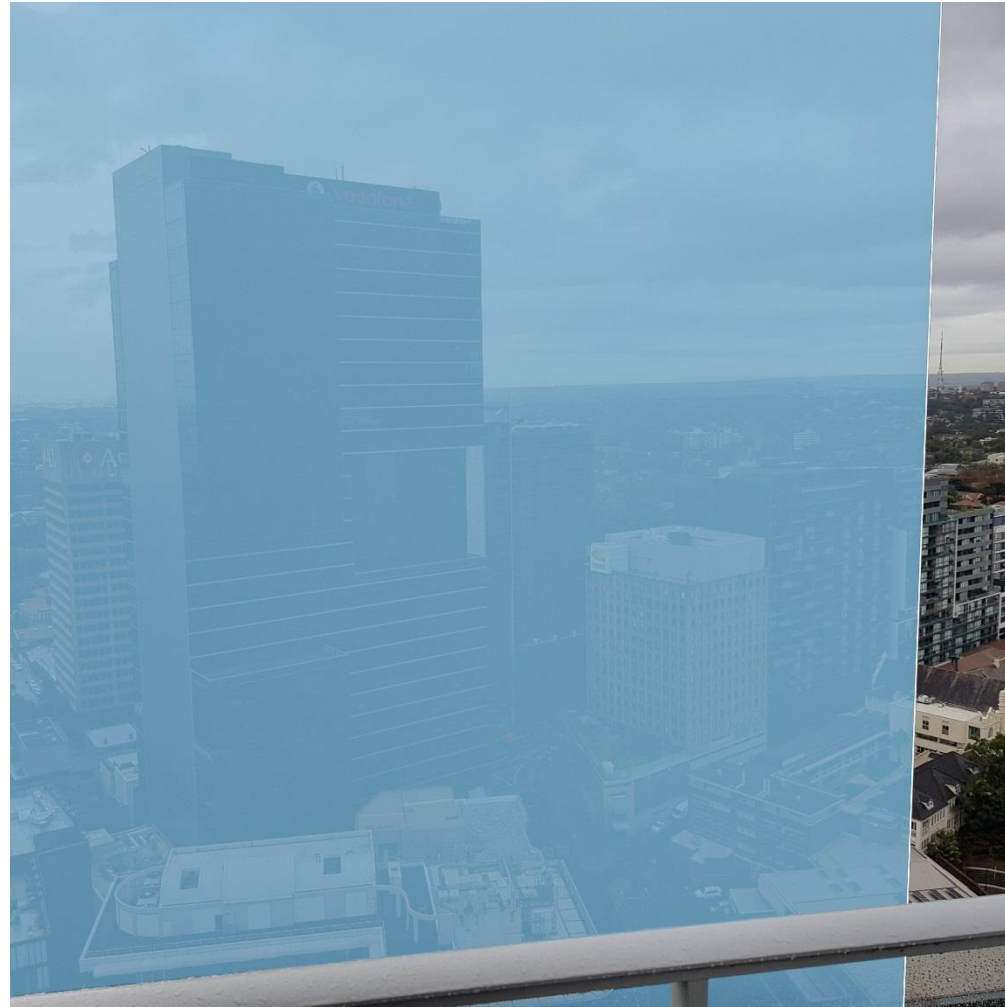
Camera Height – RL 160.6m
Photo Date – 19th June 2018
Photo Lens – 37mm

Proposed building height in North Sydney Council's North Sydney Centre Planning Proposal



Camera Height – RL 160.6m
Photo Date – 19th June 2018
Photo Lens – 37mm

Proposed Victoria Cross OSD Building Envelope



Camera Height – RL 160.6m
Photo Date – 19th June 2018
Photo Lens – 37mm

Appendix A – Documentation of Proposed Building Envelope



VICTORIA CROSS OSD
BUILDING ENVELOPE

A01.001	Indicative Ground Floor Plan
A01.002	Miller Street Elevation
A01.003	East West Section
A01.004	North West Axonometric
A01.005	South West Axonometric

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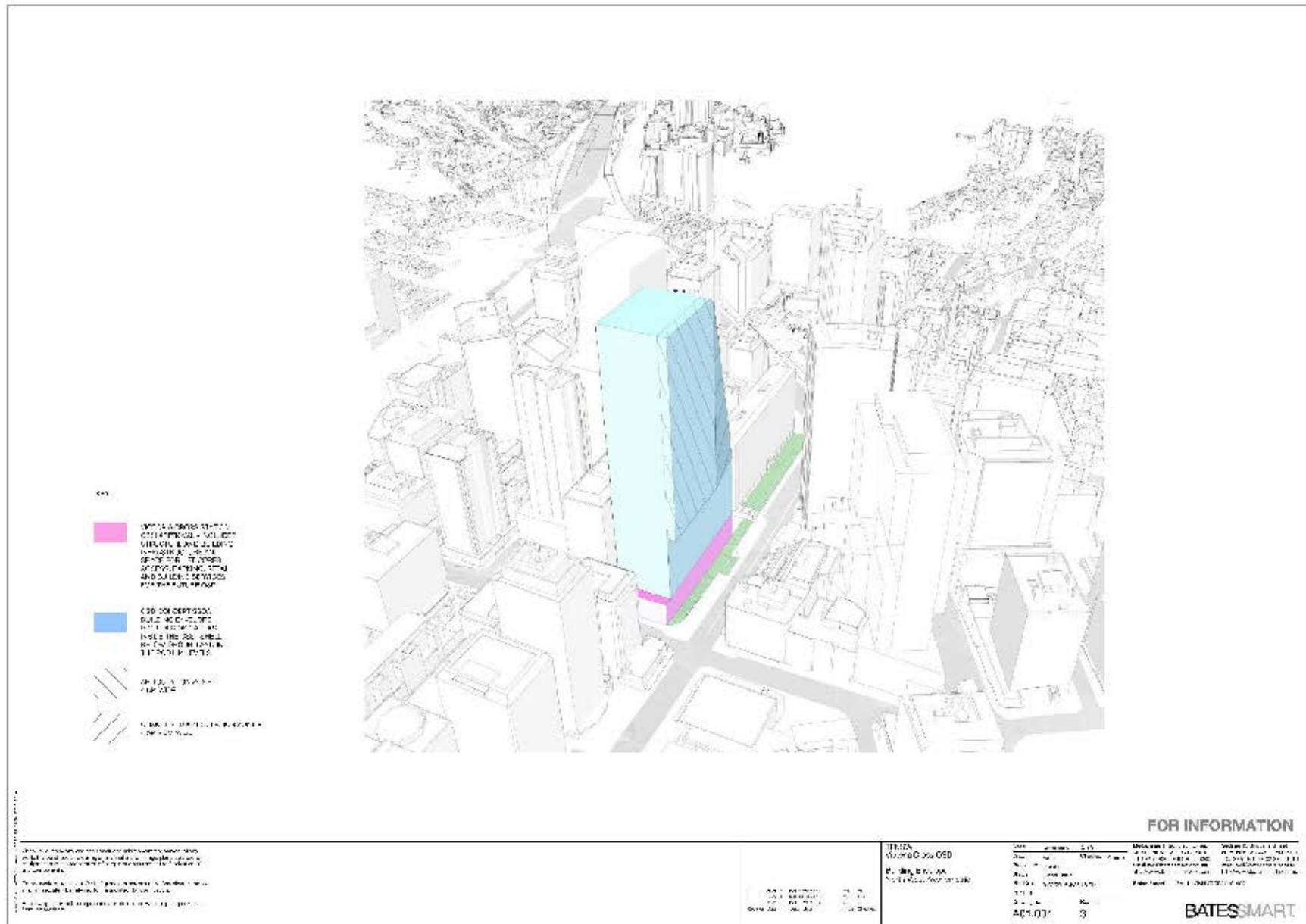
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Rev	Date	By	Check	Description
1	16/04/2018	25517	25517	Issue for RFP
2	16/04/2018	25517	25517	Issue for RFP

TFNSW
Victoria Cross OSD
Cover Page
Drawing List

Scale	Not to scale	@ A0	Melbourne 1	1 Nicholson Street Melbourne VIC 3000 Australia T 03 9554 6200 F 03 9554 6300 email mel@batesmart.com.au http://www.batesmart.com.au
Drawn	Author	Checked	Checker	Sydney 43
Project no.	03041			370 Brisbane Street Surry Hills NSW 2010 Australia T 02 9554 6100 F 02 9554 6150 email syd@batesmart.com.au http://www.batesmart.com.au
Sheet	Project Status			Bates Smart
Plot Date	16/04/2018 2:55:17 PM			Phy Ltd ABN 70 004 939 400
Plot File				
Drawing no.	A01.000	Revision	2	BATESSMART



Appendix B – Camera Lenses for Photomontages

Digital camera lenses for photomontages and visual impact assessments

The intention of a photomontage rendering is to visually communicate how proposed built form sits in respect to its surroundings. To achieve this, a digitally rendered image from a digital 3D model is accurately superimposed into a digital photograph to provide an accurate representation in terms of light, material, scale, and form.

Camera lens selection also plays an important part in creating a photomontage that communicates visual impact. There are several things to consider with respect to lens selection.

Field of View of the Human Eye

The field of view of the human eye is a topic that varies depending on the source of information. In many cases, the field of view of the eye is stated to be 17mm. Other opinions claim a smaller field of view of around 22-24mm.

Whichever the case, it is accepted that the human eye has a wide field of view. When a person stands close to a subject - for instance a building - their field of vision can potentially read all of the top, sides and bottom of the building simultaneously in a single glance.

In addition to this, the human eye can change focus and target direction extremely rapidly, allowing a person to view a large structure in a very short period of time, effectively making the perceived field of view even larger.

The Perspective of the human eye

It is difficult to accurately reproduce what the human eye sees by the means of a printed image. The eye's image sensor - the retina - is curved along the back surface of the eyeball, whereas the sensor on a camera is flat. Consequently, the perspective of a photograph can look quite different to how a person views a scene in the real world, especially when comparing to a photo captured with a wide camera lens.

In digital photography circles, it is widely accepted that using a longer lens (approximately 50mm) reduces the amount of perspective in an image and therefore more closely replicates what the human eye would see in reality. This, however, only addresses how the eye perceives perspective and does not consider the field of view of the eye.

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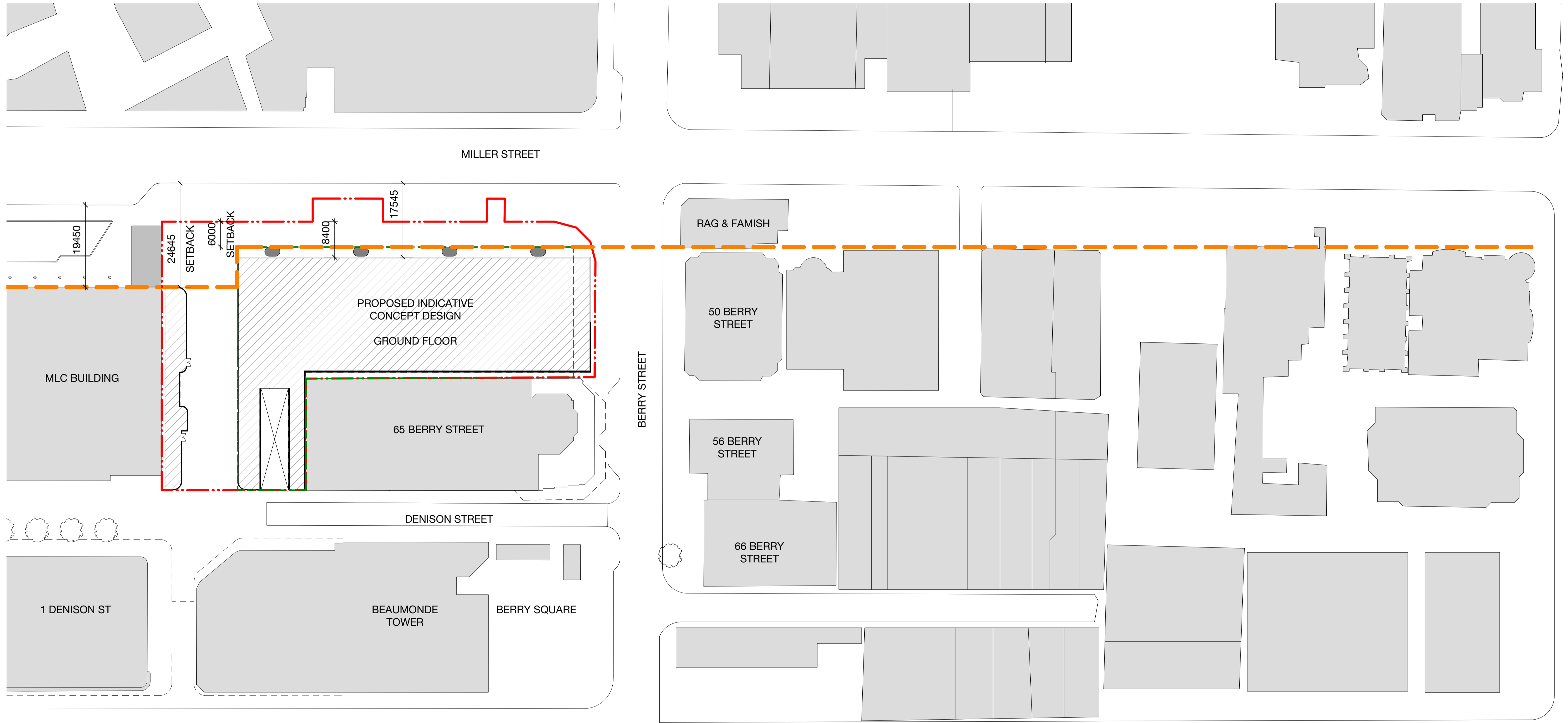
The Perspective of the human eye

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Setback Study — Miller Street

APPENDIX H



1 Building Setback
Plan 1 : 500

LEGEND

	Site Boundary
	Building Alignment
	OSD Tower Envelope Alignment over Low-Rise

**TFNSW
Victoria Cross OSD**

SKETCH
Proposed Building Alignment -
Low-Rise

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



Scale	1 : 500	@ A1
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Status	Project Status	
Plot Date	7/08/2018 10:26:02 AM	
BIM		
Drawing no.	SK.202	Revision

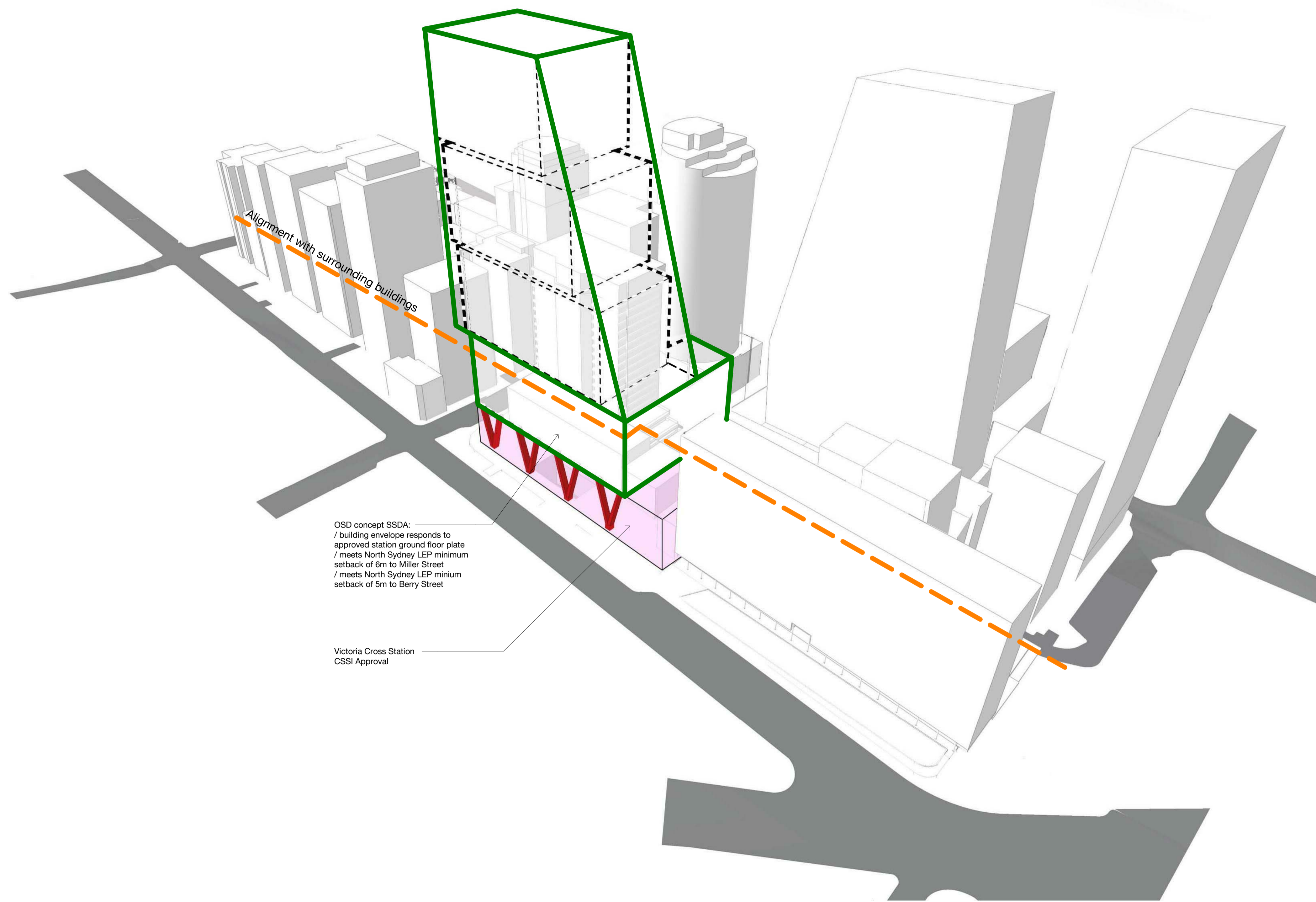
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http://www.batesmart.com.au

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c:\temp\WOODS_BIS_ARCH\B2017_GDA.dwg



OSD concept SSDA:
 / building envelope responds to approved station ground floor plate
 / meets North Sydney LEP minimum setback of 6m to Miller Street
 / meets North Sydney LEP minimum setback of 5m to Berry Street

Victoria Cross Station
 CSSI Approval

**TFNSW
 Victoria Cross OSD**

**SKETCH
 Proposed Building Alignment
 Perspective**

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Status	Project Status
Plot Date	7/08/2018 10:26:04 AM
BIM	
Drawing no.	SK.202a
Revision	

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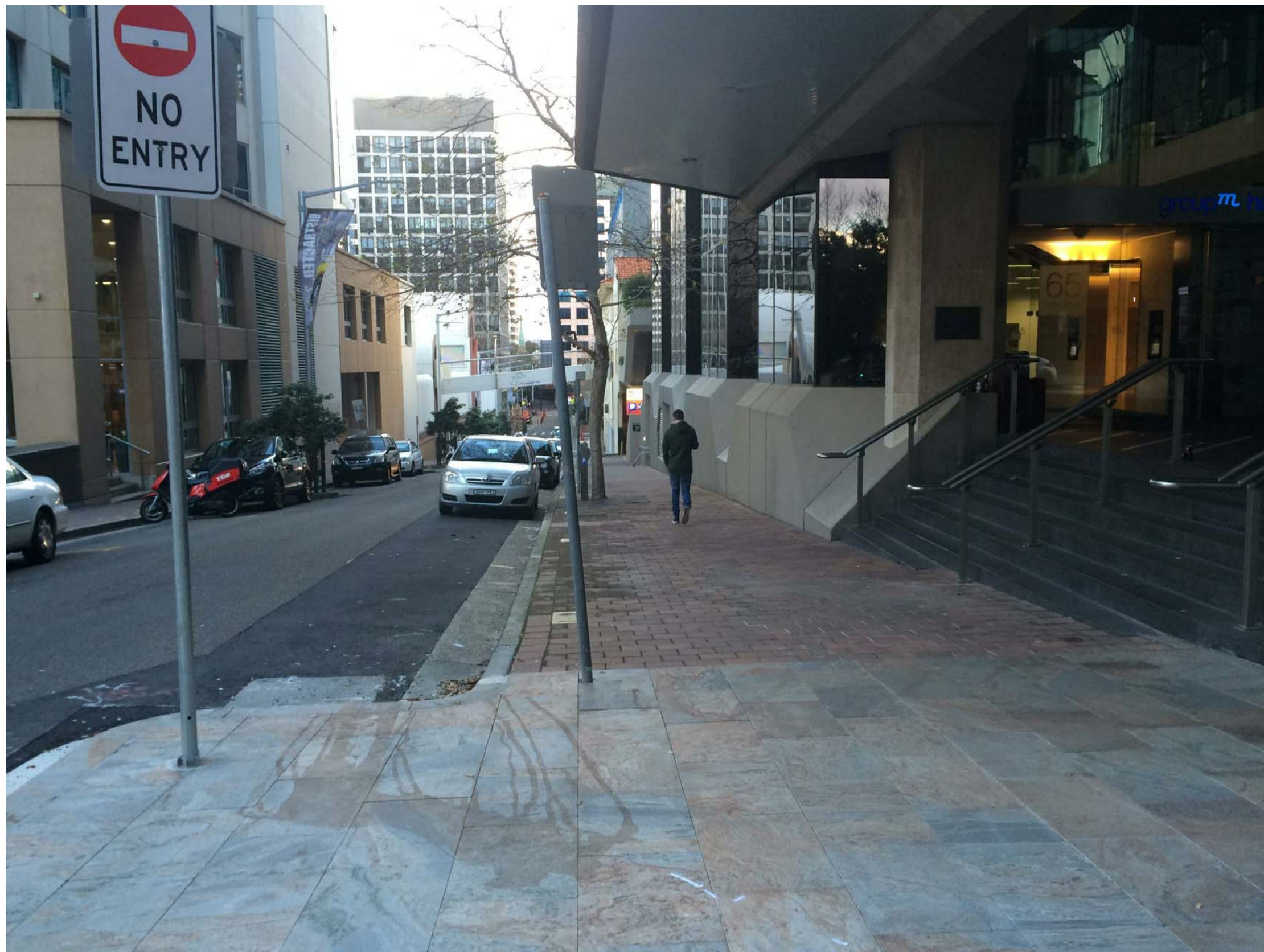
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 Surry Hills NSW 2010 Australia
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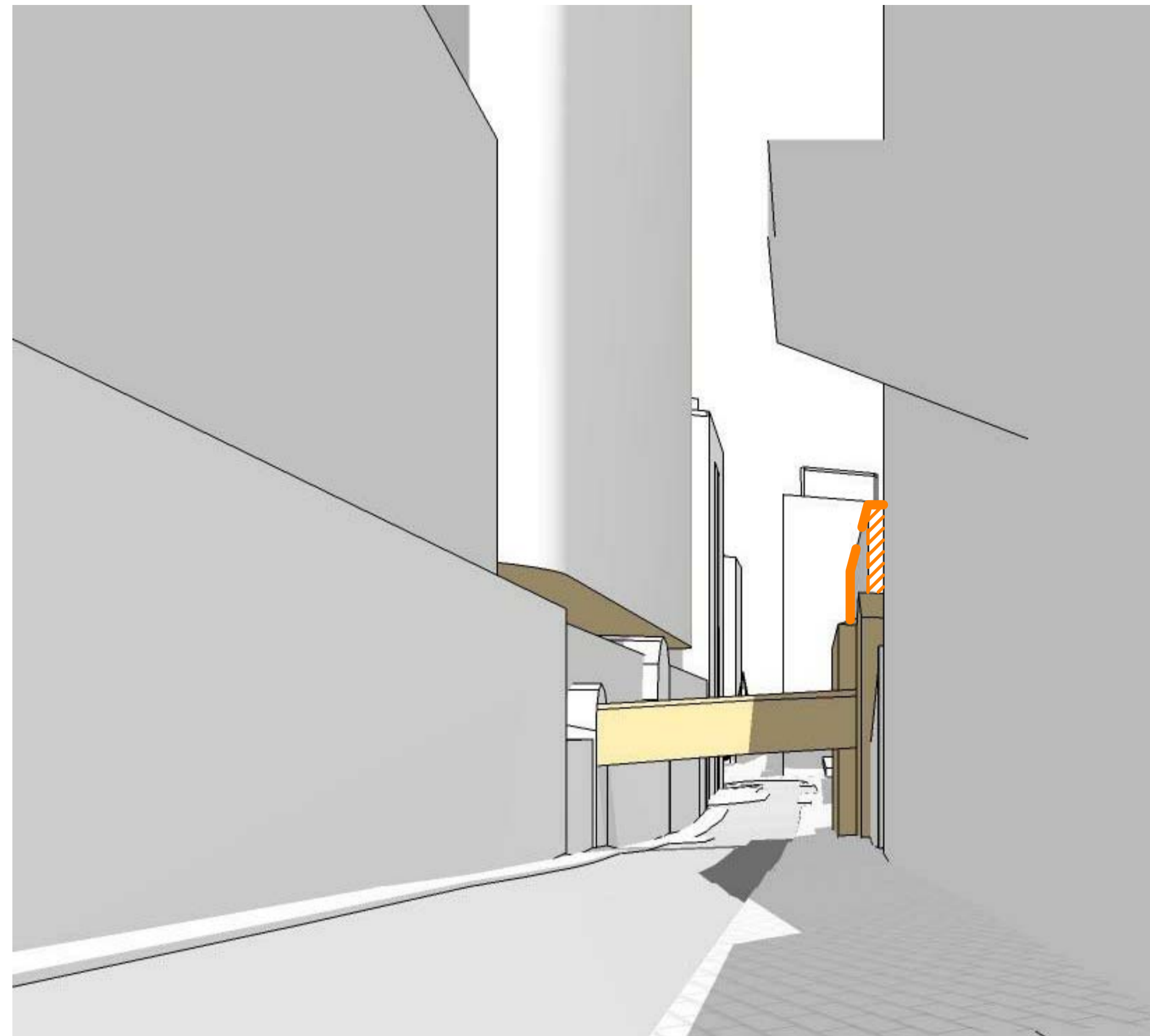


