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Director Transport Assessments
NSW Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001

BMS (CIS)

5 July 2017

Dear Sir/Madam

RE: SUBMISSION TO SYDNEY METRO ENVIRONMENTAL IMPACT ASSESSMENT MODIFICATION

Please find attached North Sydney Council's submission to the Sydney Metro City and Southwest Environmental Impact Statement Modification **SSI 7400 MOD 1**, exhibited from 7 June 2017 to 5 July 2017.

The submission has not been formally endorsed by Council, owing to the constraints of reporting schedule and timeframes. A Council-endorsed version of the attached submission will be forwarded to the Department after Council's 24 July 2017 meeting.

Should you wish to discuss any aspect of the submission, please contact the undersigned or Brad Stafford, Executive Planner Metro Project on 9936 8358.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Marcelo Occhiuzzi'.

MARCELO OCCHIUZZI
MANAGER STRATEGIC PLANNING

Submission to Sydney Metro City and Southwest Environmental Impact Statement Modification



5 July 2017

1. INTRODUCTION

This submission is made to the public exhibition of the Sydney Metro City and Southwest Chatswood to Sydenham Environmental Impact Statement modification application **SSI 7400 MOD 1**, exhibited from 7 June 2017 to 5 July 2017.

2. COUNCIL ADOPTION

The submission is yet to be formally adopted by Council. It is intended that the submission will be reported to the next Council meeting on 24 July 2017, seeking a resolution to endorse the submission. The unendorsed submission is forwarded to the Department of Planning and Environment in accordance with the dates of public exhibition.

3. SUBMISSION STRUCTURE

Section 4 of the submission provides general comments in relation to the proposed modification. Section 5 provides specific comments relating to each chapter of the Modification Report.

4. GENERAL COMMENTS AND KEY ISSUES

4.1 Introduction

Council is generally supportive of the proposal to relocate the Victoria Cross services building to 50 McLaren Street, particularly as it facilitates the provision of an additional station access point servicing the northern end of the North Sydney CBD and adjoining precincts. The extension of the Metro customer catchment is a positive step in improving access to public transport infrastructure in North Sydney.

The proposal aligns with Council's desire for a northern Metro access portal, as identified in its Sydney Metro Planning Study (updated February 2017).

4.2 Construction and Traffic Management

Northern Site Construction Activities

Section 7 of the Modification Report cites an opportunity to more evenly share spoil removal and possibly other excavation / construction activities between the southern station site and the new northern site. It is noted that any decrease in construction activities on the southern site will involve an increase in activities – including truck movements and subsequent impacts on the northern site. It is important to note the existence of sensitive impact receivers adjacent to and nearby the site, particularly residential and educational land uses.

In principle, Council considers that the northern site should not shoulder the burden of construction activities beyond what is commensurate with the proposed northern services and access site construction. For example, a 14% increase in spoil generation for the services and access facility should, in principle, only generate a 14% increase in associated truck movements from the approved EIS.

Notwithstanding the above, Council acknowledges that the utilisation of the northern site may increase the efficiency of the construction process and ultimately contribute to a reduction in the duration of Metro works. As such, it is critical that any impacts from increased construction activity at the northern site be appropriately mitigated to minimise impacts on sensitive surrounding land uses, particularly where after-hours works are proposed.

Truck Movements

The Modification Report proposes that trucks exiting the northern construction site will access the Warringah Freeway via Walker Street. It is noted that Walker Street is a local road and is not suitable for larger trucks with trailers. Large truck movements should be confined wherever possible to arterial roads.

5. SPECIFIC RESPONSES BY CHAPTER

Chapter 2: Strategic Justification and Need

The potential for reduced operational and construction environmental impacts on adjoining land is noted.

Chapter 5: Stakeholder and Community Engagement

The May 2017 engagement with surrounding land owners and residents is noted. Council expects that surrounding stakeholders continue to be consulted and informed of all aspects of construction and operational planning. It is also important this engagement recognise the cumulative potential impacts of other work being conducted in the North Sydney CBD.

Chapter 6: Modification Description - Operation

Taxis / Kiss and Ride

Council is supportive of taxi and kiss and ride infrastructure being provided at the northern site, away from the CBD core. Although representing a very low expected modal share of all trips, provision of this infrastructure requires careful consideration on likely traffic impacts, particularly on local roads such as McLaren and Walker Streets.