Streetscape and Visual Impact Study — Denison Street

APPENDIX I



VIEW 1 - PHOTO OF PREVIOUS BUILDING LOOKING DOWN DENISON STREET



VIEW 1 PREVIOUS BUILDING - PRE-CSSI DEMOLITION



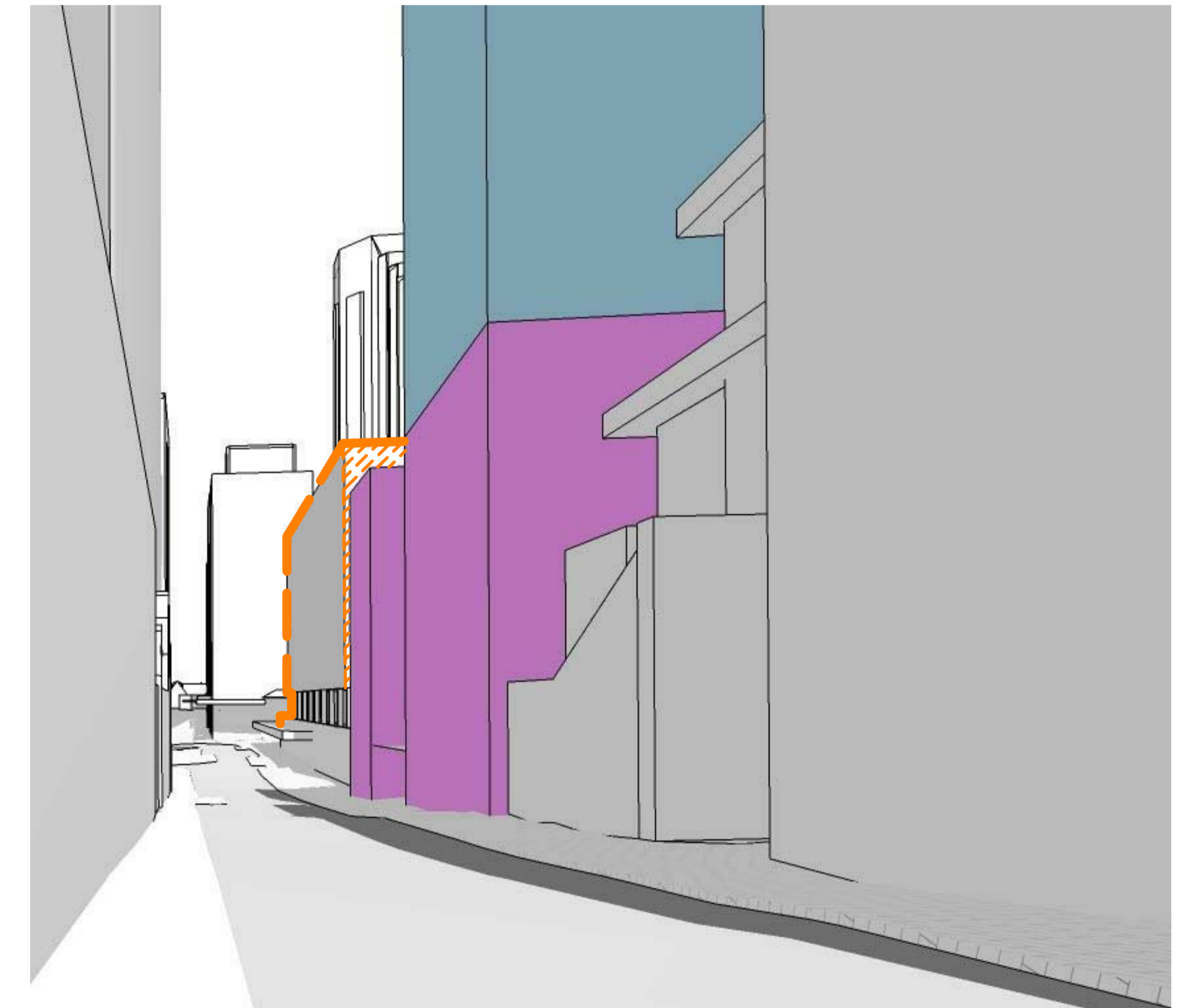
VIEW 1 PROPOSED INDICATIVE CONCEPT DESIGN



VIEW 2 - PHOTO OF PREVIOUS BUILDING LOOKING DOWN DENISON STREET



VIEW 2 PREVIOUS BUILDING - PRE-CSSI DEMOLITION



VIEW 2 PROPOSED INDICATIVE CONCEPT DESIGN

- LEGEND**
- OSD CONCEPT SSDA BUILDING ENVELOPE
 - VICTORIA CROSS STATION CSSI APPROVAL
 - SURROUNDING BUILDINGS
 - MLC OUTLINE

**TFNSW
Victoria Cross OSD**

**SKETCH
Denison Street Views**

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Plot Date	7/08/2018 10:27:01 AM	
BIM		
Drawing no.	SK.207	Revision

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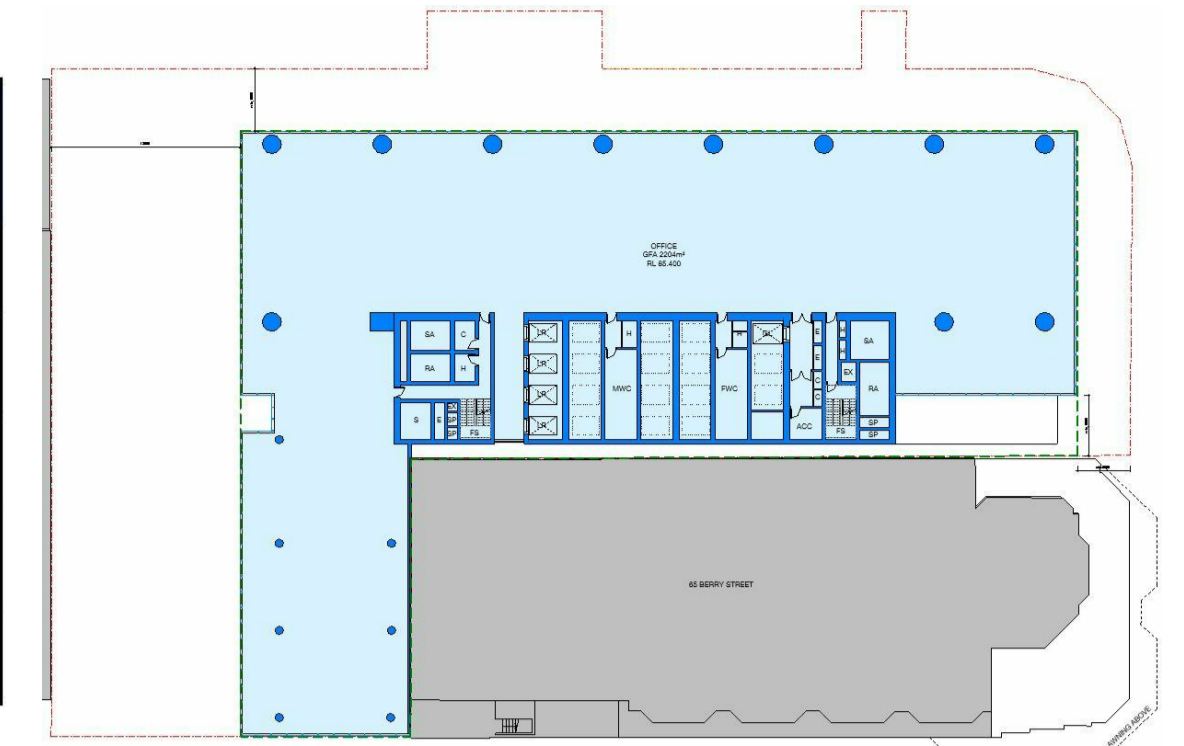
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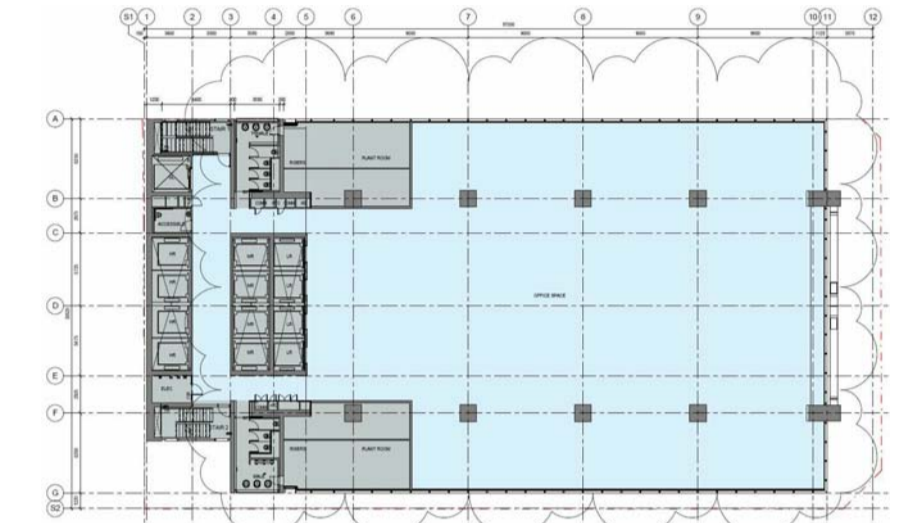
Commercial Floorplate Study

APPENDIX J

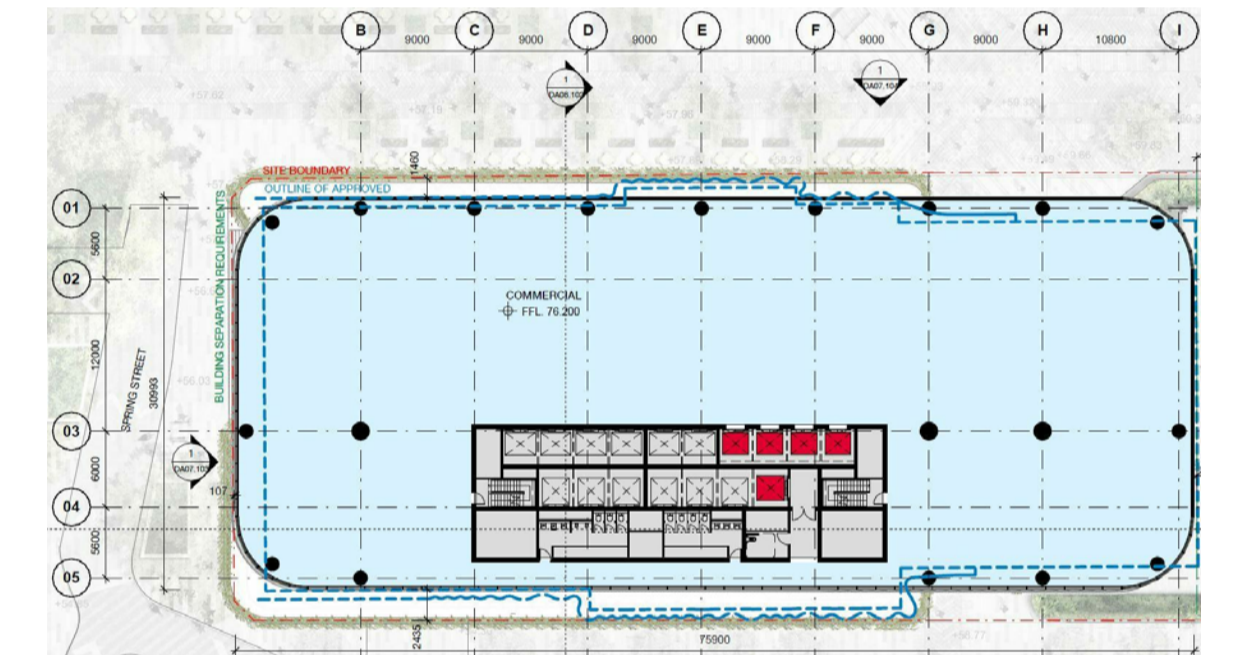
Site	Site Area (sqm)	Building Height (RL)	Approximate Gross Floor Area (GFA)	Approximate Floor Space Ratio (FSR)	Typical low rise floorplate (NLA)
Victoria Cross OSD (Low-Rise)	4,815	RL 230	60,000sqm	12.46 : 1	2,080
100 Mount Street (Low-rise)	1,750	RL 200	42,000sqm	24 : 1	1,145
1 Denison Street (Low Rise)	3,527	RL 213	60,000sqm	17 : 1	1,957
177 Pacific Hwy (Low Rise)	2,415	RL 195	45,000sqm	18.6 : 1	1,402
Northpoint Tower (Low Rise)	5,000	RL 195	40,000sqm	N/A	940



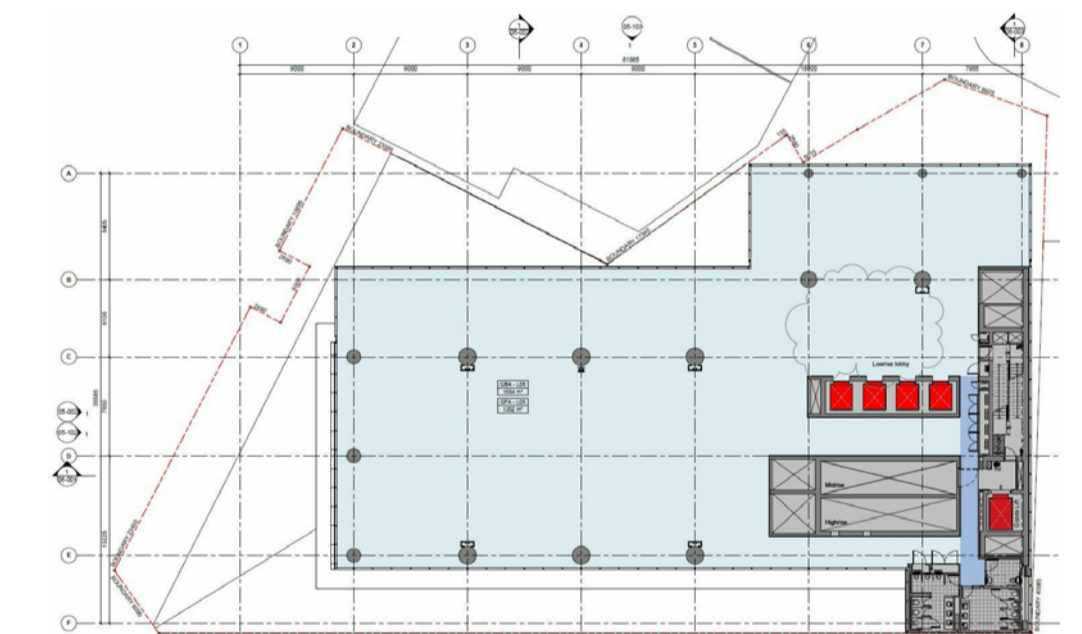
Victoria Cross OSD Indicative Design - typical low-rise



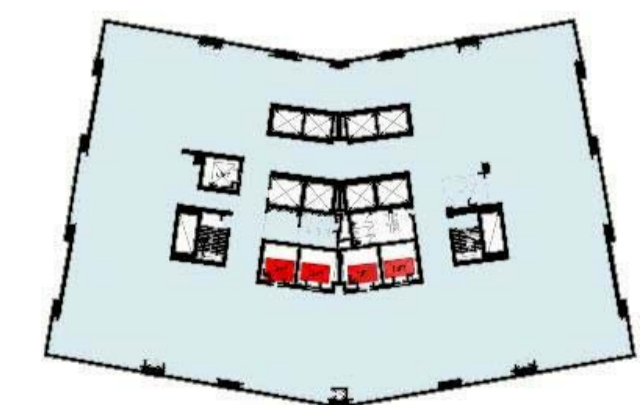
100 Mount St - typical low rise



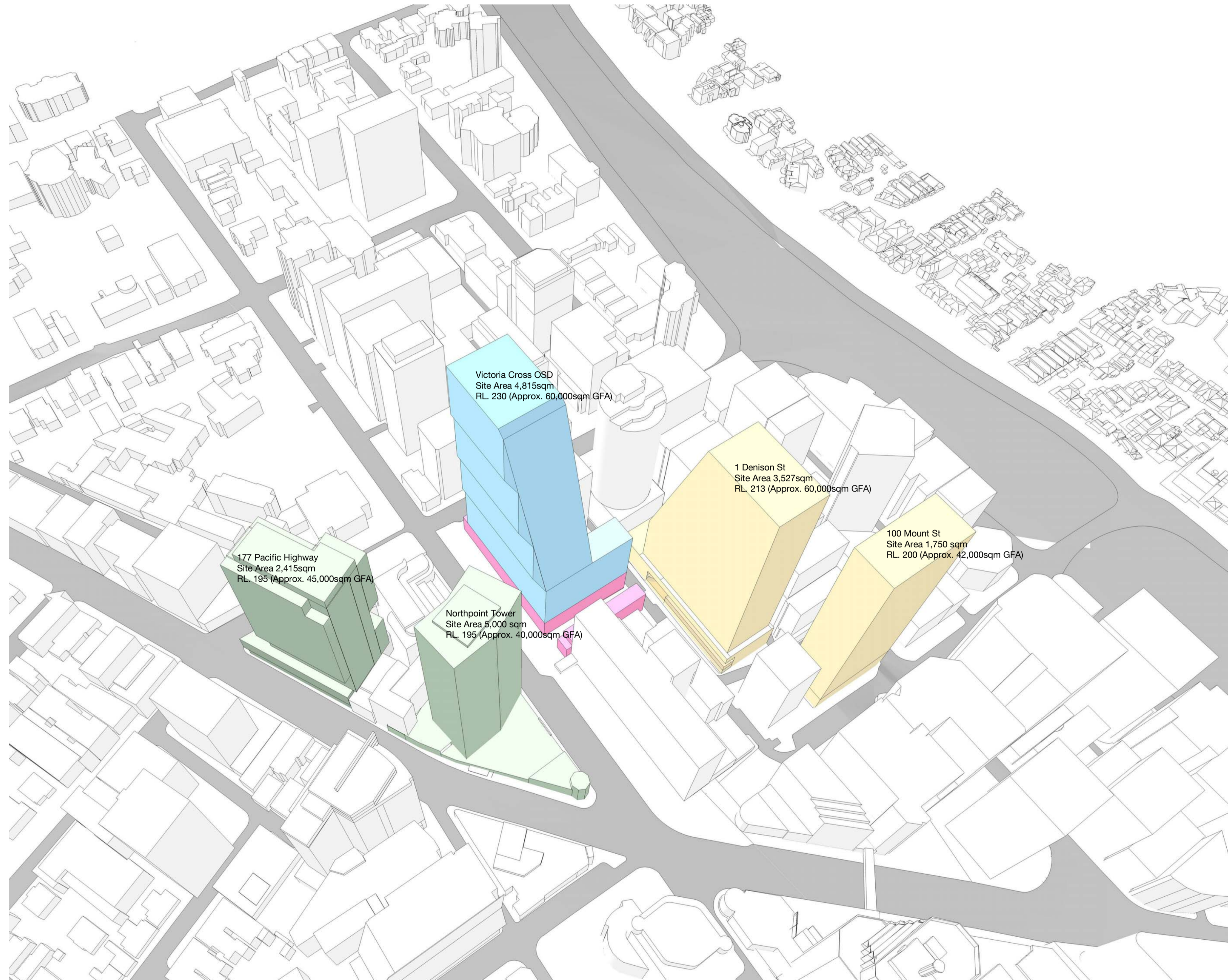
1 Denison St - typical low rise



177 Pacific Highway - typical low rise



Northpoint Tower - typical low rise



TFNSW
Victoria Cross OSD

SKETCH
Commercial Floorplate Study

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Plot Date	27/08/2018 3:19:02 PM
BIM	
Drawing no.	SK.206
Revision	

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Community Information Session — contact information

APPENDIX K



A vibrant and accessible precinct for North Sydney

Sydney Metro is Australia’s biggest public transport project. It will transform Sydney, delivering more trains and faster services for customers across the network.

The NSW Government has announced the start of a planning process for Victoria Cross Station to be better integrated into the community and surrounding area.

The proposal for North Sydney is a commercial building above the new metro station, accessible via Miller, Denison and Berry streets.

It will support the continued growth of North Sydney, adding to the

vibrancy of the area with new jobs, retail opportunities and high-quality open space.

Information sessions

Community information sessions are being held soon. We encourage people to come along to one of the sessions below to meet expert members of the project team who will be happy to answer any questions. There is no need to make a booking.

COMMUNITY INFORMATION SESSIONS

Monday 4 June 2018 4-7pm	Fred Hutley Hall	200 Miller Street, North Sydney
Wednesday 6 June 2018 4-7pm	Fred Hutley Hall	200 Miller Street, North Sydney

For more information or to register for email updates contact:

Website sydneymetro.info

Email sydneymetro@transport.nsw.gov.au

Call **1800 171 386**

A vibrant and accessible precinct for North Sydney

Sydney Metro is Australia's biggest public transport project. It will transform Sydney, delivering more trains and faster services for customers across the network.

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Call **1800 171 386**



Felicity Wilson MP
Member for North Shore

MEDIA RELEASE

22 May 2018

PLANNING UNDERWAY FOR LANDMARK COMMERCIAL AND RETAIL BUILDING ABOVE METRO STATION IN NORTH SYDNEY

North Sydney will get a new commercial and retail hub as planning begins for Sydney Metro's Victoria Cross Station. The public can now have their say on the proposed building above Victoria Cross Station after an Environmental Impact Statement was lodged with the Department of Planning and Environment.

"Sydney Metro will make it faster and easier to get around the city, but it also delivers an opportunity to create world-class destinations that will shape Sydney's future," Member for North Shore Felicity Wilson said.

"North Sydney will get a new commercial and retail hub in its CBD and be more connected than ever before – only five minutes to the heart of Sydney at Martin Place, and three minutes to Barangaroo."

"Now is the opportunity for the community to have their say on this next part of Australia's biggest public transport project."

Three groups have been shortlisted for the tender to build Victoria Cross Station in North Sydney and the building above the station – the first integrated station package to be shortlisted on the Sydney Metro City & Southwest project.

To help minimise the impact to the community and maximise the benefits of Sydney Metro, work on the integrated designs can start while station construction is underway.

The NSW Government expects to award the contract later this year. Sydney Metro received planning approval for Victoria Cross Station in January 2017, and is now seeking approval for the building above the station.

Displays and information will be available at the following drop-in community information sessions:

- 4th June 4-7pm, Fred Hutley Hall, North Sydney Council, 200 Miller Street, North Sydney
- 6th June 4-7pm, Fred Hutley Hall, North Sydney Council, 200 Miller Street, North Sydney
- 26th May from 8:30am - 3pm, Kirribilli Markets

Details on how to make a submission can be found at: www.majorprojects.planning.nsw.gov.au and the Environmental Impact Statement is on exhibition from 23 May 2018 to 22 June 2018.

Media: 9909 2594



Victoria Cross integrated station development



Victoria Cross

Adding to the vibrancy of North Sydney through new employment and retail opportunities, improved pedestrian connections and high quality outdoor spaces.

Sydney Metro is Australia's biggest public transport project.

This new standalone railway will deliver 31 metro stations and more than 66 kilometres of new metro rail, revolutionising the way Australia's biggest city travels.

The NSW Government has identified stations on the Sydney Metro system which can be better integrated with the areas around them and buildings above them, creating world-class places that will shape our city's future.

The concept proposal for North Sydney is a 40 storey commercial building above the station's southern entrance integrating retail opportunities and enhancing North Sydney as a thriving commercial, residential, retail and entertainment hub.

3

Minutes to
BARANGAROO

5

Minutes to
MARTIN PLACE

9

Minutes to
CENTRAL

sydneymetro.info
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**HAVE
YOUR
SAY**

Community information sessions

The Sydney Metro team will hold two community information sessions as part of the concept State Significant Development application for integrated station development at Victoria Cross Station in North Sydney.

Expert members of the project team will be available to answer any questions you have.

Where

Fred Hutley Hall
North Sydney Council
200 Miller Street, North Sydney

Date and time

Monday 4 June 4-7pm
Wednesday 6 June 4-7pm

Community Information Session — information boards

APPENDIX L

Welcome to this information session

Our staff will be happy
to assist you



Australia's biggest public transport project



sydneymetro.info
1800 171 386

Revolutionising how we travel



The customer is at the centre of the Sydney Metro rail product.

Key benefits

Metro delivers improved connectivity across multiple levels:

- moving more people faster than ever before
- fast and easy to change to trains, buses, ferries and light rail
- making it fast and easy to move around a growing city
- making a big city better connected
- aligning and integrating with other city-building transport projects
- opening up options for work, education, health care and much more
- taking the guesswork out of travel – no need to plan, just turn up and go.

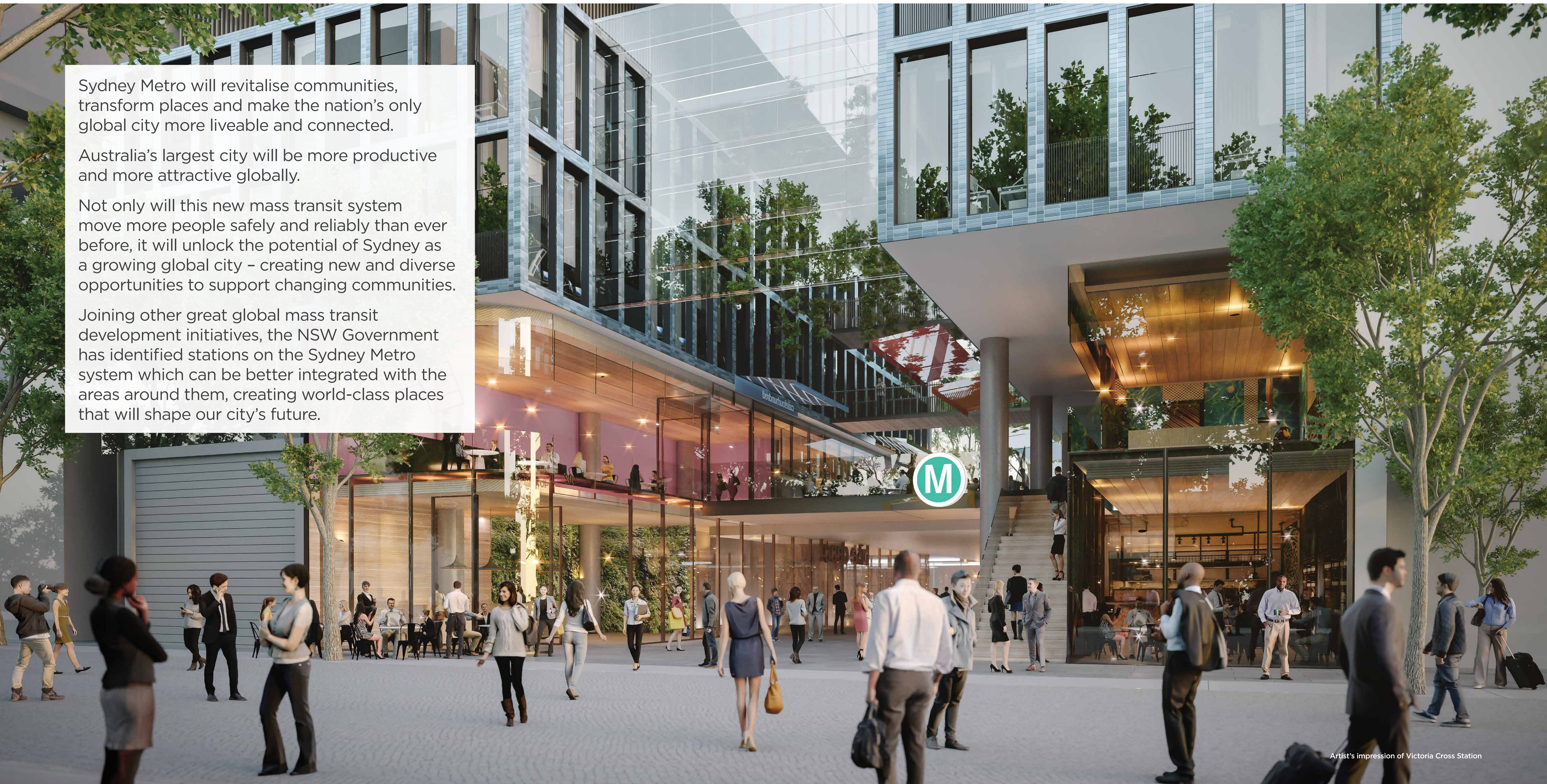
Shaping tomorrow's Sydney

Sydney Metro will revitalise communities, transform places and make the nation's only global city more liveable and connected.

Australia's largest city will be more productive and more attractive globally.

Not only will this new mass transit system move more people safely and reliably than ever before, it will unlock the potential of Sydney as a growing global city – creating new and diverse opportunities to support changing communities.

Joining other great global mass transit development initiatives, the NSW Government has identified stations on the Sydney Metro system which can be better integrated with the areas around them, creating world-class places that will shape our city's future.



Artist's impression of Victoria Cross Station



sydneymetro.info
1800 171 386

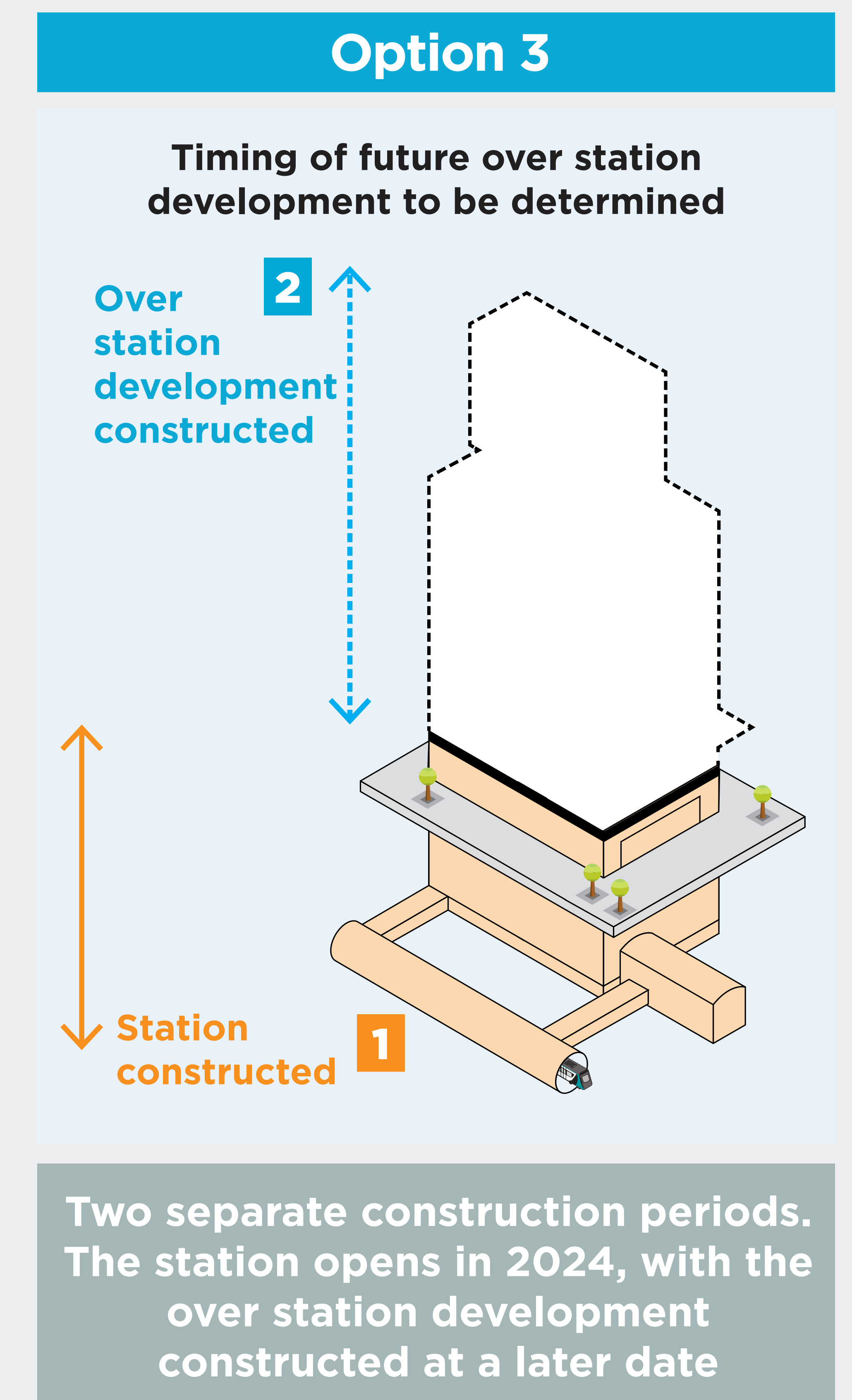
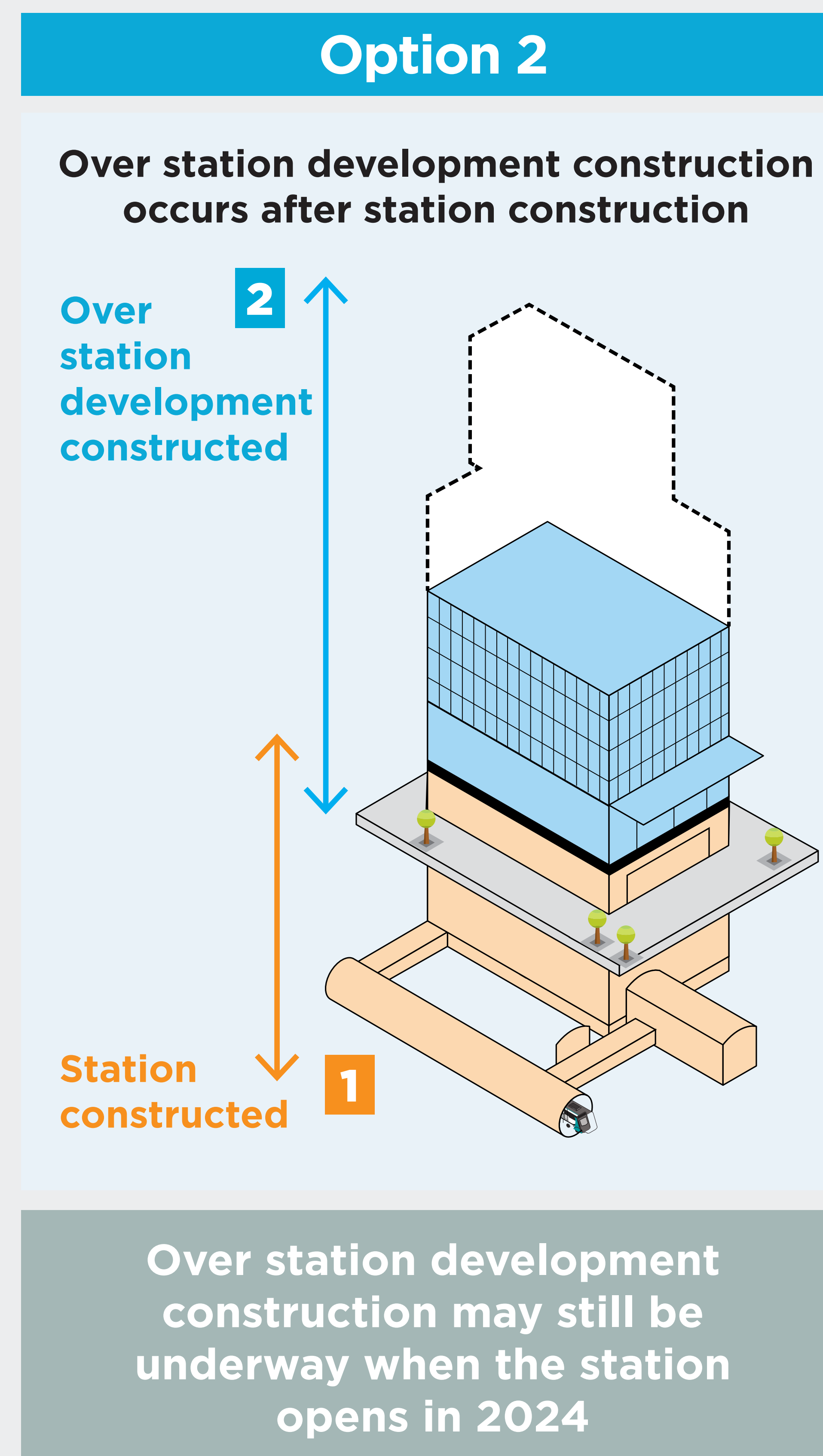
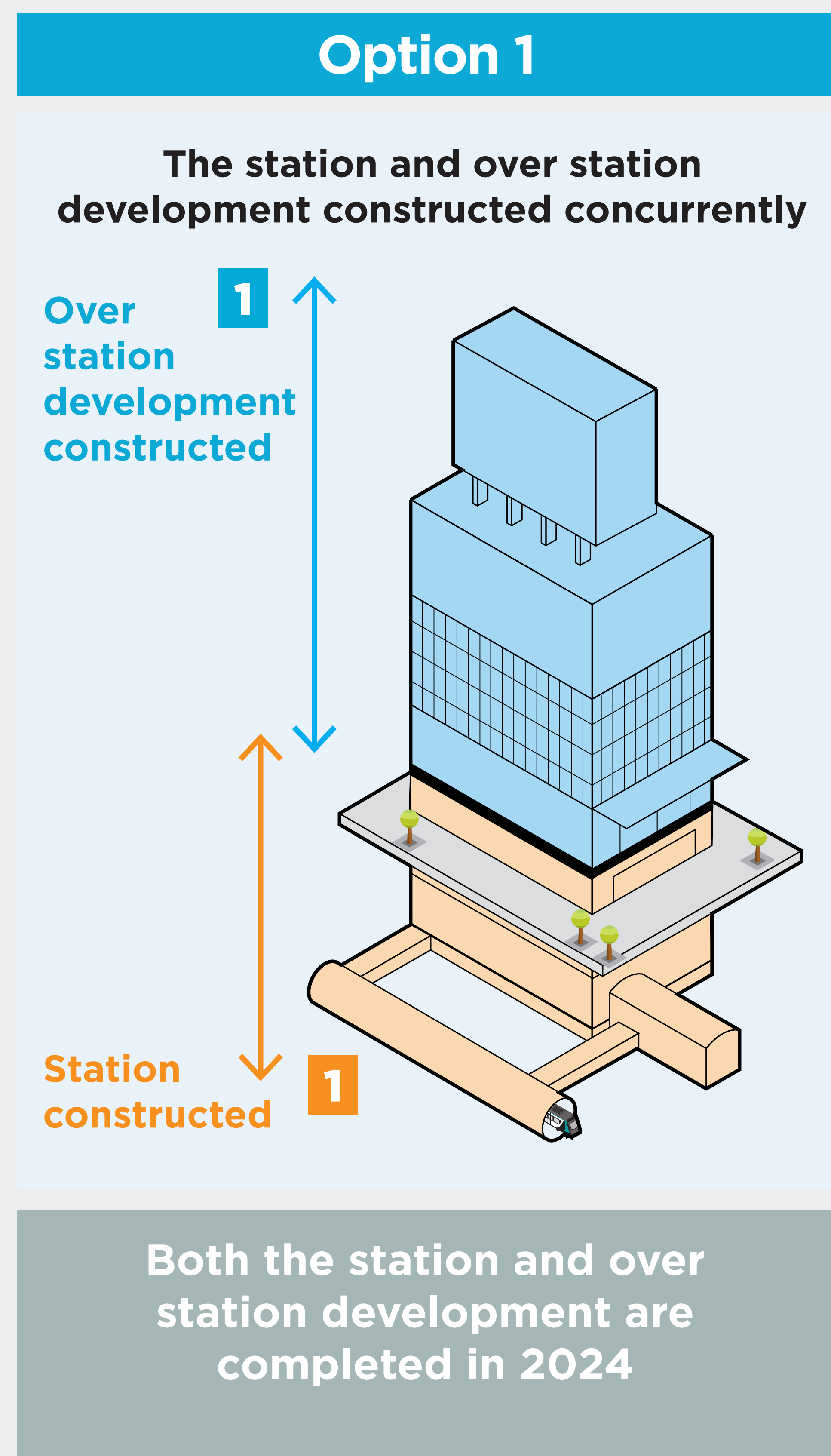
Integrated station developments

As the new metro stations are built underground, buildings will be able to be built above them at the same time.

This helps reduce community impacts and the length of time required to deliver the outcomes of integrated station developments.

The metro stations have been designed so that work on the integrated developments can start while the station construction is underway. This integrated approach means buildings can be completed close to when Sydney Metro services start in 2024.

Option one is preferred because it delivers the integrated development at the earliest date and minimises construction impacts.



Excellence in design



New city icons

- Development that shapes Sydney's growth and identity
- Contributing to Sydney's reputation for design excellence
- Leaving a lasting legacy



Vibrant public places

- Welcoming and inclusive places for social and cultural interaction
- Opportunities to create places and buildings that celebrate Sydney's culture and values
- Contributing to the vibrant and accessible streets and open space around stations



Integrated and inclusive

- Maximising opportunities for land use and transport integration
- Meeting the increasing demand for well-located residential, commercial, retail and community precincts
- Contributing to economic growth through appropriate land use outcomes
- Supporting opportunities for the expansion, improvement and activation of public open spaces



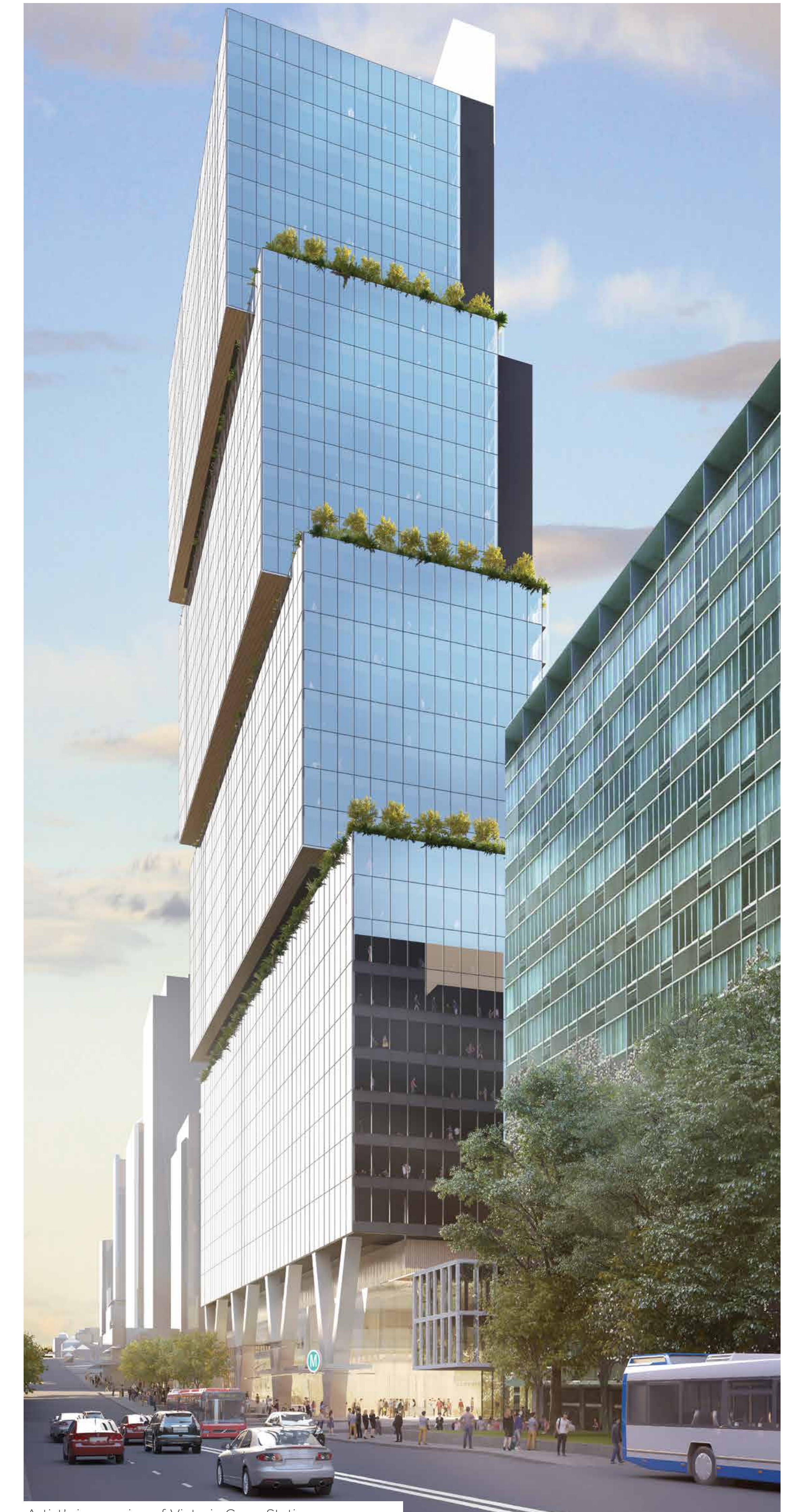
Designed for the future

- Buildings and surrounding spaces will be of the highest quality, exceeding community expectations now and into the future
- New infrastructure and public spaces will be durable, hard wearing and easy to maintain
- Sustainability will be embedded into initiatives



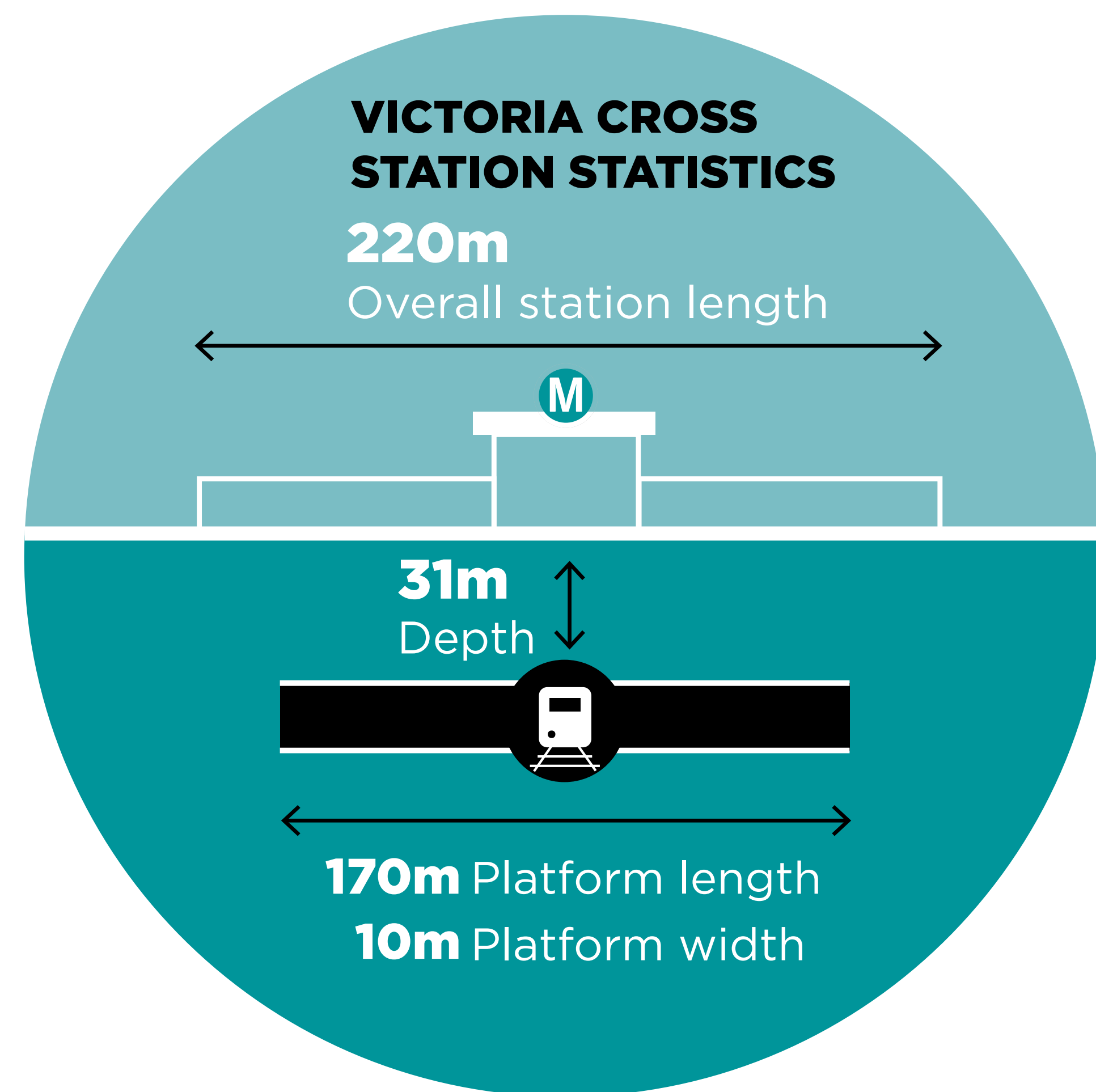
Safety and accessibility

- Day and night time activation will make precincts vibrant, including safe access
- A sense of security will ensure people can see and be seen



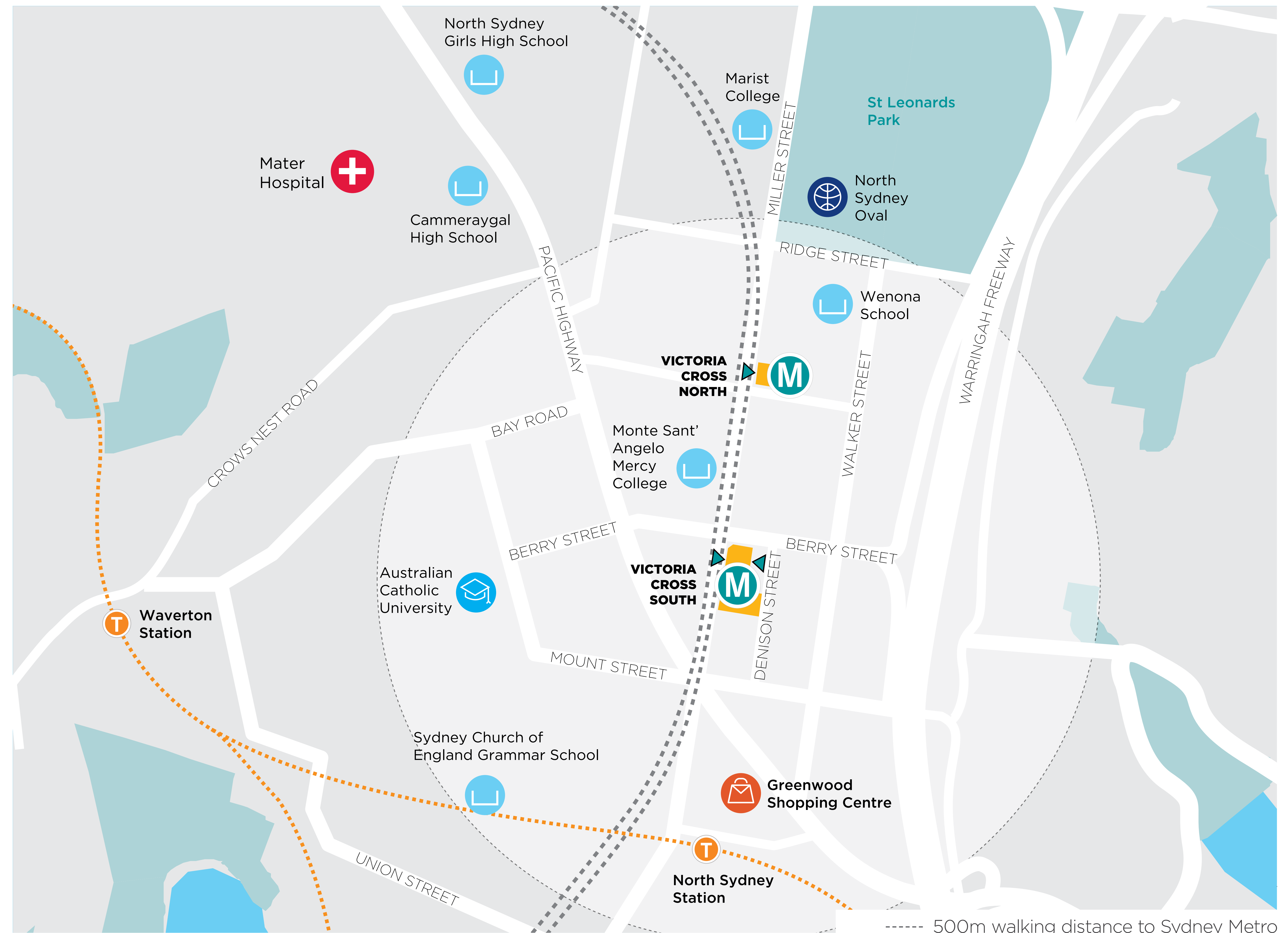
Artist's impression of Victoria Cross Station