The steep gradient of McLaren Street and its impacts on accessibility to this infrastructure needs to also be considered.

Entry Plaza / Access

Council supports the proposed entry plaza to Miller Street. Consideration should be given, however, to an additional eastern access to better connect with nearby schools, hotels, the Ward Street precinct, and a future through site link over No. 52 McLaren Street. Doing so will also mitigate the constraint posed by the steep gradient of McLaren Street adjacent to the northern access site.

Through Site Link

Council notes that the existing consent on 50 & 52 McLaren Street requires a pedestrian right-of-way be provided over No.52 between McLaren and Elliot Streets. This should form a part of any future development proposal for No.52.

Built Form

The Report indicates that the northern services and access building on No.50 McLaren Street will be approximately three storeys in height. It is noted that this exceeds the current LEP 2013 height control, but is less than the height of the approved DA currently applying to the site.

Chapter 7: Modification Description – Construction

Section 4.2 of this submission details Council's response to construction issues. It is noted that Council will have the ability to respond to detailed construction and traffic management plans in due course.

Council notes that only station excavation spoil will be removed from either Victoria Cross construction sites and that tunnel spoil will be extracted elsewhere.

Chapter 8: Environmental Screening Assessment

Council supports the use of acoustic sheds and any other effective noise, dust and other impact mitigation measures on the site.

Chapter 9: Traffic and Transport

Section 4.2 of this submission details Council's response to key traffic and transport issues.

Chapter 10: Noise and Vibration

Mitigation of impacts is required under the existing consent as listed in Section 10.3.4 of the Modification Report.

Chapter 11: Land Use and Property

Over Station Development

The Modification Report states (p.133) that 'the airspace above the services building may be used for future development in line with Council's Capacity and Land Use Study'. Council notes that the Study and accompanying planning proposal propose no additional height on both 50 and 52 McLaren Street. No.50 particularly should not be considered for any built form element above the indicative built form proposed under the Modification Report.

Future Land Use

Consideration should be given to wholly non-residential uses on the No. 52 site, given its excellent access to transport infrastructure and North Sydney's commitment to providing new commercial floor space in the CBD.

Chapter 12: Non-Aboriginal Heritage

The modification is likely to pose reduced risk to local heritage. The relocated site, however, lies adjacent to an item of local heritage (No. 243 Miller Street) and needs to be appropriately designed in order to complement the heritage streetscape and local character.

Chapter 14: Landscape Character and Visual Amenity

The modification provides the opportunity to contribute to and enhance the locality through good, sensitive design and appropriate scale.

Chapter 17: Biodiversity

Any proposed impacts to vegetation and habitat need to be offset to retain and enhance the locality's biodiversity and streetscape.

6. OTHER MATTERS

6.1 Undergrounding of Power lines

Undergrounding of power lines needs to be undertaken in conjunction with the Metro works. This is essential in delivering an appropriate public domain response to the Metro.

6.2 Council Resolution 26 June 2017

MM06: RE: Design Input into the Victoria Cross Metro Station Entrance on McLaren Street

At its meeting of 26 June 2017, Council resolved:

- 1. THAT Council consult with Transport for NSW about 50 McLaren Street and make a submission on the proposal before the public exhibition closes on 5 July 2017;*
- 2. THAT Council staff regularly review the progress of this development design proposal and keep the elected body informed; and*
- 3. THAT Council write to Transport for NSW seeking a correction in their EIS Summary of Council's current planning policy in relation to the North Sydney CBD.*

It is noted that Council's current policy is reflected by LEP 2013 and DCP 2013, with the Capacity and Land Use Strategy and associated planning proposal adopted for the purposes of public exhibition.

MM03: RE: Opportunity at 194-196a Miller Street

Council also resolved:

- 1. THAT Council urgently write to the relevant Minister urging that 194-196a Miller Street be retained in public ownership and that the site be used to provide essential community infrastructure including education, health, sporting facilities, to meet the existing and future population needs of residents and workers within the District Plan North Region.*

Council will write to the Minister separately on this issue.

7. CONCLUSION

Council generally supports the proposal as outlined in the Modification Report, particularly the provision of a northern Victoria Cross Station access point. Concerns are held in relation to the indicative construction and traffic management activities proposed and potential impacts on surrounding sensitive receivers.