Victoria Cross Station



ACCESSING THE STATION

- Pedestrian access
- Bike parking
- Bus stops
- Kiss-and-ride
- Taxi bays



3 Minutes to **BARANGAROO**

5 Minutes to **MARTIN PLACE**

9 Minutes to **CENTRAL**

Victoria Cross integrated station development

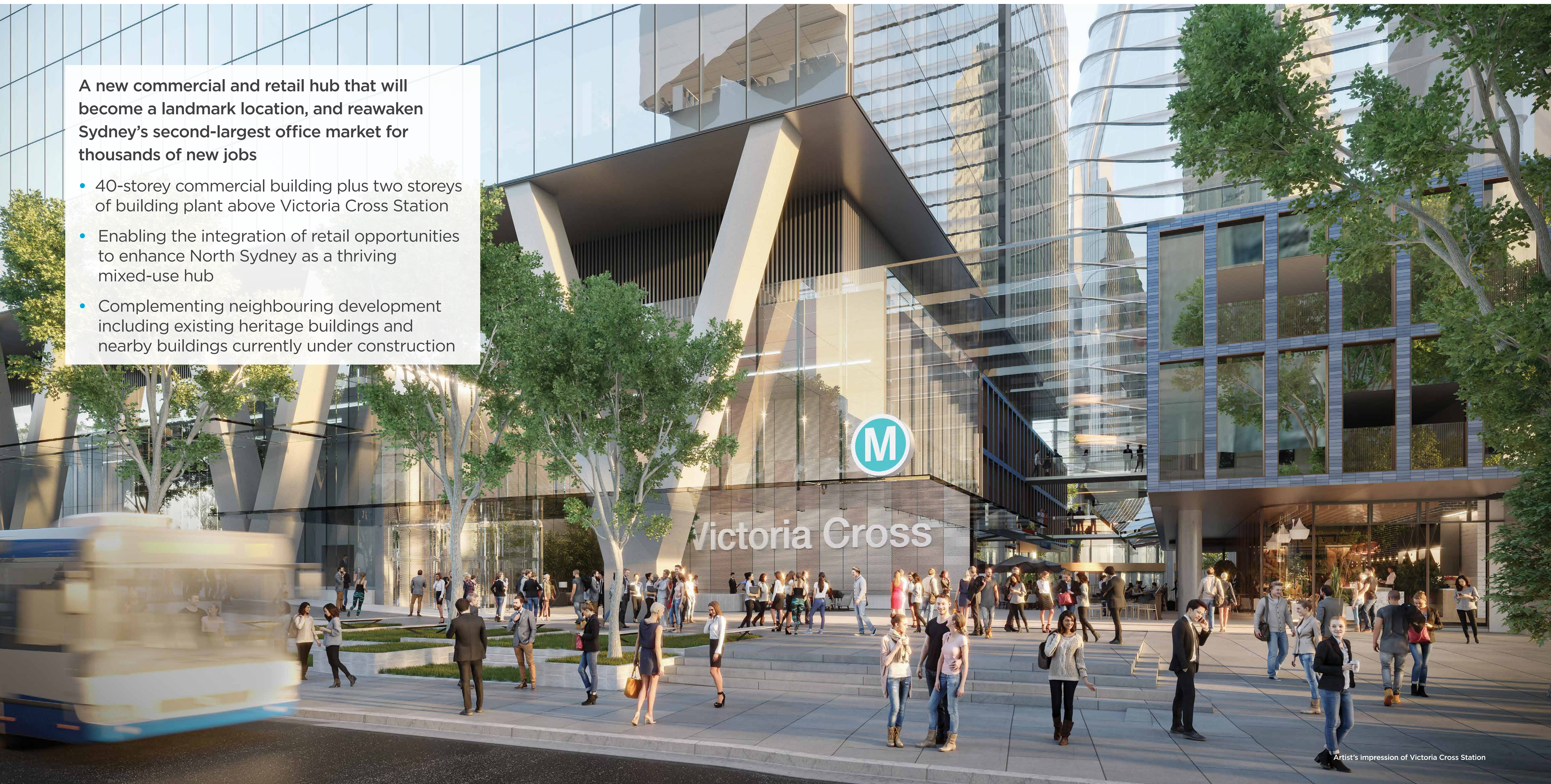


Artists impression of the Victoria Cross integrated station development

Victoria Cross integrated station development

A new commercial and retail hub that will become a landmark location, and reawaken Sydney's second-largest office market for thousands of new jobs

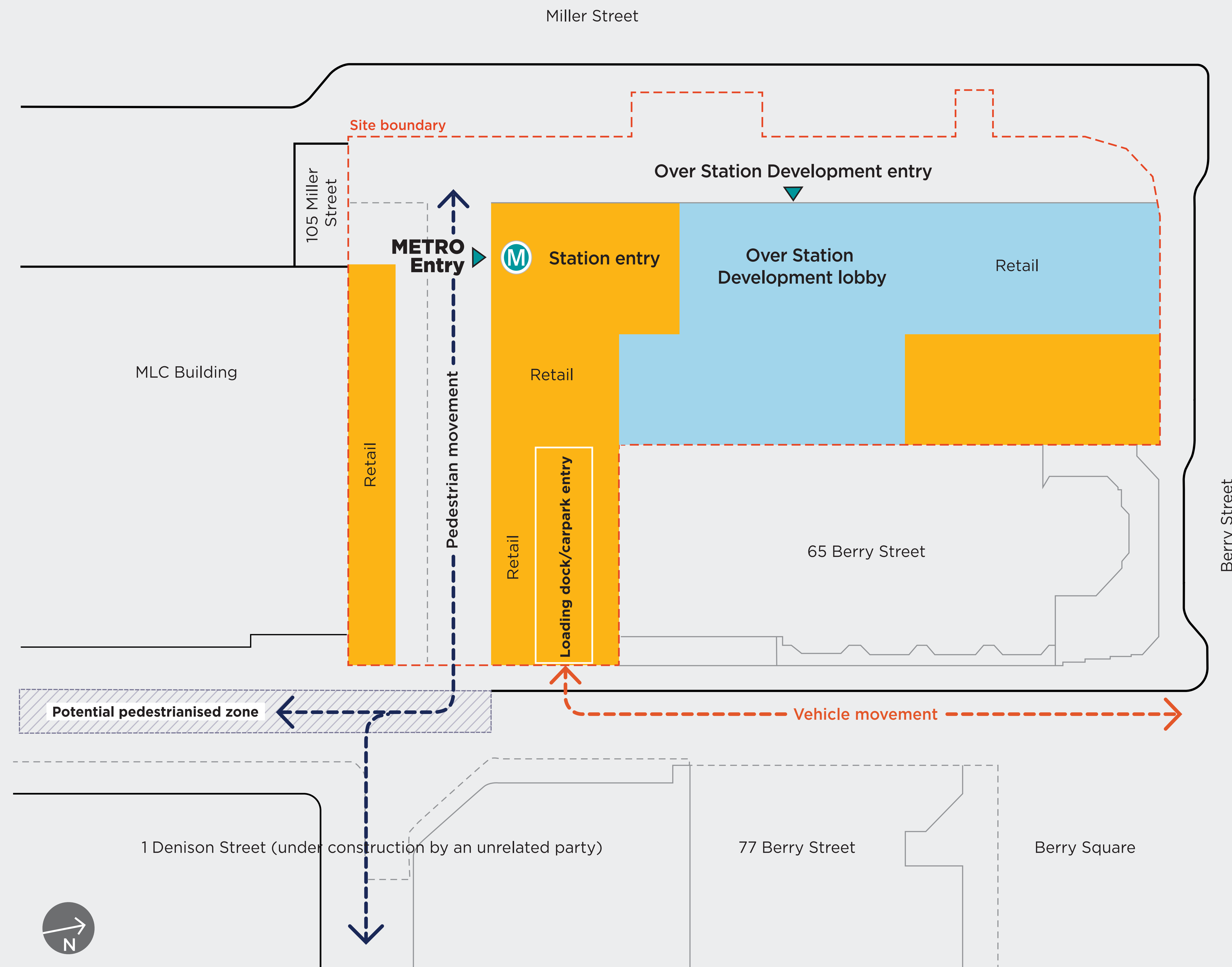
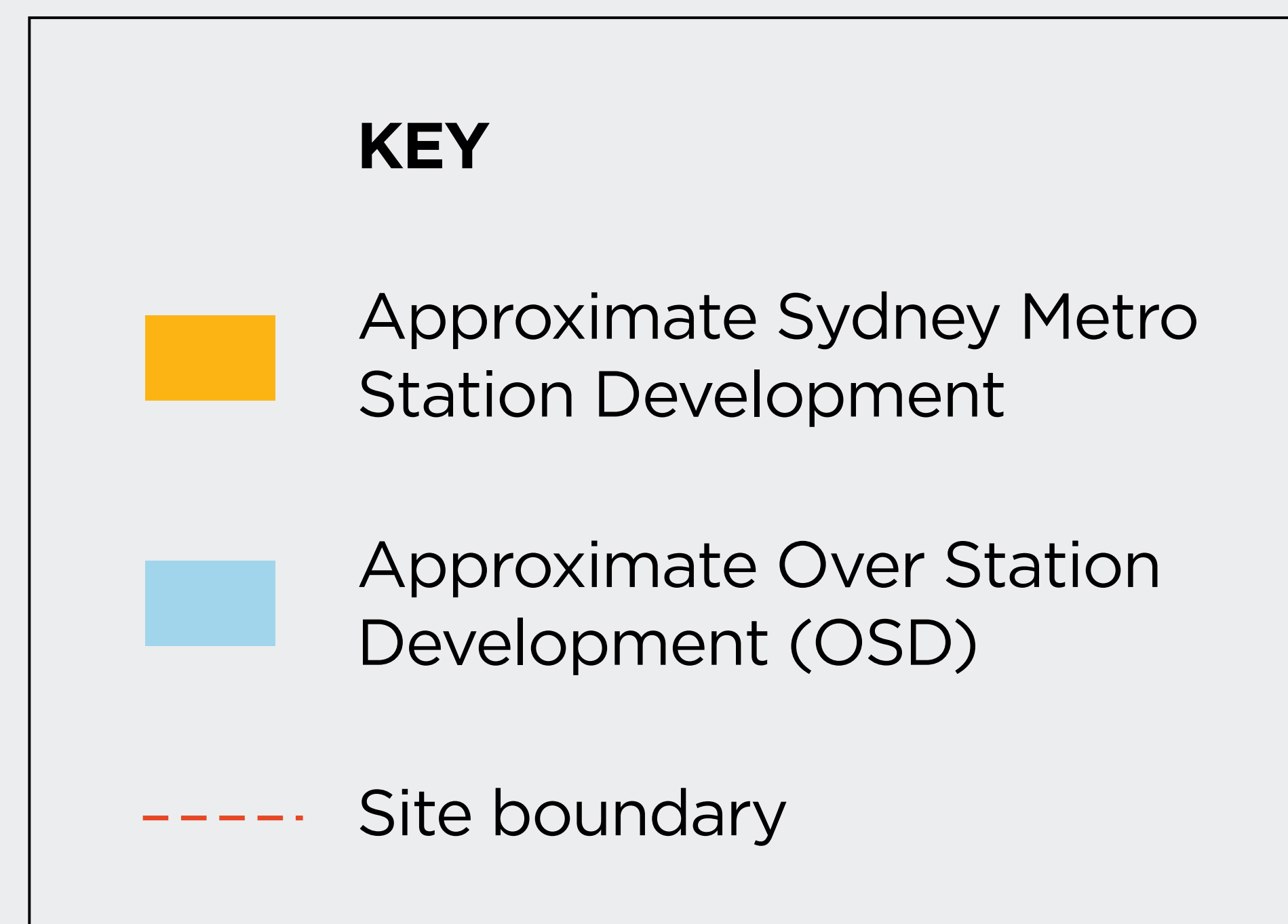
- 40-storey commercial building plus two storeys of building plant above Victoria Cross Station
- Enabling the integration of retail opportunities to enhance North Sydney as a thriving mixed-use hub
- Complementing neighbouring development including existing heritage buildings and nearby buildings currently under construction



Artist's impression of Victoria Cross Station

Victoria Cross integrated station development

Indicative ground floor layout



Victoria Cross Environmental Impact Statement

The Victoria Cross over station development Environmental Impact Statement contains information about the proposed building above the new Sydney Metro station in North Sydney, as well as an assessment of possible environmental impacts.



The building

The proposed building fits within the context of the local area now and into the future and will allow for a future building which is compatible with the scale of surrounding development.

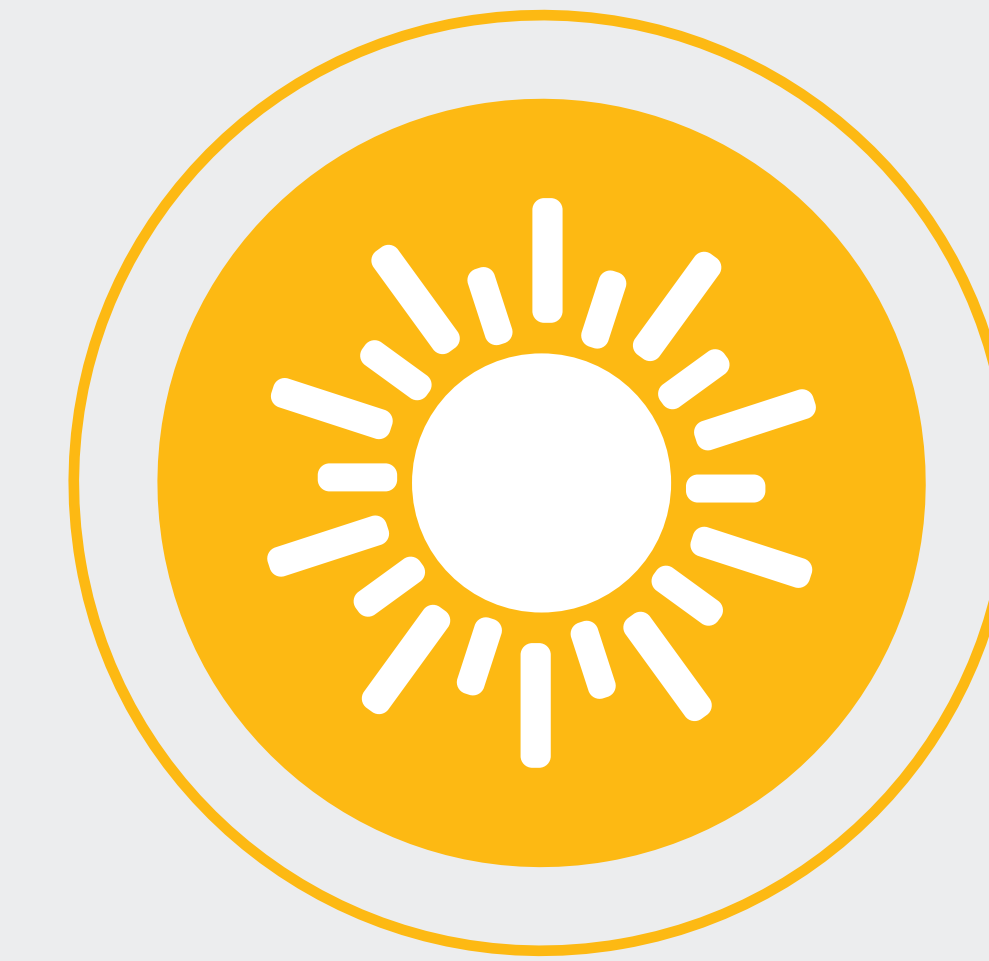
The proposed building has been designed to minimise overshadowing of parks, public spaces and residential areas outside the North Sydney CBD. It will be set back 18 metres from the neighbouring heritage-listed MLC Building.



Views

The proposed development at Victoria Cross Station is for a landmark building that has been designed to minimise loss of views for neighbouring buildings. The design elements of the building work to preserve partial views to Sydney Harbour that might otherwise be lost with an alternative design.

When looking at the building from Sydney Harbour it will blend with the North Sydney CBD, fitting into the skyline of existing buildings and new developments currently under construction including the new Channel Nine building on Denison Street.



Overshadowing

Overshadowing is where a building casts a shadow onto a public or private space or dwelling. Overshadowing can vary significantly by the time of year and time of day.

The building concept has been designed to minimise overshadowing and improve access to sunlight to the public space in Miller Street during winter.

There will be minor overshadowing to the public space referred to as the Miller Street Special Area in the North Sydney Local Environmental Plan. This overshadowing will be less than that caused by the buildings that were previously on the site, prior to the start of Sydney Metro construction.

Victoria Cross Environmental Impact Statement



Traffic impacts

It is predicted that the Victoria Cross integrated station development would result in a net increase of 33 car and service vehicle trips per hour during the morning peak (the busiest period). The new development is planned to have 47 less parking spaces than the previous building on the site.



Economic benefits

The proposal would boost North Sydney's economic potential by providing 60,000 square metres of commercial space for office and retail uses in Sydney's second-largest office market. The proposed commercial floor space has the potential to accommodate approximately 4,200 jobs.



Mitigation measures

Mitigation measures have been proposed for managing the impacts for each stage of future design development and construction.

These mitigation measures include:

- adhering to the principles outlined in the design excellence strategy, including a design that demonstrates quality and best practice against international standards
- seeking ways to modify the building shape to minimise view impacts to nearby residential properties
- minimising overshadowing to nearby residential properties
- measures to ensure the building does not detract from views to heritage buildings
- measures to minimise noise and vibration once the building is in operation including reducing noise at the loading dock and any acoustic treatment required for plant and equipment.

Mitigation measures to manage construction and cumulative impacts like noise and vibration and traffic, parking and access will be addressed by developing Construction Environmental Management Plans.

The planning process

The concept State Significant Development application is the next stage in the planning process. This stage of the approval process includes an assessment of the building envelope and potential environmental impacts including to assess the height and possible impacts to neighbouring land.

The next stage is to refine and develop the design, including the final architecture for the building. This is called a detailed State Significant Development application. Following a competitive tender process, Sydney Metro will select a contractor to build the development. This contractor will prepare and submit the detailed State Significant Development application.



Have your say

Government agencies, project stakeholders and the community may make a submission on the proposal to the NSW Department of Planning and Environment.

At the end of the exhibition, the Department will collate submissions and publish them on its website.

If you do not want your name made available to Transport for NSW, or on the Department's website, please clearly state this in your submission.

Your submission must reach the NSW Department of Planning and Environment by Wednesday 22 June 2018 and must include:

1. Your name and address
2. The name of your application
3. The application number **SSD_8874**
4. A brief statement on whether you support or object to the proposal
5. The reasons why you support or object to the proposal.

Your submission should be marked **Attention: Director, Key Sites Assessments** and can be sent via:

Website:

www.majorprojects.planning.nsw.gov.au and follow the 'on exhibition' links

Post to:


**Director, Key Sites Assessments
Department of Planning and Environment
GPO Box 39, SYDNEY, NSW 2001**




Contact us

Keeping in touch

For more information visit our website sydneymetro.info or contact us via

 **1800 171 386** 24-hour community information line

 **sydneymetro@transport.nsw.gov.au**

 Sydney Metro, PO Box K659, Haymarket, NSW 1240

Translating and Interpreting Service

If you require the services of an interpreter, please contact the **Translating and Interpreting Service on 131 450** and ask them to call **Sydney Metro on 1800 171 386**. The interpreter will then assist you with translation.

আপনার একজন দোভাষীর (ইন্টারপ্রেটার) সেবা-সাহায্য আবশ্যক হলে, অনুগ্রহ করে **১৩১ ৪৫০** নং এ ট্রান্সলেটিং এন্ড ইন্টারপ্রেটিং সার্ভিস এর সাথে যোগাযোগ করুন, এবং **১৮০০ ১৭১ ৩৮৬** নং এ সিডনী মেট্রো কে কল করতে তাদের বলুন। তখন অনুবাদ/ভাষান্তরে দোভাষী আপনাকে সাহায্য করবে।

如果您需要翻译服务, 请致电131 450 翻译和口译服务, 让他们打1800 171 386 给悉尼地铁, 翻译员然后将帮助您进行翻译。

Εάν χρειάζεστε τις υπηρεσίες διερμηνείας, παρακαλείσθε να επικοινωνήσετε με την **Υπηρεσία Μεταφραστών και Διερμηνέων** στο **131 450** και ζητήστε τους να καλέσουν το **Sydney Metro** στο **1800 171 386**. Ο διερμηνέας θα σας βοηθήσει στη μετάφραση.

통역서비스가 필요하시면, 번역 및 통역 서비스 (Translating and Interpreting Service) 전화 **Translating and Interpreting Service on 131 450** 에 연락하시어 Sydney Metro 전화 **1800 171 386** 에 연결해달라고 요청하십시오. 통역관이 통역을 도와 드릴 것입니다.

إذا كنتم بحاجة إلى خدمات مترجم، يرجى الاتصال بخدمة الترجمة الكتابية والشفهية على الرقم **131 450** واطلبوا منهم الاتصال بمترو سيدني على الرقم **1800 171 386**. وبعد ذلك سيقيم المترجم بمساعدتكم في الترجمة.

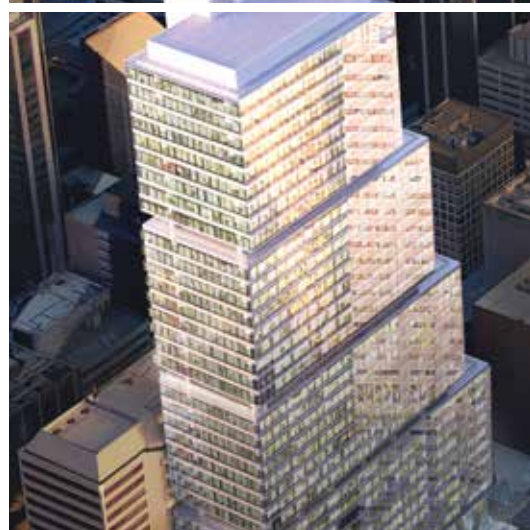
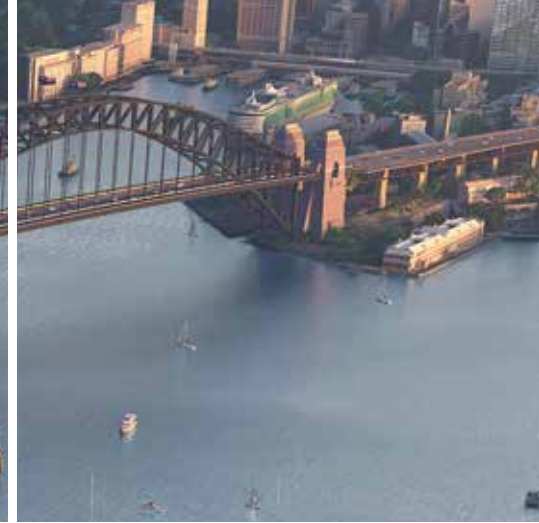
Nếu quý vị cần dịch vụ thông dịch viên, xin liên lạc **Dịch vụ Thông Phiên Dịch (Translating and Interpreting)** ở số **131 450** và yêu cầu gọi Sydney Metro ở số **1800 171 386**. Sẽ có thông dịch viên giúp cho quý vị việc thông dịch.

यदि आपको दूभाषण की सेवाओं की जरूरत है, तो कृपया अनुवाद एवं दूभाषिया सेवा (**Translating and Interpreting Service**) में **131 450** पर संपर्क करें और उन्हें सिडनी मेट्रो **1800 171 386** पर कॉल करने का निवेदन करें। फिर दूभाषिया अनुवाद में आपकी मदद करेगा।

Artist's impression of Victoria Cross Station

**Community
Information Session —
Environmental Impact
Statement Overview
document**

APPENDIX M



Victoria Cross Over Station Development

Concept State Significant
Development Application

Environmental Impact
Statement Overview

MAY 2018



Victor

The Victoria Cross integrated station development will deliver a modern and accessible metro station, with a plaza creating much needed public amenity and space, and a sustainable, high-quality commercial development in the heart of the North Sydney CBD.



Artist's impression of Victoria Cross Station

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PREMIER'S MESSAGE



Sydney Metro is one of the great global infrastructure projects of our times, not only revolutionising the way we get around our great city but also revitalising its potential for decades to come.

This world-scale investment will be a catalyst for growth well into the 21st century – mirroring the city-shaping projects of the great Dr JJC Bradfield of 100 years ago which have served us so well, like the Sydney Harbour Bridge and the underground city railway line.

Today, as Sydney Metro rapidly takes shape, we look to a strong and vibrant future for Australia's biggest city, underpinned by an unprecedented investment in new infrastructure like the \$20 billion-plus Sydney Metro.

This Environmental Impact Statement is your chance to find out more about the proposed building above Victoria Cross Station and I encourage you to provide feedback and attend a community information session.

Join us as we build tomorrow's Sydney.

A handwritten signature in black ink, appearing to read 'Gladys Berejiklian'.

Gladys Berejiklian MP

PREMIER OF NEW SOUTH WALES

MINISTER'S MESSAGE



Sydney's transformation is well and truly underway.

Australia's biggest public transport project is unlocking the potential of the nation's biggest city right before our eyes – 31 stations, 66 kilometres of new metro rail on a scale comparable to anything being delivered around the world right now.

Sydney Metro is more than just a new mass transit system for tomorrow's Sydney; it's an investment in city-building and nation-building that will not just make getting around our great city faster and easier, but will shape its future potential for generations to come.

This document provides an overview of the Environmental Impact Statement, and we look forward to continuing to work with the community and industry on delivering Australia's biggest public transport project.

Welcome to tomorrow's Sydney – the journey is only just beginning.

A handwritten signature in black ink, appearing to read 'Andrew Constance'.

Andrew Constance MP

MINISTER FOR TRANSPORT
AND INFRASTRUCTURE



The customer is at the centre of the Sydney Metro rail product.

04

The success of the Sydney Metro program of works relies not only on the step-change which comes with a new-generation metro rail service, but also its effective integration into Greater Sydney.

The customer is at the centre of the metro rail product; Transport for NSW is delivering a level of transport service never before seen in Australia, but common in global cities. The city's growth, however, will be

shaped by how the metro product improves liveability, enhances productivity and promotes connectivity across Greater Sydney.

Integrating attractive and vibrant transport, commercial and residential mixed-use opportunities around metro station precincts will be critical to realising the best possible productivity outcomes.



Shaping tomorrow's Sydney

Sydney Metro will evolve with the city it will serve for generations to come.

Global Sydney's population will pass 6 million by 2036; an extra 1.7 million people will progressively move into Australia's biggest city, which will support an extra 840,000 jobs and 680,000 homes.

Sydney Metro will make it easier and faster to get around, boosting economic productivity by bringing new jobs and new educational opportunities closer to home.

Designed with customers at its centre, stations will be quick and easy to get in and out of; trains will be fast, safe and reliable; and technology will keep customers connected at every step of the journey.

A catalyst for growth, Sydney Metro will integrate with new communities and transform existing suburbs and economic centres. Services will start in 2019. Welcome aboard Australia's biggest public transport project.

KEY BENEFITS

Metro delivers improved connectivity across multiple levels:

- moving more people faster than ever before
- fast and easy to change to trains, buses, ferries and light rail
- making it fast and easy to move around a growing city
- making a big city better connected
- aligning and integrating with other city-building transport projects
- opening up options for work, education, health care and much more
- taking the guesswork out of travel - no need to plan, just turn up and go.

The biggest urban rail project in Australian history

Tallawong
Rouse Hill
Kellyville
Bella Vista
Norwest

M7

M4

06

Northwest

 Sydney Metro Northwest alignment

OPEN
2019
↑

13
M

13 stations

P

4,000 commuter
car parks



36 kilometres

City & Southwest

 Sydney Metro City & Southwest alignment

OPEN
2024
↑

18
M

18 stations



New CBD
connections



30 kilometres,
including under
Sydney Harbour

West

 Sydney Metro West study area

LATE
2020s
↑

 M

Connecting
Parramatta and
Sydney CBDs



Four key
precincts
serviced

3.2
MILLION

Western Sydney
population,
2036

 Sydney Trains suburban network



Reimagining places

Creating great places in a global city

Building new metro stations for Sydney will create exciting opportunities to bring together international best practice and innovative urban thinking to shape and create vibrant and attractive places in the surrounding each station.

Vibrant places help strengthen communities, attract visitors, workers and investment and enhance our city's liveability. Sydney's new metro stations will create focal points in the communities that they serve, with new places for people to live, work, shop and play – and public spaces designed to encourage walking, cycling and social interaction.

Each station is different in character, and will require a tailored place-based approach to planning and placemaking to realise opportunities in each area.

A new international standard of place

In building new metro stations for Sydney, an exciting opportunity exists to integrate global best practice and innovative thinking to create a sense of place.

Vibrant neighbourhoods help strengthen communities, attract investment and enhance liveability. A dynamic place integrates restaurants, parks, footpaths, buildings and other public spaces to invite greater interaction between people and foster healthier, more social and economically viable communities.

Sydney Metro will help create places that are easy to access, are connected to their surroundings, are comfortable and clean, and that provide social interactions and boundless opportunities.

Supporting and developing local communities

Local communities are the focal point in planning, designing and managing public spaces.

Through urban design principles and placemaking, Sydney Metro stations will be more than somewhere to catch the train; they will be the centre of communities through a variety of uses.

Transport for NSW will work closely with communities on how to best integrate station development and deliver stations and buildings that are thriving, welcoming hubs for everyone to enjoy.





Integrated into communities

Sydney Metro will help deliver housing and employment growth, creating new and diverse opportunities to support changing communities.

To be successful, the Sydney Metro transport service will be integrated into active precincts around each metro station.

The Sydney Metro program includes transport, commercial and residential mixed land use opportunities at and around the station precincts.

The Sydney Metro Delivery Office, within Transport for NSW, aims to ensure that optimal precinct development and activation outcomes around metro stations are achieved.

This key strategy for the development and activation of precincts aims to:

- support the NSW Government's planning strategies and objectives
- maximise urban outcomes, enhancing customer experience and urban amenity
- create an urban environment that drives high usage of new metro rail
- ensure station precincts are activated as soon as possible following completion of metro infrastructure.

A customised approach

The 66-kilometre Sydney Metro alignment from Rouse Hill to Bankstown incorporates three distinctly different geographical areas:

- Rouse Hill to Chatswood – new centres around metro stations and expanding residential and commercial areas in north west Sydney
- Chatswood to Sydenham – the key hubs of St Leonards, Crows Nest, North Sydney, and the Sydney CBD, including the Barangaroo precinct and the Waterloo precinct, which are targeted for significant urban transformation
- Sydenham to Bankstown – long-established principally residential suburbs with key hubs at Campsie and Bankstown, in a corridor identified for its renewal opportunities.

Each of these areas is different in character and requires different approaches to the planning, development and integration of these precincts to realise the opportunities for enhanced urban outcomes.

The focus on realising these opportunities is on promoting:

- **vibrant new communities centred around metro station locations (for example at Tallawong, Kellyville, Cherrybrook, Bella Vista and Hills Showground)**
- **integrated station development opportunities where new stations appropriately transition into existing commercial centres (for example at Crows Nest, Victoria Cross, Martin Place, Pitt Street and Waterloo)**
- **infill development adjacent to metro stations within existing centres.**



Catalyst for renewal opportunities within existing centres



Vibrant new communities centred around metro station locations



Infill development adjacent to metro stations within existing centres



Integrated station development opportunities integrated with new stations at existing commercial centres

Excellence in design

Design excellence principles will support the placemaking and urban design requirements of integrated station developments.



New city icons

- Development that shapes Sydney's growth and identity
- Contributing to Sydney's reputation for design excellence
- Leaving a lasting legacy



Vibrant public places

- Welcoming and inclusive places for social and cultural interaction
- Opportunities to create places and buildings that celebrate Sydney's culture and values
- Contributing to the vibrant and accessible streets and open space around stations



Integrated and inclusive

- Maximising opportunities for land use and transport integration
- Meeting the increasing demand for well-located residential, commercial, retail and community precincts
- Contributing to economic growth through appropriate land use outcomes
- Supporting opportunities for the expansion, improvement and activation of public open spaces



Designed for the future

- Buildings and surrounding spaces will be of the highest quality, exceeding community expectations now and into the future
- New infrastructure and public spaces will be durable, hard wearing and easy to maintain
- Sustainability will be embedded into initiatives



Safety and accessibility

- Day and night time activation will make precincts vibrant, including safe access
- A sense of security will ensure people can see and be seen

Integrated station developments

As the new metro stations are built underground, integrated station developments will be able to be built above them at the same time.

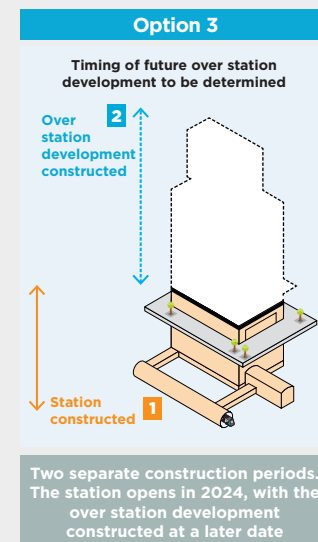
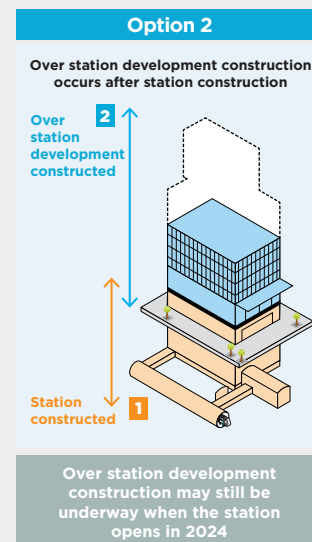
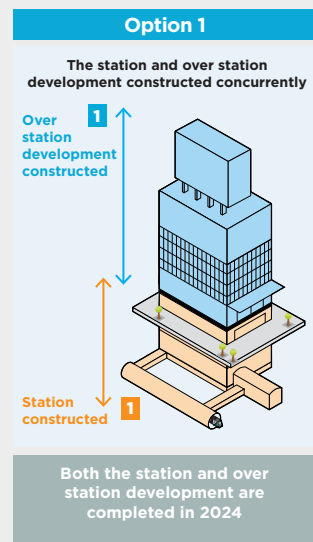
This helps reduce community impacts and the length of time required to deliver the outcomes of integrated station developments. The metro stations have been designed so that work on the integrated developments can start while the station construction is underway. This integrated approach means buildings can be completed close to when Sydney Metro services start in 2024.

Staging

Three possible staging options were identified for delivery of the over station development in relation to the metro station below:

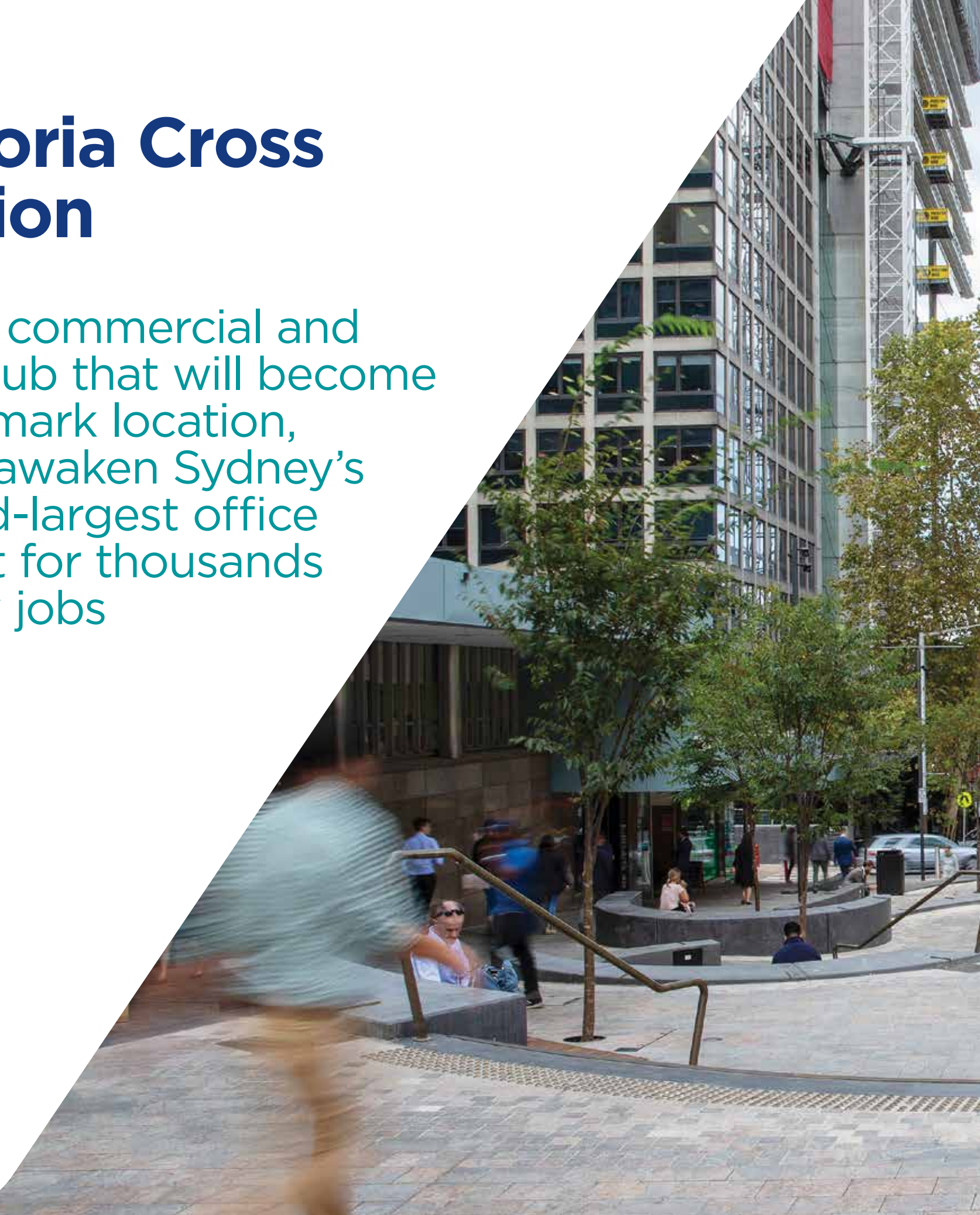
- Option one - the station and over station development are constructed at the same time by constructing the transfer slab first and then building both the underground station and the building above. Both the station and over station development would be completed in 2024.
- Option two - the station is constructed first and ready for operation in 2024. Over station development construction occurs after station construction is completed. This means that over station development construction is likely to still be underway upon opening of the station in 2024.
- Option three - the station is constructed first and ready for operation in 2024. The over station development is built at a later stage, with timing yet to be determined. This creates two distinct construction periods for the station and over station development.

Option one is preferred because it delivers the integrated development at the earliest date and minimises construction impacts.



Victoria Cross Station

A new commercial and retail hub that will become a landmark location, and reawaken Sydney's second-largest office market for thousands of new jobs



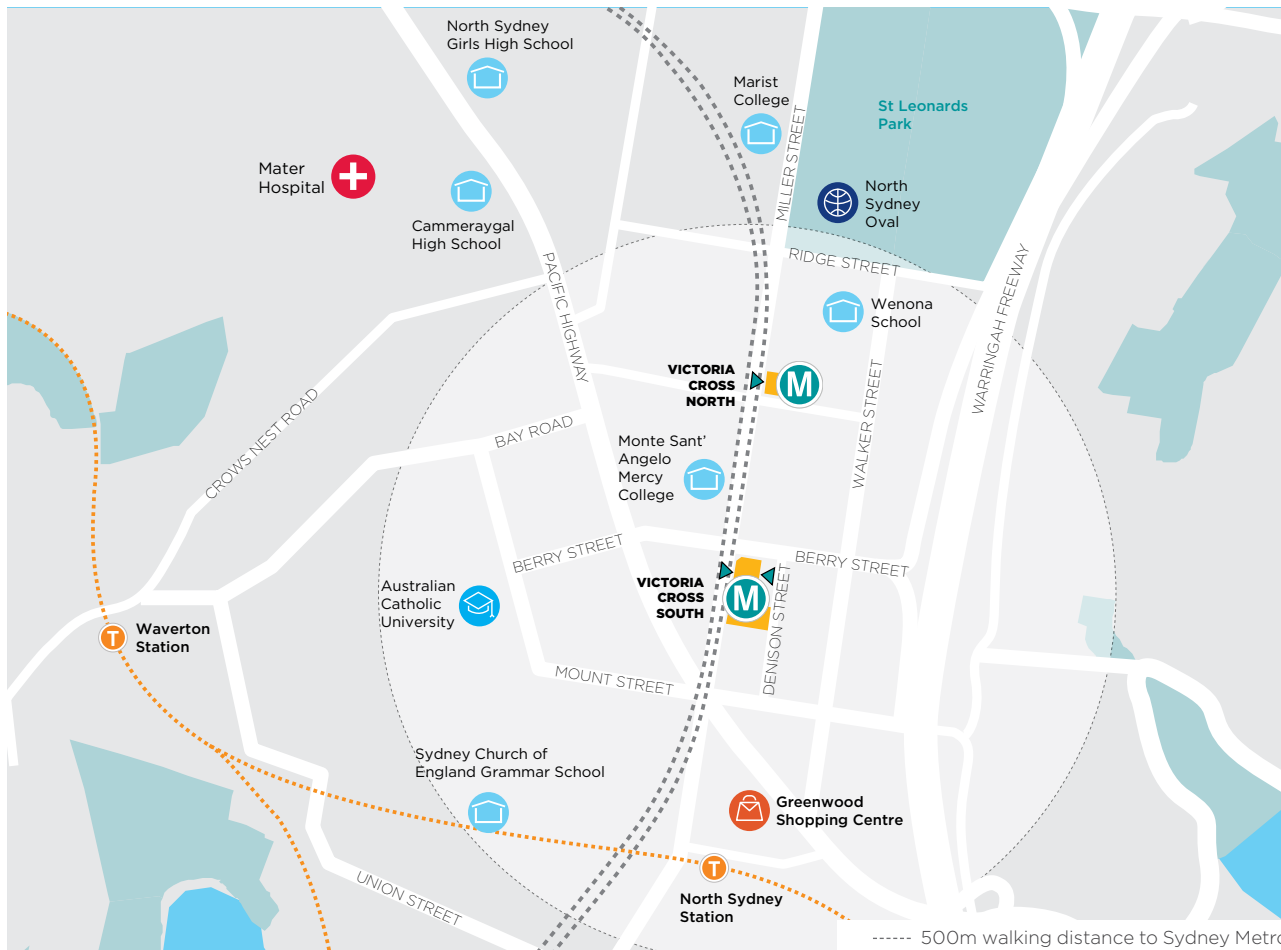


Victoria Cross Station

Victoria Cross Station is in the heart of the North Sydney CBD - a growing commercial and residential precinct.

The new station supports the continued growth of North Sydney, adding to the vibrancy of the area through new employment and retail opportunities, improved pedestrian connections and high quality outdoor spaces.

- 3 Minutes to BARANGAROO
- 5 Minutes to MARTIN PLACE
- 9 Minutes to CENTRAL



VICTORIA CROSS STATION STATISTICS

220m

Overall station length



31m

Depth



170m Platform length

10m Platform width

ACCESSING THE STATION



Pedestrian access



Bike parking



Bus stops



Kiss-and-ride



Taxi bays



Artist's impression of Victoria Cross Station



Victoria Cross integrated station development

19

The Victoria Cross integrated station development is made up of the station and an over station development.

Sydney Metro received planning approval for Victoria Cross Station in January 2017, and is now seeking a concept State Significant Development approval for the over station development.

This overview document focuses on the Environmental Impact Statement for the over station development and outlines key features of the proposed concept for the future development of the site.

Victoria Cross over station development

20



A new commercial
and retail hub
in the heart of
North Sydney



VICTORIA CROSS OVER STATION DEVELOPMENT

Victoria Cross over station development concept proposal

The concept proposal for Victoria Cross is a 40-storey commercial building plus two storeys of building plant above the station's southern entrance. This would enable the integration of retail opportunities and enhance North Sydney as a thriving mixed-use hub.

The future development would complement neighbouring development including existing heritage buildings and nearby buildings currently under construction.

The concept State Significant Development application seeks approval for:

- a building envelope with maximum heights of 168 metres (or approximately 42 storeys) for the high-rise portion of the building envelope and 55 metres (or approximately 13 storeys) for the lower-rise eastern portion of the building envelope
- a maximum gross floor area of 60,000 square metres (12.46:1 floor space ratio)
- commercial use of the building, including offices and ground level retail next to the commercial lobby that will be accessed from Miller Street
- space shared with Victoria Cross Station including the loading dock.

The concept State Significant Development application is the first stage in the development assessment process and consent is not sought for any construction or other physical work. If the concept State Significant Development application is approved, a detailed State Significant Development application or applications will be submitted for the detailed design and construction of the over station development.

A program outlining the steps for approval, along with more information on the planning process, is provided on page 31.

The artist's impressions in this booklet are not the final design. Rather, they show an indicative commercial building that fits within the proposed building envelope and integrates with the station design. The indicative building design demonstrates how the structure, operations and architecture of a commercial tower can fully integrate with the proposed Victoria Cross Station design.

What is a concept approval?

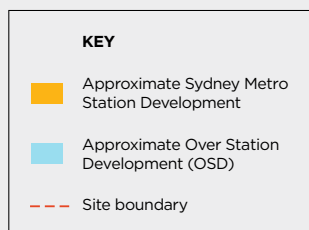
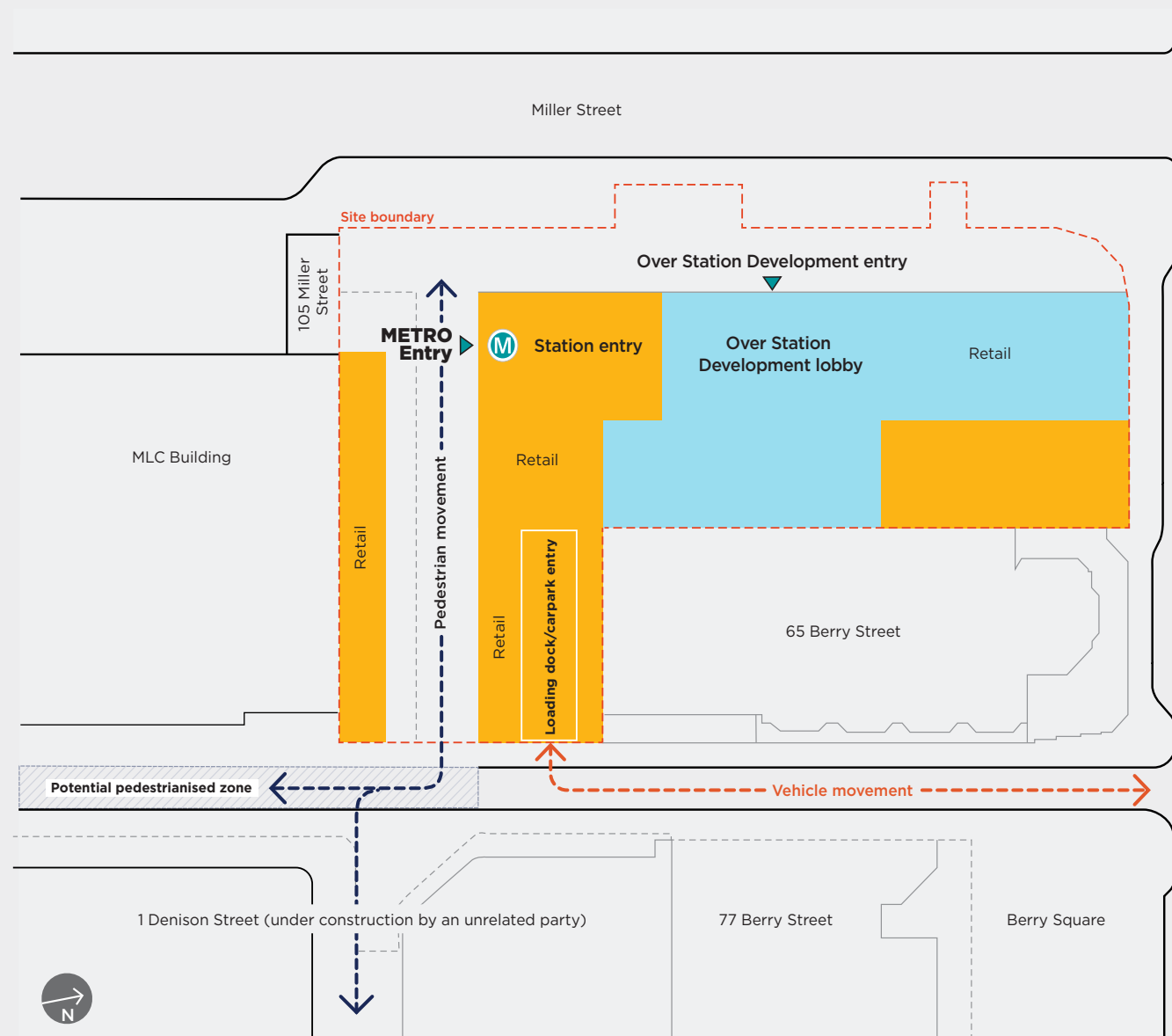
The concept State Significant Development application is the first stage in the planning process. This stage of the approval process includes an assessment of the building envelope and potential environmental impacts including to assess the height and possible impacts to neighbouring land.

The next stage is to refine and develop the design, including the final architecture for the building. This is called a detailed State Significant Development application.

Following a competitive tender process, Sydney Metro will select a contractor to build the development. This contractor will prepare and submit the detailed State Significant Development application.

Victoria Cross integrated station development

Indicative ground
floor layout



What is the Environmental Impact Statement about?

The Victoria Cross over station development Environmental Impact Statement contains information about the proposed building above the new Sydney Metro station in North Sydney, as well as an assessment of possible environmental impacts.

This document outlines the key aspects of the Environmental Impact Statement.

The building

The proposed building fits within the context of the local area now and into the future and will allow for a future building which is compatible with the scale of surrounding development. The concept includes a 40-storey commercial building above Victoria Cross Station that would integrate with the metro station below.

The proposed building has been designed to minimise overshadowing of parks, public spaces and residential areas outside the North Sydney CBD. It will be set back 18 metres from the neighbouring heritage-listed MLC Building.

Views

The proposed development at Victoria Cross Station is for a landmark building that has been designed to minimise loss of views for neighbouring buildings. The design elements of the building work to preserve partial views to Sydney Harbour that might otherwise be lost with an alternative design.

When looking at the building from Sydney Harbour it will blend with the North Sydney CBD, fitting into the skyline of existing buildings and new developments currently under construction including the new Channel Nine building on Denison Street.

The proposed building will have an impact on views to the west and southwest for residents of the nearby Beau Monde apartment building. The extent of view loss to Levels 15, 20 and 27 has been assessed as partial. The partial views to Sydney Harbour are maintained and there is no loss of any iconic views.

Overshadowing

Overshadowing is where a building casts a shadow onto a public or private space or dwelling. Overshadowing can vary significantly by the time of year and time of day.

The building concept has been designed to minimise overshadowing and improve access to sunlight to the public space in Miller Street during winter.

There will be minor overshadowing to the public space referred to as the Miller Street Special Area in the North Sydney Local Environmental Plan. This overshadowing will be less than that caused by the buildings that were previously on the site, prior to the start of Sydney Metro construction.

Minor overshadowing is also expected to some dwellings outside of the North Sydney CBD area.





WHAT IS THE ENVIRONMENTAL IMPACT STATEMENT ABOUT?

Heritage

The proposed building has no significant impacts to any surrounding heritage items, including the adjoining MLC Building and the nearby Rag & Famish Hotel.

Traffic

It is predicted that the Victoria Cross integrated station development would result in a net increase of 33 car and service vehicle trips per hour during the morning peak (the busiest period). The new development is planned to have 47 less parking spaces than the previous building on the site.

Ecologically sustainable development

The concept proposed includes a strategy to deliver an ecologically sustainable development. It would include energy efficient lighting and devices, energy and water monitoring systems, the use of recycled building materials, and would be built using responsible construction practices.

Economic

The proposal would boost North Sydney's economic potential by providing 60,000 square metres of commercial space for office and retail uses.

The proposed commercial floor space has the potential to accommodate approximately 4,200 jobs.

Public art

Public art would add a sense of significance to the precinct and is proposed to be included in the design of the over station development. Further information about public art will be included in the detailed State Significant Development application.

The Environmental Impact Statement also considers a number of other environmental aspects of the proposal including:

- *airspace for Sydney Airport*
- *utilities, infrastructure and services*
- *stormwater and flooding*
- *accessibility*
- *construction management*
- *crime prevention through environmental design*
- *waste management*
- *noise and vibration*
- *wind.*

Mitigation measures

Mitigation measures have been proposed for managing the impacts for each stage of future design development and construction.

These mitigation measures include:

- adhering to the principles outlined in the design excellence strategy, including a design that demonstrates quality and best practice against international standards
- seeking ways to modify the building shape to minimise view impacts to nearby residential properties
- minimising overshadowing to nearby residential properties
- measures to ensure the building does not detract from views to heritage buildings
- measures to minimise noise and vibration once the building is in operation including reducing noise at the loading dock and any acoustic treatment required for plant and equipment.

Mitigation measures to manage construction and cumulative impacts like noise and vibration and traffic, parking and access will be addressed by developing Construction Environmental Management Plans.



Working with the community

Community consultation

The community has been invited to participate in early engagement for the Victoria Cross over station development via the following communication methods:

- 5,000 newsletters were letterbox-dropped to properties within 500 metres of the Victoria Cross site, inviting people to a community information session in November 2017
- Advertisements were also placed in five newspapers - Australian Chinese Daily, Sydney Morning Herald, Mosman Daily, North Shore Times, Central Courier
- A media release, website forums and Facebook were also used to communicate the concept proposal and invite the community to give its feedback.

Transport for NSW will continue to work with stakeholders and the community to ensure they are informed about the project and have opportunities to provide feedback to the project team.

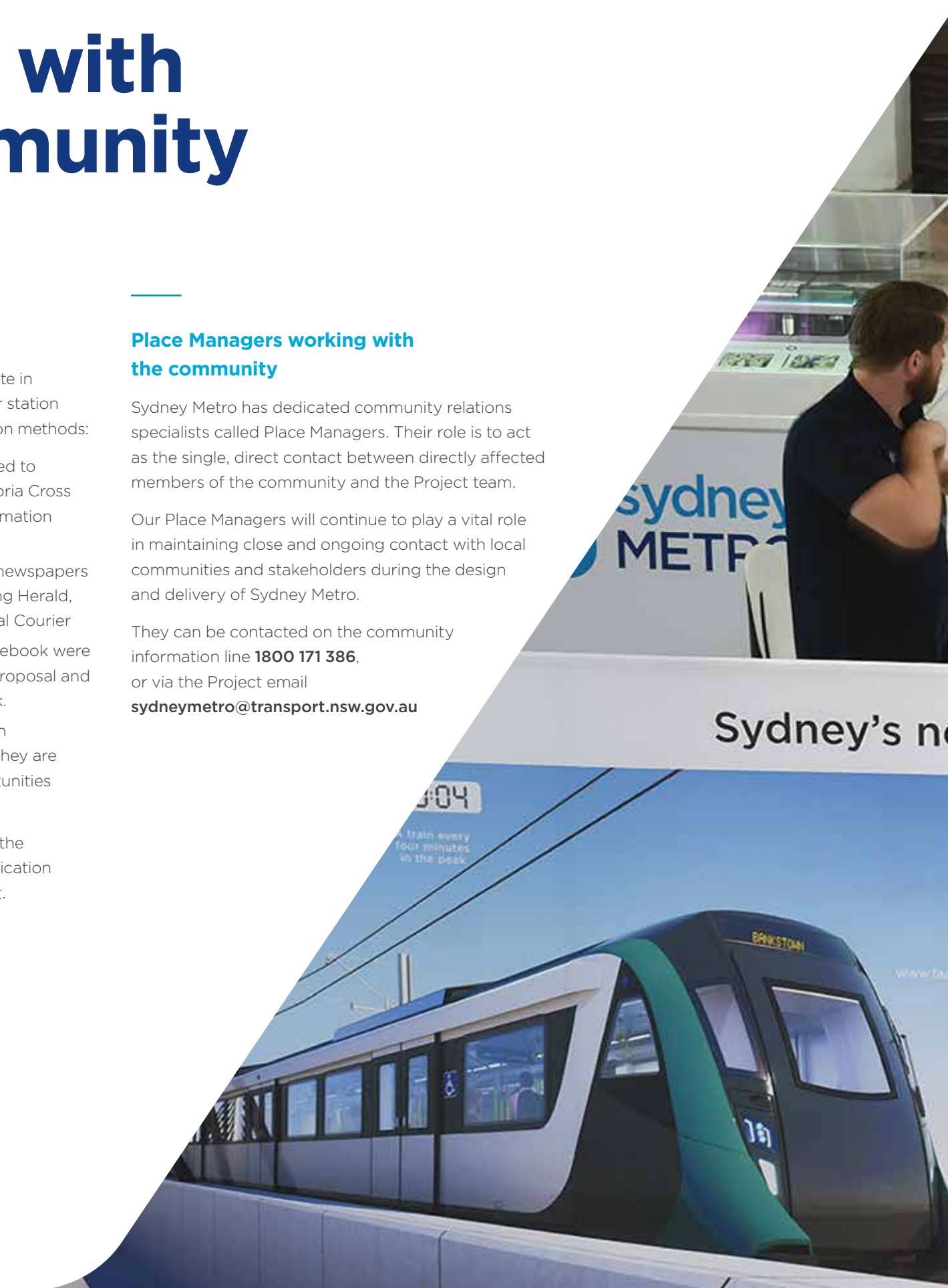
Information on how to provide feedback on the concept State Significant Development application is provided on pages 32 to 33 of this booklet.

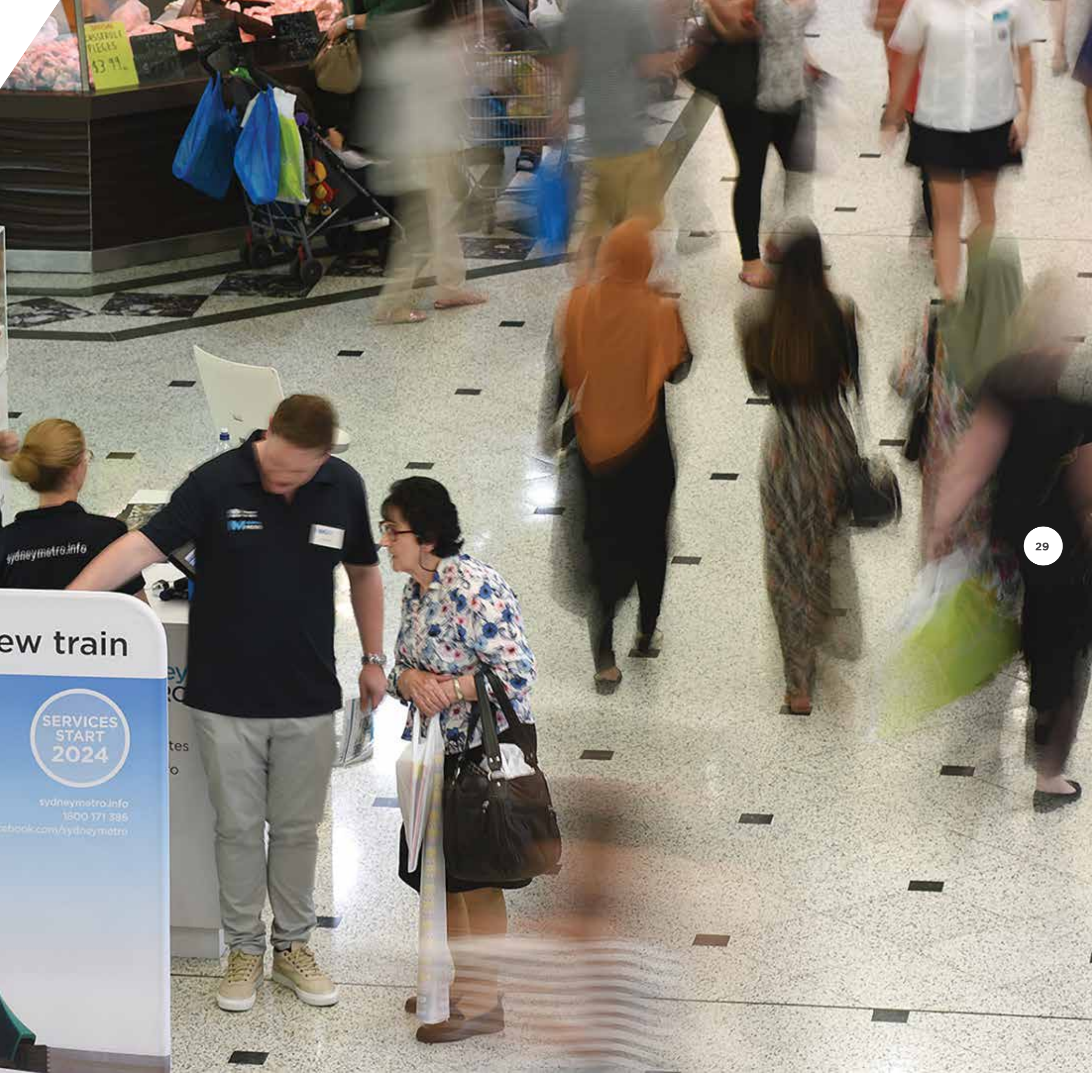
Place Managers working with the community

Sydney Metro has dedicated community relations specialists called Place Managers. Their role is to act as the single, direct contact between directly affected members of the community and the Project team.

Our Place Managers will continue to play a vital role in maintaining close and ongoing contact with local communities and stakeholders during the design and delivery of Sydney Metro.

They can be contacted on the community information line **1800 171 386**, or via the Project email **sydneymetro@transport.nsw.gov.au**





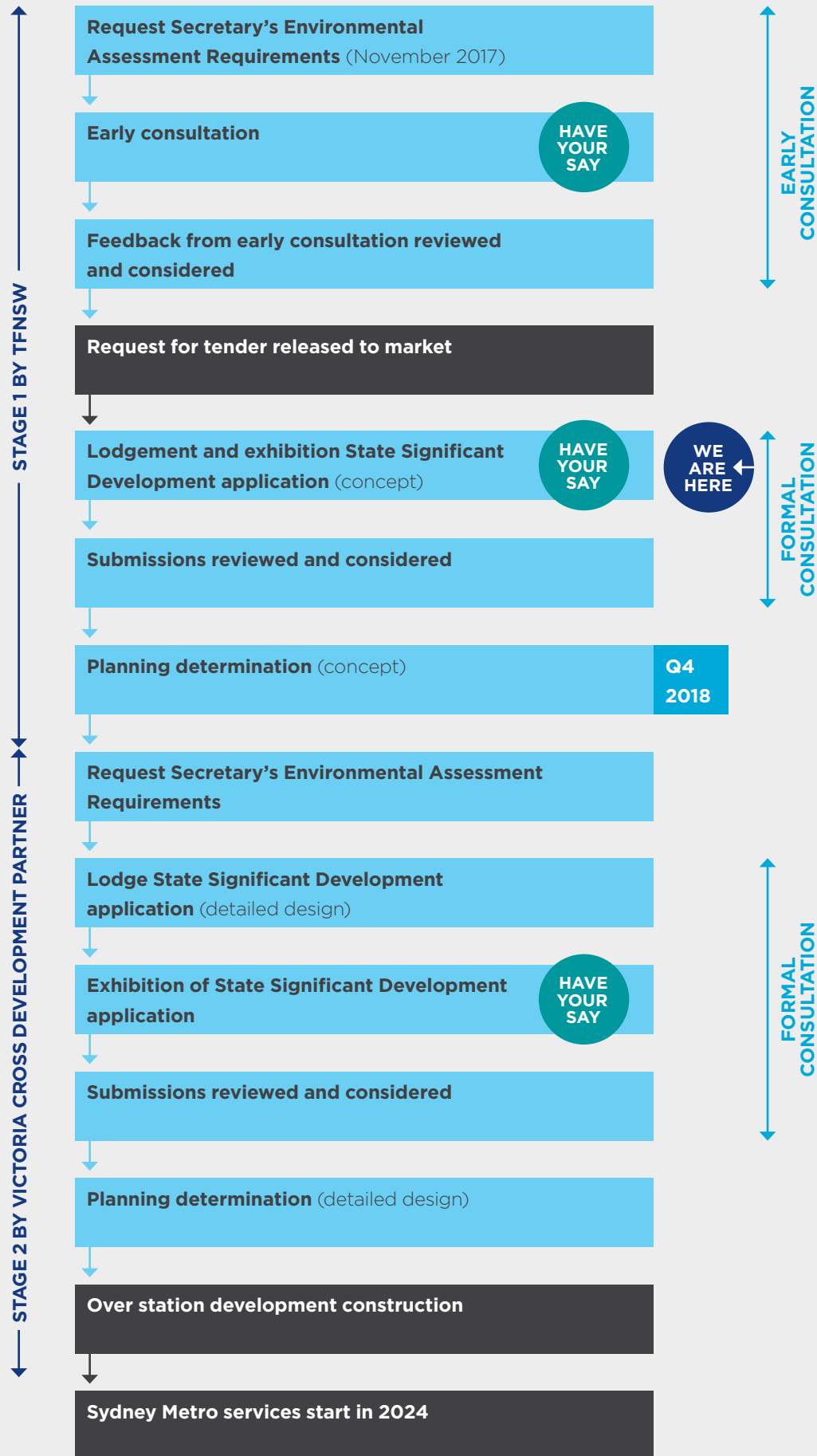
Planning process

The planning process

A concept State Significant Development application, including an Environmental Impact Statement, has been submitted to the NSW Department of Planning and Environment.

The concept State Significant Development application will be determined by the NSW Minister for Planning or his delegate.





Have your say

The concept State Significant Development application is on public exhibition until 22 June 2018.

The community, government agencies and Project stakeholders can make a submission on the concept State Significant Development application to the NSW Department of Planning and Environment. At the end of exhibition, the Department will collate submissions and publish them on its website.

It is the NSW Department of Planning and Environment's policy to also place a copy of your submission on their website. If you do not want your name made available to Transport for NSW, or on the Department's website, please clearly state this in your submission.

Your submission must reach the NSW Department of Planning and Environment by 22 June 2018 and must include:

1. Your name and address
2. The name of your application
3. The application number SSD_8874
4. A brief statement on whether you support or object to the proposal
5. The reasons why you support or object to the proposal.

Your submission should be marked Attention: Director, Key Sites Assessments and can be sent via:

- Website: **majorprojects.planning.nsw.gov.au** and follow the 'on exhibition' links
- Post to:
Key Sites Assessments
Department of Planning and Environment
GPO Box 39, SYDNEY, NSW 2001

Anyone lodging submissions must declare reportable political donations (including donations of \$1,000 or more) made in the previous two years.

For more details, and a disclosure form, go to **planning.nsw.gov.au/donations**

All submissions and information obtained during the public exhibition period will be used in accordance with the *Privacy Act 1988*. All submissions received are regarded as public documents and any information contained in them can be published in subsequent assessment documents. Copies of the submissions received may be issued to interested parties. If the author of a submission does not wish the information to be distributed, this needs to be clearly stated in the submission.

For enquiries, please contact the NSW Department of Planning and Environment:

- Phone: **1300 305 695**
- Email: **information@planning.nsw.gov.au**

Following exhibition, issues raised in these submissions will be summarised in a submissions report. Transport for NSW will consider the issues raised, and may make changes to the concept as a result of submissions. The Minister for Planning will then make a decision about whether to approve the concept State Significant Development application.

If the over station development proceeds, consultation with key stakeholders and the community will continue during the preparation and assessment of the detailed State Significant Development application and the construction and operation phases. This ongoing engagement process will play an important role in reducing the potential impacts and enhancing the benefits for all stakeholders.

Where to view the concept State Significant Development application

The Environmental Impact Statement and its accompanying documents may be viewed on the NSW Department of Planning and Environment website: majorprojects.planning.nsw.gov.au and sydneymetro.info

You can also view the documents at:

**North Sydney Council,
200 Miller Street,
North Sydney**

**Stanton Library,
234 Miller Street,
North Sydney**

Community information sessions

The Project team has organised a series of community information sessions where displays and information about the Environmental Impact Statement will be available.

You are invited to attend these sessions and meet expert members of the Project team who will be there to answer any questions you may have.

There is no need to make a booking.

Date and time	Location
26 May 8:30am-3pm	Kirribilli Markets, Alfred Street South, Milsons Point
4 June 4-7pm	Fred Hutley Hall, North Sydney Council, 200 Miller Street, North Sydney
6 June 4-7pm	Fred Hutley Hall, North Sydney Council, 200 Miller Street, North Sydney

Contact us

Keeping in touch

For more information visit our website sydneymetro.info or contact us via:

Sydney Metro



1800 171 386 24-hour community information line



sydneymetro@transport.nsw.gov.au



Sydney Metro, PO Box K659, Haymarket, NSW 1240



If you need an interpreter, call TIS National on **131 450** and ask them to call **1800 171 386**

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Translating and Interpreting Service

If you require the services of an interpreter, please contact the **Translating and Interpreting Service on 131 450** and ask them to call **Sydney Metro on 1800 171 386**. The interpreter will then assist you with translation.

আপনার, একজন দোভাষার (হস্তারপ্রচার) সেবা-সাহায্য আবশ্যিক হলে, অনুগ্রহ করে **১৩১ ৪৫০** নং এ **ট্রান্সলেটিং এন্ড ইন্টারপ্রেটিং সার্ভিস** এর সাথে যোগাযোগ করুন, এবং **১৮০০ ১৭১ ৩৮৬** নং এ **সিডনী মেট্রো** কে কল করতে তাদের বলুন। তখন অনুবাদ/ ভাষান্তরে, দোভাষী আপনাকে সাহায্য করবে।

如果您需要翻译服务, 请致电131 450 翻译和口译服务, 让他们打 1800 171 386 给悉尼地铁, 翻译员然后将帮助您进行翻译。

Εάν χρειάζεστε τις υπηρεσίες διερμηνείας, παρακαλείστε να επικοινωνήσετε με την **Υπηρεσία Μεταφραστών και Διερμηνέων** στο **131 450** και ζητήστε τους να καλέσουν το **Sydney Metro** στο **1800 171 386**. Ο διερμηνέας θα σας βοηθήσει στη μετάφραση.

통역서비스가 필요하시면, 번역 및 통역 서비스 (Translating and Interpreting Service) 전화 **Translating and Interpreting Service on 131 450** 에 연락하시어 **Sydney Metro 전화 1800 171 386** 에 연결해달라고 요청하십시오. 통역관이 통역을 도와 드릴 것입니다.

إذا كنتم بحاجة إلى خدمات مترجم، يرجى الاتصال بخدمة الترجمة الكتابية والشفهية على الرقم **131 450** واطلبوا منهم الاتصال بمترو سيدني على الرقم **1800 171 386**. وبعد ذلك سيقوم المترجم بمساعدتكم في الترجمة.

Nếu quý vị cần dịch vụ thông dịch viên, xin liên lạc **Dịch vụ Thông Phiên Dịch** (Translating and Interpreting) ở số **131 450** và yêu cầu gọi Sydney Metro ở số **1800 171 386**. Sẽ có thông dịch viên giúp cho quý vị việc thông dịch.

यदि आपको दुभाषिए की सेवाओं की ज़रूरत है, तो कृपया अनुवाद एवं दुभाषिया सेवा (**Translating and Interpreting Service**) से **131 450** पर संपर्क करें और उन्हें सिडनी मेट्रो **1800 171 386** पर को फोन करने का निवेदन करें। फिर दुभाषिया अनुवाद में आपकी मदद करेगा।



Artist's impression of Victoria Cross Station integrated station development





Artist's impression of Victoria Cross Station



Printed on environmentally responsible paper made Carbon Neutral. The greenhouse gas emission of the manufacturing process has been independently certified by the FSC and is manufactured from 100% Post Consumer Recycled paper in a Process Chlorine Free (PCF) environment under the ISO 14001 environmental management system.

Information in this document has been prepared in good faith and is correct at the time of printing, May 2018.

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Summary of issues raised at Community Information Sessions

APPENDIX N

Appendix N – Summary of issues raised at Community Information Sessions

During the community information sessions held by Sydney Metro (i.e. during the exhibition of the EIS), the following key issues were raised by the attendees:

- building form and public domain
- views from adjacent development
- accessibility
- amenity, facilities and open space
- station entries
- North Sydney Train station & Metro Station
- noise
- metro services
- submissions and consultation
- other transport projects
- integrated station development
- traffic, parking and pedestrianisation
- value capture
- development rights

The sentiments of the attendees in relation to these key issues have been captured in the table below.

<p>Building form and public domain</p>	<ul style="list-style-type: none"> • Built form: Questions were raised regarding what the final built form is likely to include. However, positive feedback was received regarding the size, shape, appearance and setbacks of the development. • Size and scale: Issues were raised regarding the overall size and scale of the development. This was mainly in terms of the height of the proposed tower. However, some attendees considered the building height was appropriate for the site. • Public open space: Questions were asked as to why the adjoining development (65 Berry Street, North Sydney) had not been consolidated into the proposed development, particularly the metro station component. It was suggested this may have provided opportunity for a wider precinct outcome, through the possibility of green space or a public square immediately in front of the metro station. • Stepped façade: An issue was raised regarding the stepped façade detail to Miller Street (as conceptually illustrated in the SSD exhibition material), which was not supported. Comments were raised regarding the indicative OSD design not matching the artist impression i.e. in terms of alignment. • Setbacks: Concern was raised that the 18m setback to the MLC building is not enough. • Planning approval: Questions were asked regarding the next phase in the planning approval process, i.e. in terms of obtaining a further detailed State Significant Development
--	--

	Application.
Views from adjacent developments	<ul style="list-style-type: none"> • Consideration of views: Comments were received from representatives of the adjacent residential development – “you’ve taken into consideration our views which is good”. • Adjacent development: Comments were made in respect to the proposed building ‘overhang’ on Miller Street and the relationship with the MLC building. Some comments were supportive of the tower separation to the MLC building. • View loss: Some comments were raised regarding view loss, however, only from adjacent residential occupiers of the Alexander Apartments building. The concerns were that views would be further diminished, particularly following the approval and construction of the 1 Denison Street development.
Accessibility	<ul style="list-style-type: none"> • Improved accessibility: Adjacent owners positively commented in respect to access to the metro station, including for people with a disability, prams and children. • Convenience: Comments were raised in respect to the convenience of the integrated station development for nearby residents and workers.
Amenity, facilities and open space	<ul style="list-style-type: none"> • Social and economic benefits: Positive feedback was received in respect to the social and economic benefits that the integrated station development will provide, particularly for local shops and businesses. • Use of development: Concerns were raised that the over station development should be a community building, such as a recital hall or similar. Other feedback received questioned whether the development would be either a residential or commercial use. • Amenity: Positive feedback was received regarding the possible inclusion of restaurants, bars and other entertainment uses that could contribute towards night-time activation. General support was expressed for retail uses at ground level. • Availability of public open space: Comments were raised regarding the lack of open space in the North Sydney CBD, particularly for workers to use at lunchtime. A request was put forth that Sydney Metro seek opportunities to include in its design the open space/plaza that was available for public use in the previous office building. Further comments expressed that the area surrounding the station and forecourt should be a public square with open space.
Station entries	<ul style="list-style-type: none"> • Northern entrance: Concerns were raised regarding the northern station entrance and whether the capacity is sufficient to handle crowds from North Sydney Oval. Confirmation was also provided to residents that there would be access from the northern entrance to the concourse. • Further details of entrance: Representatives from Blues Points were interested in further details such as the width of the access-way. However, they were generally supportive of the project including the north and south entries. A local

	<p>resident requested further clarification on the station location and entry points.</p>
North Sydney Train station & Metro Station	<ul style="list-style-type: none"> • Interface: There was interest regarding the interface with the North Sydney Station and Victoria Cross metro station, and the potential for a direct interchange. Some questioned whether there should be a direct connection with the existing North Sydney Station. • Underground connections: Comments were raised regarding the possibility of the underground concourse connecting to Greenwood Plaza, i.e. near corner of Miller/Brett Whiteley Plaza.
Noise	<ul style="list-style-type: none"> • Noise impacts: General questions were asked regarding construction and operational noise, in particular how this will be addressed by the contractor and operator.
Metro services	<ul style="list-style-type: none"> • Metro services: General questions were raised relating to the frequency and overall operation of the metro station and network. Some specific questions were raised regarding the frequency of services. Further specific questions were raised on the metro and how it differs from the existing rail system. • Bicycle facilities: Questions were raised regarding provision of bicycle facilities within the metro station. • Station box: Questions were asked regarding ventilation of the station box, completion dates for the overall metro and integration station development..
Submissions and consultation	<ul style="list-style-type: none"> • Process: Clarification was sought on how to make a submission on the Environmental Impact Statement. Some negative feedback was received regarding the length of the statutory consultation period. • Community consultation: Negative comments were received about the amount of community consultation for the over station development. Questions were also raised regarding consultation with council, namely the process.
Other transport projects	<ul style="list-style-type: none"> • Wider transport context: Clarification was requested in respect to transport planning and the coordination with other parts of the Transport for NSW cluster, especially in relation to the Northern Beaches Tunnel project.
Integrated Station Development	<ul style="list-style-type: none"> • Staging: Questions were raised regarding the staging of the integrated station development i.e. relative to the delivery of the metro station. The community favoured the preferred option, which is to build the over station development at the same time as the station.
Traffic, parking and pedestrianisation	<ul style="list-style-type: none"> • Miller Street pedestrianisation: It was suggested that Miller Street should be closed off to vehicle traffic and be pedestrianised. Details regarding the pedestrian space along the Miller Street frontage were also requested by attendees. • On-site parking: Attendees raised concerns regarding the provision of on-site parking and suggested this proposed development provides an opportunity to remove or limit car parking. • Bicycle parking: Comments were raised regarding bicycle

	parking, requesting that both the station and over station development provide sufficient capacity for bicycle parking and end-of-trip facilities, for example change-rooms and showers
Value Capture	<ul style="list-style-type: none">• Value capture: Comments were raised suggesting that the over station development is a financial mechanism for the government to extract value from the site and to fund the metro.
Development rights	<ul style="list-style-type: none">• Development rights: Comments were made suggesting that the development rights for the site had been transferred to another site in North Sydney.

**Issue categories
and where to find
responses to issues
raised in submissions**

APPENDIX O

Issues raised by submissions

Submission	Nature of submission	Issues raised
264396	Support	SS2, SS5
266008	Object	OD1, PD1, BF1
266010	Object	(Duplicate of above submission)
265754	Object	OD1, PD3, BF3, BF5, PC2, CS1, SE2
264223	Support	SS1, SS2
266058	Object	OD1, OD3, PD1, PD2, PD3, BF3, BF4, BF5, OS1, PC1, PC2, PC3, PC4, PC5, VT3, VT4, VW1, VW2, CS1, CS2, SE1, SE2, OTH3
264605	Support	SS2
265455	Object	PC1, VT1, VT2, CT2, OTH6
265272	Support	SS5
264245	Object	OD2, BF1
264455	Object	PD1, PD2, BF4, BF6, VT4
265880	Object	BF2, VP1
264243	Support	SS1
262376	Support	SS3
262682	Object	BF2, VT5, VP1
264411	Object	OD4, OS3, VW3, CT1, OTH7
264403	Comment	CM1
265630	Support	SS4
265487	Object	BF1, BF2, H1, VT5
265862	Object	OD4, BF2, OS1
266908	Object	OD1, OD3, PD1, PD2, PD3, BF3, BF4, BF5, OS1, PC1, PC2, PC3, PC4, PC5, VT3, VT4, VW1, VW2, CS1, CS2, SE1, SE2, OTH3
266536	Object	PD1, PD2, PC1
266617	Object	OD1, OD3, PD1, PD2, PD3, BF3, BF4, BF5, OS1, PC1, PC2, PC3, PC4, PC5, VT3, VT4, VW1, VW2, CS1, CS2, SE1, SE2, OTH3
267076	Comment	CM2
266987	Object	OD1, OD3, PD1, PD2, PD3, BF3, BF4, BF5, OS1, PC1, PC2, PC3, PC4, PC5, VT3, VT4, VW1, VW2, CS1, CS2, SE1, SE2, OTH3
266397	Object	OD1, OD3, PD1, PD2, PD3, BF3, BF4, BF5, OS1, PC1, PC2, PC3, PC4, PC5, VT3, VT4, VW1, VW2, CS1, CS2, SE1, SE2, OTH3

Submission	Nature of submission	Issues raised
266866	Object	OD1, OD3, PD1, PD2, PD3, BF3, BF4, BF5, OS1, H1, PC1, PC2, PC3, PC4, PC5, VT3, VT4, VW1, VW2, CS1, CS2, SE1, SE2, OTH2, OTH3
266836	Comment	CM3
267102	Object	PD1, BF5, SE1, SE2, OTH5, OTH8
266458	Object	OD1, OD3, PD1, PD2, PD3, BF3, BF4, BF5, OS1, PC1, PC2, PC3, PC4, PC5, VT3, VT4, VW1, VW2, CS1, CS2, SE1, SE2, OTH3
266728	Object	BF2, BF4, OS1, W1
267055	Support	SS1, SS2, SS4, SS5
267062	Object	OD1, OD3, PD1, PD2, PD3, BF3, BF4, BF5, OS1, PC1, PC2, PC3, PC4, PC5, VT3, VT4, VW1, VW2, CS1, CS2, SE1, SE2, OTH3
266392	Object	OD1, OD3, PD1, PD2, PD3, BF3, BF4, BF5, OS1, PC1, PC2, PC3, PC4, PC5, VT3, VT4, VW1, VW2, CS1, CS2, SE1, SE2, OTH3
267111	Object	OD3, PD1
266522	Object	OD1, OD3, PD1, PD2, PD3, BF3, BF4, BF5, OS1, PC1, PC2, PC3, PC4, PC5, VT3, VT4, VW1, VW2, CS1, CS2, SE1, SE2, OTH3
266327	Object	OD1, OD3, PD1, PD2, PD3, BF3, BF4, BF5, OS1, PC1, PC2, PC3, PC4, PC5, VT3, VT4, VW1, VW2, CS1, CS2, SE1, SE2, OTH3
266991	Object	OD1, OD3, PD1, PD2, PD3, BF3, BF4, BF5, OS1, PC1, PC2, PC3, PC4, PC5, VT3, VT4, VW1, VW2, CS1, CS2, SE1, SE2, OTH3
266803	Support	SS5
268526	Comment	CM4, CM5, CM6, CM7
267126	Object	BF2, BF4, BF5, PC3, SE1
267120	Object	OD1, OD3, PD1, PD2, PD3, BF3, BF4, BF5, OS1, OS2, PC1, PC2, PC3, PC4, PC5, VT3, VT4, VW1, VW2, CS1, CS2, SE1, SE2, OTH3
268275	Object	OD1, PD1, SE1
267124	Object	OD1, OD3, PD1, PD2, PD3, BF3, BF4, BF5, OS1, PC1, PC2, PC3, PC4, PC5, VT3, VT4, VW1, VW2, CS1, CS2, SE1, SE2, OTH2, OTH3
267116	Object	OD1, OD3, PD1, PD2, PD3, BF2, BF3, BF4, BF5, OS1, OS4, PC1, PC2, PC3, PC4, PC5, VT3, VT4, VW1, VW2, CS1, CS2, SE1, SE2, OTH3
267128	Object	PD1, BF4, OS1, PC1, VT1, VT4, VT6, SE2, OTH4
271751	Object	OD1, PD1, BF5, BF6, H2, PC1, PC2, PC3, VW2,

Submission	Nature of submission	Issues raised
		SE1, OTH1
268533	Object	PD1, PC1, PC4, VT4, OTH4
268531	Object	BF2, BF4, BF6, OS1, PC5
272903	Object	PD1, BF6, PC4, CS1, SE1, SE2
271062	Comment	CM8

Where issues addressed – submissions making comment

Issue code	Issue	Where addressed in report
CM1	Retail activation	6.2.1
CM2	Impact on 65 Berry Street, North Sydney	6.2.2
CM3	Pedestrian movement and safety	6.2.3
CM4	Public domain and ground plane	6.2.4
CM5	Entry to the Victoria Cross Station	6.2.5
CM6	Integration with surrounding development	6.2.6
CM7	Opportunity for increased public amenity	6.2.7
CM8	Building design	6.2.8

Where issues addressed – submissions in support

Issue code	Issue	Where addressed in report
SS1	Design of northern station entrance	6.3.1
SS2	Design features	6.3.2
SS3	Underground connection to the North Sydney Station	6.3.3
SS4	Building height	6.3.4
SS5	Integration with surrounding development	6.3.5

Where issues addressed – submissions in objection

Issue code	Issue	Where addressed in report
Overdevelopment of the site		
OD1	Floorplate/footprint	6.4.1.1
OD2	Small business tenancies preferred	6.4.1.2
OD3	Tower development unnecessarily linked to the station development	6.4.1.3
OD4	Need for additional commercial floor space	6.4.1.4
Public domain and open space		
PD1	Missed opportunity to provide a park or plaza	6.4.2.1
PD2	Pedestrianisation of Miller Street	6.4.2.2
PD3	No public domain strategy	6.4.2.3
Built form		

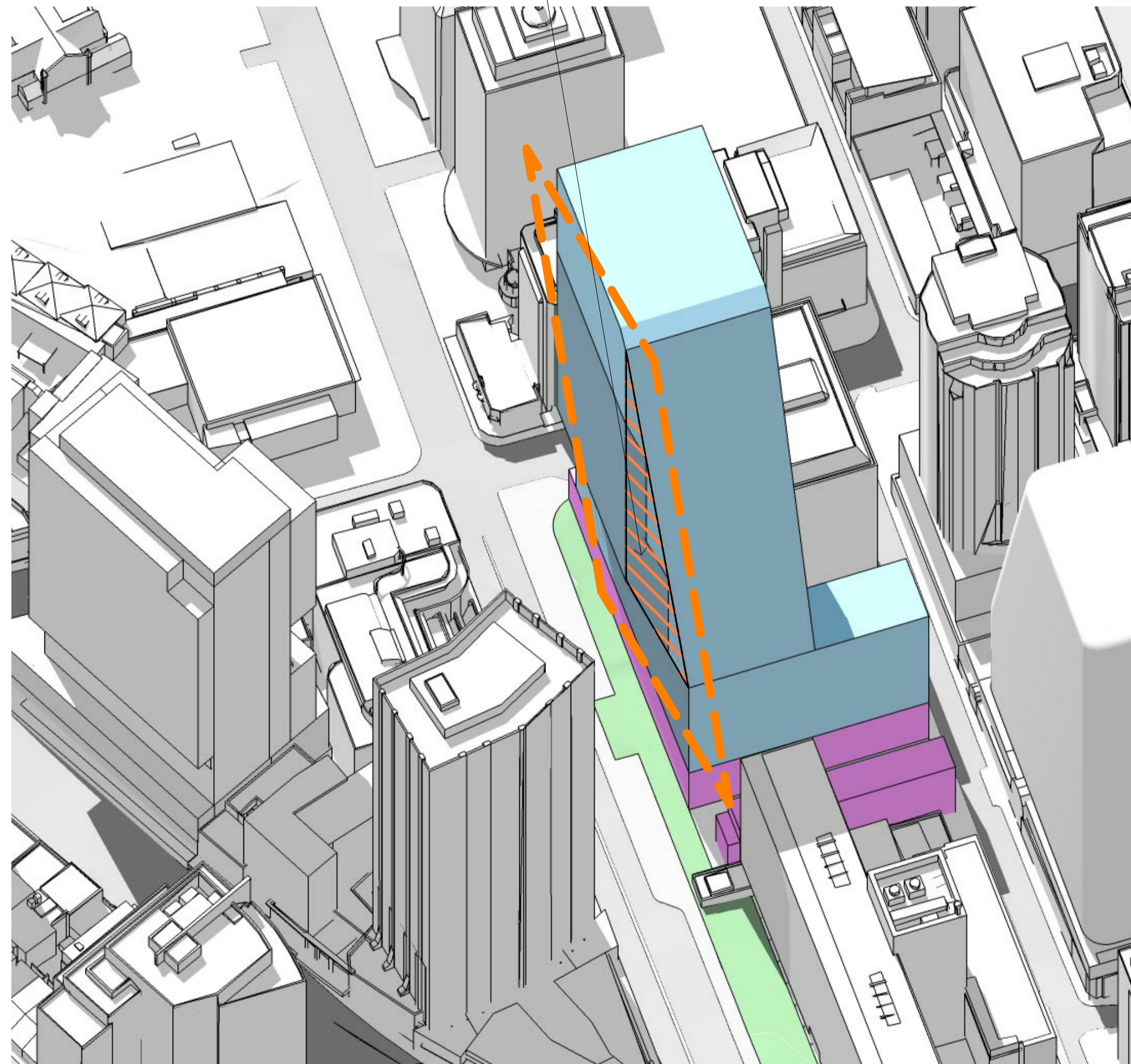
Issue code	Issue	Where addressed in report
BF1	Incompatible with area character	6.4.3.1
BF2	Excessive height	6.4.3.2
BF3	Photomontages	6.4.3.3
BF4	Building should align with MLC Building	6.4.3.4
BF5	Non-complying setbacks	6.4.3.5
BF6	Other issues relating to building form	6.4.3.6
Overshadowing		
OS1	Overshadowing of public open space	6.4.4.1
OS2	Overshadowing of the MLC Building	6.4.4.2
OS3	Overshadowing of Alexander Apartments building	6.4.4.3
OS4	Overshadowing of residential areas to west	6.4.4.4
Heritage		
H1	Impacts on heritage items	6.4.5.1
H2	Adequacy of heritage impact statement	6.4.5.2
Pedestrian circulation		
PC1	Link to North Sydney Station	6.4.6.1
PC2	Footpath / through-site link capacity	6.4.6.2
PC3	Removal of MLC café to improve pedestrian flow	6.4.6.3
PC4	Underground access from surrounding streets	6.4.6.4
PC5	Student foot traffic	6.4.6.5
Vehicular traffic generation and movement		
VT1	Traffic generation	6.4.7.1
VT2	Denison Street capacity	6.4.7.2
VT3	Change to road network	6.4.7.3
VT4	Bus interchange	6.4.7.4
VT5	Parking	6.4.7.5
VT6	Access to MLC Building	6.4.7.6
Visual privacy		
VP1	Privacy impacts on Alexander Apartments building	6.4.8.1
View impacts		
VW1	View lines affected by Miller Street setback	6.4.9.1
VW2	View analysis is inadequate	6.4.9.2
VW3	View impacts on Alexander Apartments building	6.4.9.3

Issue code	Issue	Where addressed in report
Construction impacts		
CT1	General construction impacts	6.4.10.1
CT2	Construction staging	6.4.10.2
Wind impacts		
W1	Adverse wind impacts	6.4.11.1
Consultation		
CS1	Inadequate consultation	6.4.12.1
CS2	Stakeholder engagement details not provided	6.4.12.2
Social and economic impacts		
SE1	Removal of Tower Square	6.4.13.1
SE2	Lack of community/cultural facilities	6.4.13.2
Other issues		
OTH1	Design Excellence Strategy is inadequate	6.4.14.1
OTH2	Question independence of the DEEP	6.4.14.2
OTH3	Air rights	6.4.14.3
OTH4	State Significant Development	6.4.14.4
OTH5	Naming rights for Victoria Cross Station	6.4.14.5
OTH6	Sydenham to Bankstown line	6.4.14.6
OTH7	Impact on property values	6.4.14.7
OTH8	Value capture	6.4.14.8

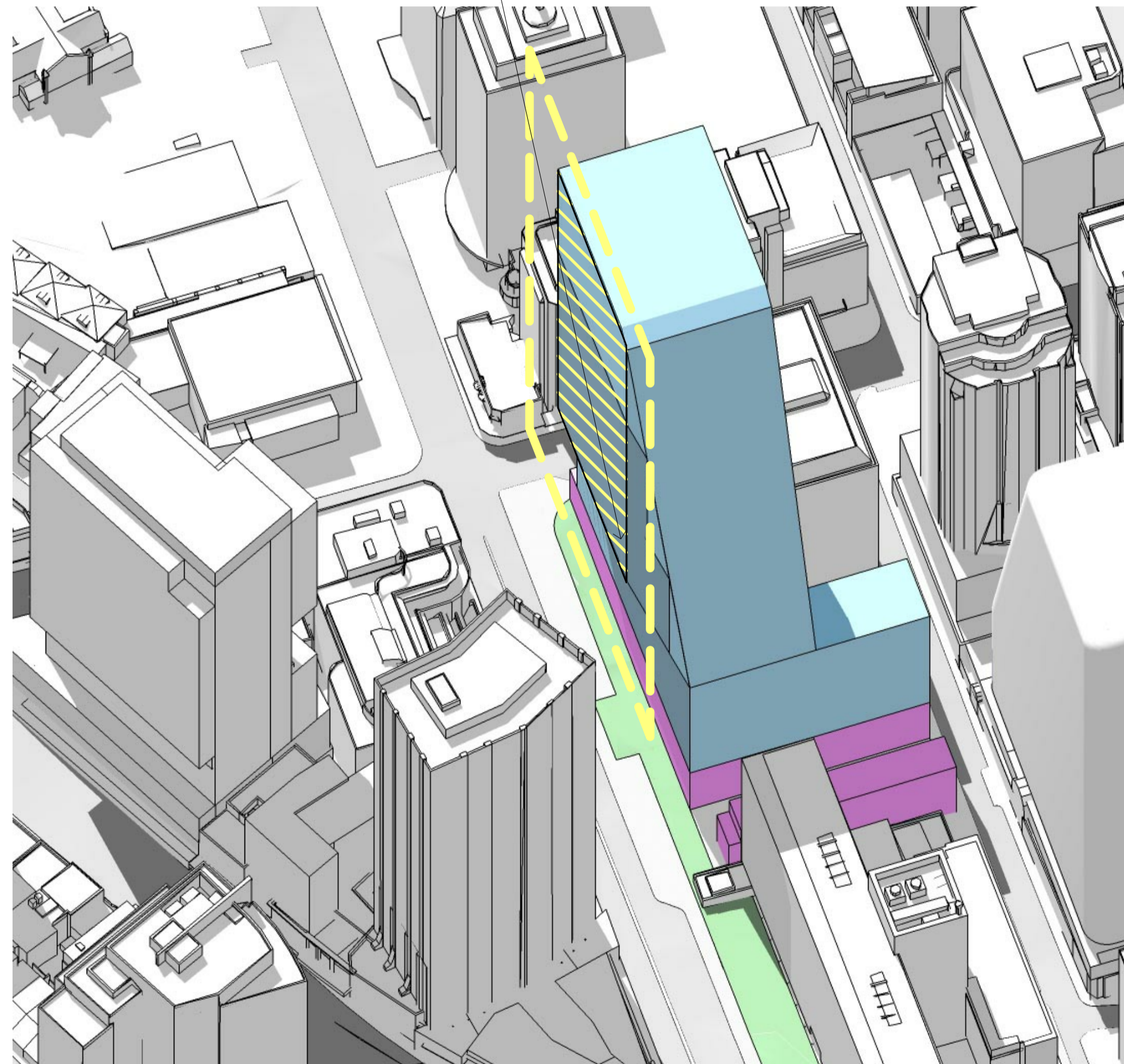
Building Envelope Study

APPENDIX P

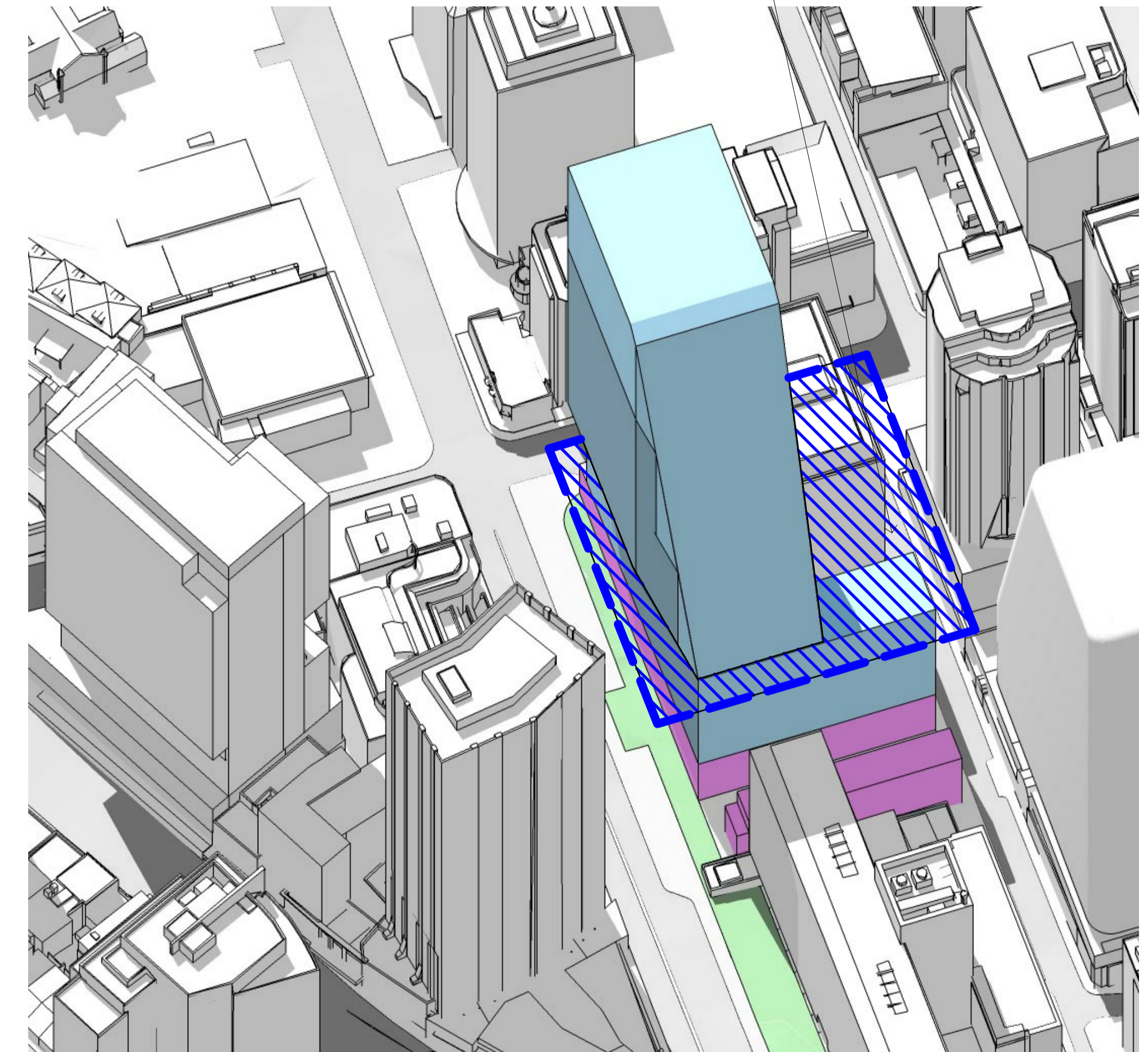
Shadow plane to minimise shadowing to MLC forecourt



4.5m projection



Horizontal plane



TFNSW
Victoria Cross OSD

SKETCH
Volume of articulation

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

Scale	1 : 100	@ A1
Drawn	Author	Checked Checker
Project no.	S12041	
Status	Project Status	
Plot Date	7/08/2016 10:28:43 AM	
BIM		
Drawing no.	SK.211	Revision

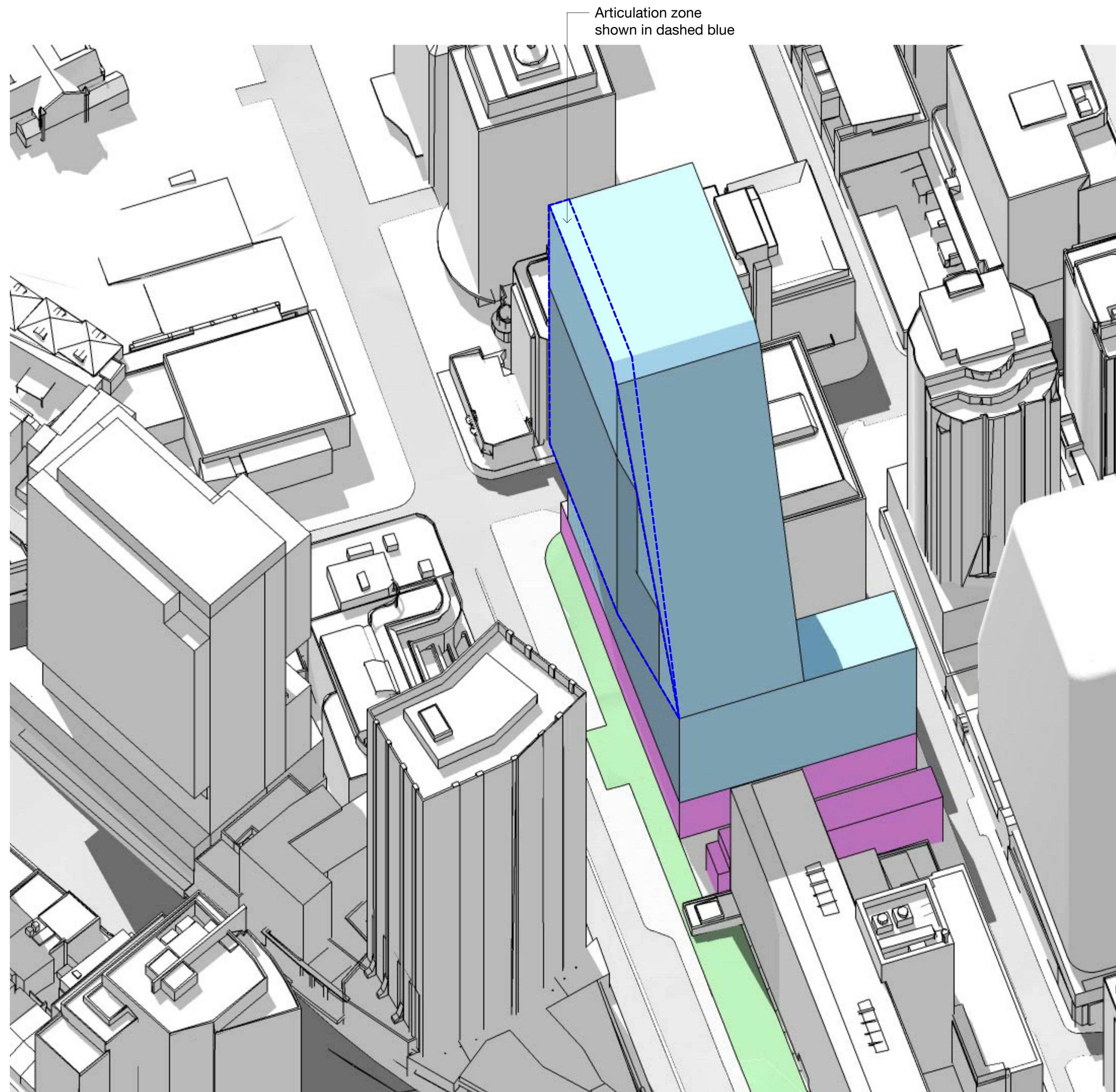
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Articulation zone
shown in dashed blue

TFNSW
Victoria Cross OSD

SKETCH
Articulation Zone diagram

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.
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Revision	Date	Description	Initial	Checked

Scale	@ A1
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Status	Project Status
Plot Date	7/08/2016 10:27:02 AM
BIM	
Drawing no.	SK.208
Revision	

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Updated Clause 4.6 Variation Request (Miller Street setback)

APPENDIX Q



Sydney Metro City & South West Victoria Cross Over Station Development: Clause 4.6 Variation Request – Miller Street Setback

Applicable to:	Sydney Metro City & Southwest
Author:	Mecone
Owner	Transport for NSW
Status:	Final Draft
Version:	#.1
Date of issue:	5 September 2018
Review date:	6 September 2018
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1. Introduction

This report supports a concept State Significant Development Application (concept SSD Application or concept proposal) submitted to the NSW Department of Planning and Environment (DP&E) pursuant to Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act). The concept SSD Application is made under Section 4.22 of the EP&A Act.

Sydney Metro is seeking to secure concept approval for a building envelope above the Victoria Cross Station, otherwise known as over station development (OSD). The concept SSD Application seeks consent for a maximum building envelope, commercial uses, maximum gross floor area, pedestrian and vehicular access, circulation arrangements, car parking, and the strategies and design parameters for the future detailed design.

This report has been prepared to request a variation to clause 6.4 of *North Sydney Local Environmental Plan 2013* (NSLEP 2013) as it applies to the concept proposal. The request responds to the Secretary's Environmental Assessment Requirements (SEARs) issued for the concept SSD Application on 30 November 2017, which states that the Environmental Impact Statement (EIS) must include a clause 4.6 written request (if required).

This report is being submitted as part of a Submissions Report following public exhibition of the concept SSD Application. Compared to the exhibited EIS, this report has been updated to reference the revised building envelope, which features a single articulation zone along Miller Street instead of stepping setbacks.

2. Clause 4.6 Exceptions to development standards

Clause 4.6 of NSLEP 2013 enables contravention of the Miller Street setback standard subject to consideration of a written request from the applicant justifying the contravention.

Relevant extracts of Clause 4.6 of NSLEP 2013 read as follows:

Clause 4.6 Exceptions to development standards

(1) The objectives of this clause are as follows:

(a) to provide an appropriate degree of flexibility in applying certain development standards to particular development,

(b) to achieve better outcomes for and from development by allowing flexibility in particular circumstances.

(2) Development consent may, subject to this clause, be granted for development even though the development would contravene a development standard imposed by this or any other environmental planning instrument. However, this clause does not apply to a development standard that is expressly excluded from the operation of this clause.

(3) Development consent must not be granted for development that contravenes a development standard unless the consent authority has considered a written request from the applicant that seeks to justify the contravention of the development standard by demonstrating:

- (a) that compliance with the development standard is unreasonable or unnecessary in the circumstances of the case, and*
 - (b) that there are sufficient environmental planning grounds to justify contravening the development standard.*
- (4) Development consent must not be granted for development that contravenes a development standard unless:*
 - (a) the consent authority is satisfied that:*
 - (i) the applicant's written request has adequately addressed the matters required to be demonstrated by subclause (3), and*
 - (ii) the proposed development will be in the public interest because it is consistent with the objectives of the particular standard and the objectives for development within the zone in which the development is proposed to be carried out, and*
 - (b) the concurrence of the Director-General has been obtained.*
- (5) In deciding whether to grant concurrence, the Director-General must consider:*
 - (a) whether contravention of the development standard raises any matter of significance for State or regional environmental planning, and*
 - (b) the public benefit of maintaining the development standard, and*
 - (c) any other matters required to be taken into consideration by the Director-General before granting concurrence.*

3. Development standard to be varied

The development standard to be varied is clause 6.4 (Miller Street setback) in NSLEP 2013, which reads as follows:

6.4 Miller Street setback

- (1) The objective of this clause is to maintain the established setback and landscaped setting on the eastern side of Miller Street between McLaren and Mount Street.*
- (2) Development consent must not be granted for the erection of a building on land identified as "Miller Street Setback" on the North Sydney Centre Map unless:*
 - (a) the building height will be less than 1.5 metres, and*
 - (b) the part of the building that will be on that land is used only for access to the building or landscaping purposes.*

As shown in the North Sydney Centre Map extract at Figure 1, the site is required to achieve a setback of generally six metres from Miller Street, with an 11.5-metre setback required at the small, irregular extension in the middle portion of the frontage.

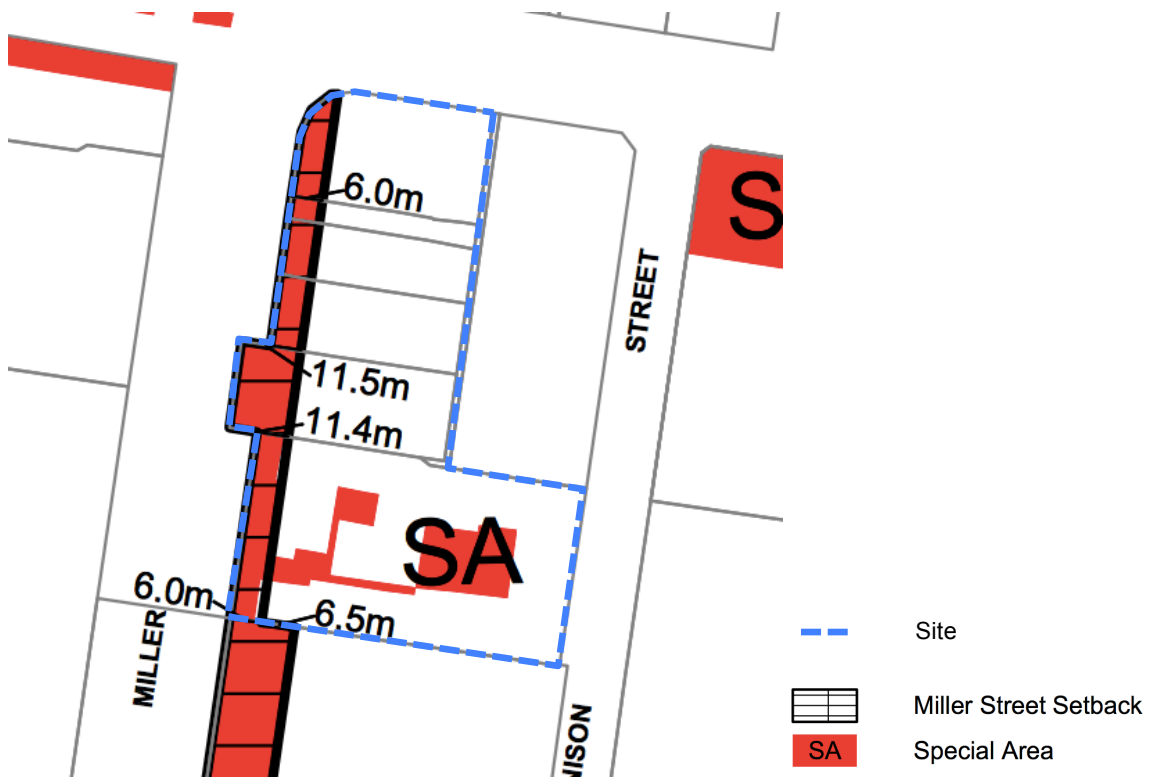


Figure 1 – North Sydney Centre Map
Source: NSLEP 2013

4. Extent of variation

Sydney Metro has revised the building envelope as part of the Submissions Report to provide greater design flexibility for future development. Up to a height of RL 118, the amended building envelope is set back six metres in accordance with the setback shown on the North Sydney Centre Map, as per the originally exhibited design. At RL 118 and above, the envelope is set back 1.5 metres, resulting in a non-compliance of 4.5 metres.

The amended building envelope form retains the 4.5 metre maximum projection over the Miller Street setback area but replaces the stepped form with a flat, continuous edge. The southern end of the projection is tapered to prevent any additional overshadowing of the Miller Street Special Area. The extent of the building envelope which projects over the Miller Street setback is now referred to as an ‘articulation zone’.

Refer Figures 2-4 below for images of the proposed envelope.

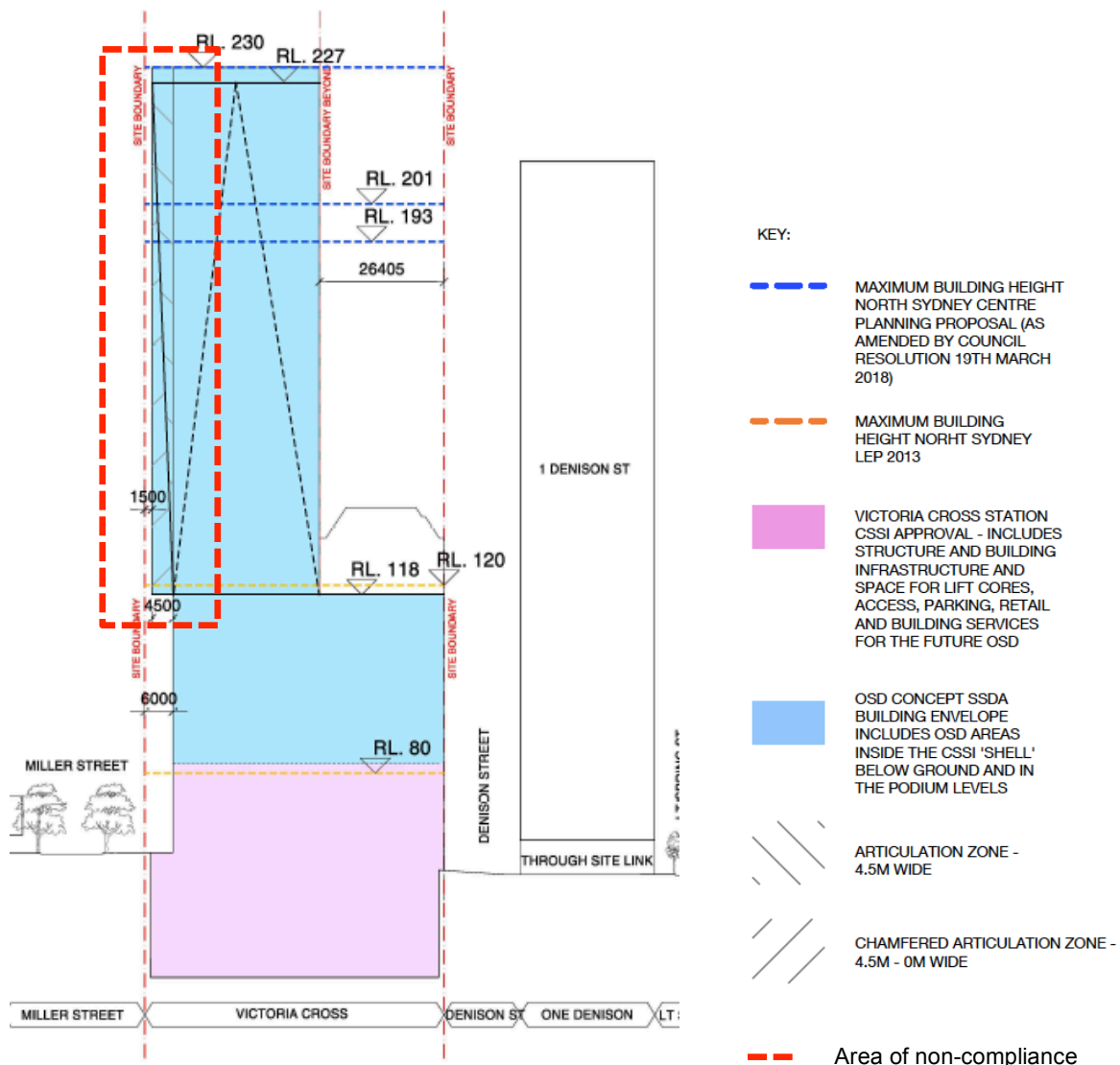


Figure 2 – Amended proposed building envelope: east-west section
 Source: Sydney Metro

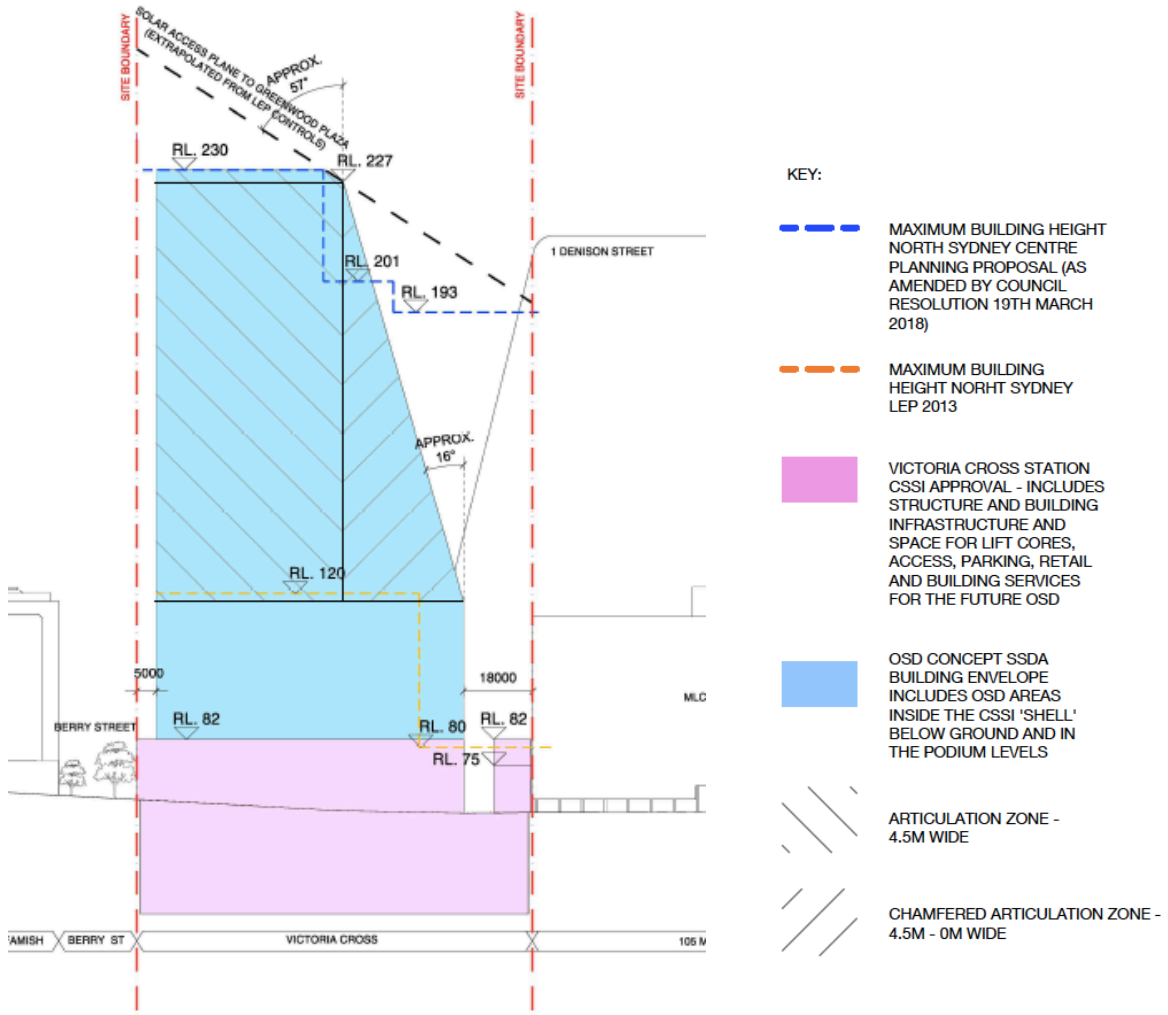


Figure 3 – Amended proposed building envelope: Miller Street elevation
 Source: Sydney Metro

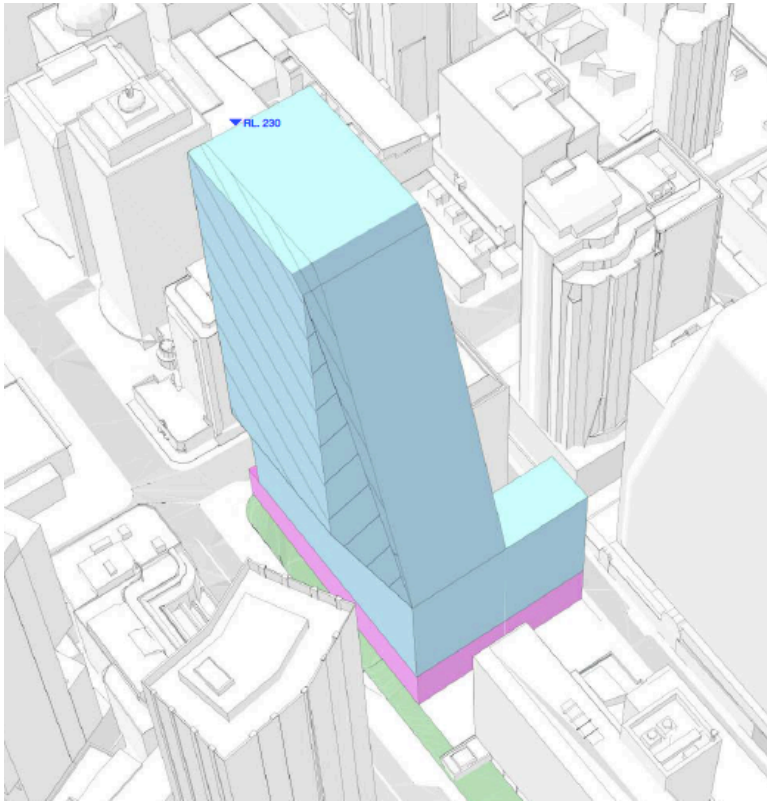


Figure 4 – Proposed building envelope: axonometric diagram from southwest
Source: Sydney Metro

5. Assessment

Clause 4.6(3)(a) – Is compliance with the development standard unreasonable or unnecessary in the circumstances of the case

Compliance with the Miller Street setback standard is unreasonable and unnecessary for the following reasons:

- It is evident that the primary objective of the Miller Street setback standard is to manage impacts at the street level/lower levels of the building (refer further discussion in Table 1). Given that the reduced setback occurs at RL118, or approximately 13 storeys above street level, technical compliance with the standard would not help to achieve the objective of the standard. Therefore, compliance with the standard is unreasonable and unnecessary in the circumstances of the case.
- The reduced setback would have negligible material impacts compared to a compliant scheme in terms of built form, public domain, landscaping, overshadowing, view or heritage impacts. Specific impacts are discussed in the 'environmental planning grounds' section below. Given the impacts are negligible, compliance with the standard would not serve to achieve a better material outcome. Therefore, compliance with the standard is unreasonable and unnecessary in the circumstances of the case.

- Despite the variation, the proposed building envelope achieves the objectives of the Miller Street setback standard and Zone B3 Commercial Core (refer to Table 1 and 2, respectively).
- The variation does not raise any matter of State or regional planning significance.

Overall, it is open to the consent authority to consider that compliance with the Miller Street Setback standard is unreasonable and unnecessary in the circumstances of the concept proposal.

Clause 4.6(3)(b) – Are there sufficient environmental planning grounds to justify contravening the development standard?

The concept proposal demonstrates sufficient environmental planning grounds as follows:

- The reduced setback is consistent with the objectives of clause 6.4 (Miller Street setback) and Zone B3 Commercial Core (refer to Table 1 and Table 2, respectively).
- The reduced setback would cause no additional unreasonable heritage impacts. The proposed building envelope overall would cause minor visual impact to surrounding heritage items due to the increased height and scale, but the reduced setback in particular would not measurably increase the impact. The reduced setback begins at RL 118, above the height of the adjoining MLC Building and nearby Rag & Famish Hotel, which means that direct views to these items along Miller Street would not be obstructed. It is also noted that the beginning of the reduced setback at RL 118 roughly corresponds to the top of the MLC Building. This allows for the future building design to include articulation elements that reference the MLC Building.
- Compared to a building form that complies with the Miller Street setback and builds up to the full extent of the heights across the site under the *North Sydney Centre Planning Proposal* (which is currently being finalised), the proposed building envelope would cause no additional overshadowing to surrounding Special Areas, Zone RE1 Public Recreation Land or any other sensitive area. In fact, it would cause *less* overshadowing to the Miller Street Special Area.
- Given its relatively minor extent, the reduced setback would not cause a significant reduction in sky views. The intention is that the future building design would occupy only some (not all) of the reduced setback area, meaning that only a portion of the area would comprise visually obstructive built form. Also, the envelope features a large 18-metre south setback and tapered southern elevation, two elements that serve to open up sky views. It is considered that, compared to a building form that complies with the Miller Street setback and includes a vertical southern elevation and a smaller but compliant southern setback, the proposed envelope would result in a superior outcome in terms of overall sky views.
- The station and the OSD up to a height of RL 118 comply with the required setback. As such, the established setback along Miller Street would be maintained by this lower portion of the overall Integrated Station Development.
- The reduced setback would facilitate a creative design solution that would contribute to the future building's design excellence.

Overall, it is open to the consent authority to consider that the concept proposal does not result in any significant environmental impacts that could be avoided through a compliant form. Further, it is noted that the final form of the development within the articulation zone would be subject to compliance with the Updated Victoria Cross Design Guidelines and Sydney Metro’s Design Excellence Strategy, as detailed in Chapters 7 and 8 of the Submissions Report. In this regard, further consideration of the environmental impacts of any built form within the articulation would be considered and assessed as part of the future detailed SSD Application.

Clause 4.6(4)(a)(ii) - Is the proposed development in the public interest because it is consistent with the objectives of the particular standard and the objectives for development within the zone in which the development is proposed to be carried out?

In the court case *Four2Five Pty Ltd v Ashfield Council* [2015] NSWLEC 90, Commissioner Pearson stipulates that the consent authority is to be satisfied the proposed development will be in the public interest because it is consistent with:

- a) *the objectives of the particular standard, and*
- b) *the objectives for development within the zone in which the development is proposed to be carried out.*

In *Randwick City Council v Micaul Holdings Pty Ltd* [2016] NSWLEC 7, the Chief Judge observed in his judgement at [39] that 4.6(4) of the Standard instrument does not require the consent authority to be satisfied directly that compliance with each development standard is unreasonable or unnecessary in the circumstances of the case, but only indirectly be satisfied that the applicant’s written request has adequately addressed those matters.

The particular development standard is clause 6.4 (Miller Street setback) of NSLEP 2013. The relevant objectives are addressed in Table 1 below.

Table 1 – Consistency with the objective of the Miller Street setback standard

Objective of standard	Consistency
<p>The objective of this clause is to maintain the established setback and landscaped setting on the eastern side of Miller Street between McLaren and Mount Street.</p>	<p>It is evident that the primary intention of the objective is to preserve a particular setting at the ground and lower levels. The objective refers to the combination of “setback and landscaped setting”, which suggests a focus on the streetscape rather than on the air space many storeys above street level. Given that the proposed reduced setback begins at a height of RL 118, or approximately 13 storeys above street level, the streetscape would not be affected, either in terms of landscaping or building setback.</p>

Overall, it is open to the consent authority to consider that the variation of clause 6.4 of the NSLEP2013 is in the public interest because it is consistent with the objectives of the development standard.

The concept proposal’s consistency with the Zone B3 Commercial Core objectives is outlined in Table 2 below. The table considers the current standard and the amended standard under the *North Sydney Centre Planning Proposal*.

Table 2 – Consistency with objectives of Zone B3 Commercial Core

Zone objective	Consistency
To provide a wide range of retail, business, office, entertainment, community and other suitable land uses that serve the needs of the local and wider community.	The concept proposal would provide for up to 60,000 square metres of commercial floor space (office premises and ground level retail) that would serve the needs of North Sydney Centre.
To encourage appropriate employment opportunities in accessible locations.	<p>The concept proposal would provide for significant employment opportunities in a highly accessible location directly above, and integrated with, the future Victoria Cross Station. This quantity of floor space is expected to accommodate an estimated 4,200 jobs.</p> <p>The non-compliant setback would allow for additional gross floor area and therefore further would enhance and encourage A-grade commercial employment opportunities.</p>
To maximise public transport patronage and encourage walking and cycling.	The concept proposal would place additional workers directly above the future Victoria Cross Station, which would help drive Sydney Metro patronage and thereby encourage walking and cycling. Bicycle parking and end-of-trip facilities would be provided within the basement levels of the future development for tenants of the building.
To prohibit further residential development in the core of the North Sydney Centre.	The concept proposal does not propose residential uses.
To minimise the adverse effects of development on residents and occupiers of existing and new development.	The concept proposal would minimise adverse effects on residents and occupiers of existing and new development, such as view, privacy and overshadowing effects. These are discussed throughout Chapter 8 of the EIS and Chapters 7 and 8 of the Submissions Report. Further, revised mitigation measures are included in Chapter 9 of the Submissions Report.

It is open to the consent authority to consider that the variation to clause 6.4 of NSLEP 2013 is in the public interest because it is consistent with the objectives of the Zone B3 Commercial Core.

6. Matters of significance for State or regional environmental planning

The contravention of the Miller Street setback standard does not raise any matter of State or regional planning significance.

7. Conclusion

This clause 4.6 variation request is well founded as it demonstrates, as required under clause 4.6 of the NSLEP 2013, that the proposal provides a better planning outcome with no significant adverse environmental impacts. In summary, the variation is justified because:

- Compliance with the Miller Street setback standard is unreasonable and unnecessary in the circumstances of the proposed development.

- There are sufficient environmental planning grounds to justify the contravention, which results in a better planning outcome than a strictly compliant development in the circumstances of this particular case.
- The concept proposal is consistent with the objectives of clause 6.4 and Zone B3 Commercial Core.
- The concept proposal is in the public interest.
- There are no matters of State or regional planning significance and no significant public benefits in maintaining the setback standard in this case.

It is therefore open to the consent authority to vary clause 6.4 of the NSLEP 2013 as it applies to the concept proposal.