

5 July 2017

Our Ref: P-17063

The Secretary

NSW Planning & Environment
GPO Box 39
SYDNEY NSW 2001

Dear Ms McNally

**SUBMISSION - SYDNEY METRO CITY & SOUTHWEST CHATSWOOD TO SYDENHAM -
VICTORIA CROSS STATION SSI MODIFICATION REPORT**

1. Introduction

This submission has been prepared on behalf of Wenona School Limited. The submission concerns the proposed modification to the Victoria Cross Station on the City and Southwest Line of the proposed Sydney Metro. In broad terms, Wenona supports the proposed modifications, including the proposed new northern station access, and is grateful for the consultation and ongoing dialogue with Transport for NSW. Wenona looks forward to continuing to work with Transport for NSW during the construction and detailed design phase of the project to ensure the project does not disrupt the Wenona campus and the school's current building project.

2. Background

Wenona is an independent, non-denominational day and boarding school for girls from kindergarten to year 12. Wenona has been educating girls in North Sydney since 1886. The school moved to its present location in 1914 and now provides academic and co-curricular learning to almost 1,100 students, including 50 boarding students, in a blend of heritage and heritage and new spaces, including a pool and modern gymnasium. The extent of the school campus is illustrated in Figure 1.

In December 2015 Wenona obtained development consent for a new six storey building at 255-265 Walker Street (STEM building). This building incorporates teaching facilities for science, technology, engineering and maths and replaces the existing swimming pool with an indoor 25m pool and learn to swim pool. Work has commenced on the construction of this building as indicated in Figure 2 and 3 where it can also be seen that that the work site utilises 50 and 52 McLaren Street (under licence from Uniting Aged Care, the land owners until 27 June 2017) for construction related activities including site access, storage, staff facilities and the like.

Numbers 50 and 52 McLaren Street are the now the location of the proposed northern station entrance and related works compound.

The Victoria Cross Station and tunnel generally follows the alignment of Miller Street. The original planning for the Victoria Cross Station proposed a single station entrance on Miller Street, south of the Berry Street intersection, and a ventilation shaft and related plant on the western side of Miller Street, just south of McLaren Street and immediately adjacent to the Sisters of Mercy and Monte Sant' Angelo Mercy College Campus (Monte). During the public exhibition of the proposal Monte identified that the proposed northern shaft was to be excavated immediately adjacent to the school's new subterranean school arts and performance theatre and would have unacceptable impacts during the construction and operational phases of the project due to its extreme proximity. Consequently, the project approval required a further detailed analysis of alternate locations for the construction of a services building to support Victoria Cross Station. The proposed modification arises from that investigation.



Figure 1 - - Location plan (Source: CPSD and Nearmap)



Figure 3 - Aerial view of STEM building construction site with northern end of 52 McLaren Street in foreground (Source: Wenona)



Figure 2 - 50 McLaren Street and southern end of 52 McLaren Street : (Source: Wenona)

3. Proposed Works in Detail

3.1 Operation

The proposed modification comprises the relocation of the northern station services building and services shaft to 50 McLaren Street, on the north-eastern corner of the intersection of Miller Street and McLaren Street, and the addition of a lift-only pedestrian entry to Victoria Cross Station to the northern station services building.

3.2 Construction

Excavation of the Victoria Cross Station is anticipated to commence in the first quarter of 2018 through to the end of the third quarter of 2019. Station structural works, fit out and final commissioning would be completed by the end of 2022.

The key construction activities associated with the modification as they relate to the northern station services building include:

- Construction of an acoustic shed to encompass the shaft location, truck loading and turning area and temporary spoil storage area;
- Indicative use of the rear part of 52 McLaren Street for staff amenities, offices, dangerous goods storage and water treatment.
- Excavation of the shaft to the underground station cavern to a depth of approximately 51m using excavators, rock hammers and blasting;
- Increased use of the northern shaft to support cavern excavation and spoil removal;
- Underground structural work to stabilise and reinforce the shaft;
- Above-ground building using reinforced concrete methods;
- Fit out of the services building and shaft with service plant and equipment and associated mechanical and electrical infrastructure and provision of a northern station entry.

4. Potential Impacts

4.1 Construction logistics - STEM building

Even though the modification report describes the land at 50 and 52 McLaren Street as being vacant (p.23,133), it is in fact currently being used as shown in Figure 2 for construction related purposes associated with the development of the STEM building at 255-265 Walker Street. The use of 50 and 52 McLaren Street for this purpose provides the most optimal means mitigating impacts on neighbouring landowners and occupiers of activity associated with the STEM building construction. This building is expected to be completed at the end of 2018 which means there is a potential overlap in 2018, and potentially earlier if enabling works are required on the site.

Wenona has had productive discussions with Transport for NSW regarding the potential programming and rearrangement of activities to facilitate the two construction projects and is hopeful that this can be achieved in the final Construction Management Plan and Construction Traffic Management Plan.

4.2 Traffic impact

We note that the indicative construction traffic arrangements involve vehicles approaching the site travelling south on Miller Street to enter left-in via McLaren Street and exit left-out on McLaren Street to join Walker Street and the Warringah Freeway in a south-bound direction. Restricted traffic movements may be made right-out from McLaren Street heading towards the Pacific Highway outside of school set-down and pick-up times. There are substantially more vehicle movements expected because of the northern station entrance being used to share spoil disposal with the southern station entrance. Most vehicle movements are proposed between 10am to 3pm and 7pm to 6am (24 vehicle movements per hour compared to 6 movements per hour at other times). Finally, the modification report notes that "*Secondary access and egress may also be established to the north of 50 and 52 McLaren Street from Elliott Street but would be restricted to special deliveries.*"

We generally support the the indicative construction traffic arrangements; however, we make the following observations for inclusion in the Construction Traffic Management Plan:

- It is essential that no construction traffic should use Walker Street north of McLaren Street or Ridge Street (include trucks in empty circulation). These streets are used heavily by pedestrians.
- Secondary access from Elliot Street should not be permitted because of the potential conflict with students and other users of Elliot Street including the Rydges Hotel; and
- Peak hour vehicle movements should be minimised, as currently proposed.

4.3 Impact on general purpose learning area (GPLA)

Wenona has a single multi-function assembly, education and sports facility, which is located within the main building on Miller Street. It adjoins the rear of 52 McLaren Street which we note is proposed to be used for a variety of low-impact purposes including staff amenities and a staff office.



Figure 4 - Existing Miller Street GPLA - Choral Concert (Source: Wenona)

Although the GPLA is used for boisterous activities including sport, it is also used for more solemn activities including services and assemblies.

It is important that the final Construction Management Plan is cognisant of this facility when determining the final use of 52 McLaren Street during the construction phase.

5. Future Over-Station Development

While it is appreciated that the future development of 52 McLaren Street will be the subject of a separate approval, Wenona wishes to express its desire to ensure that the ultimate development of this land provides pedestrian connectivity from north to south and is of an appropriate scale given its immediate context.

6. Conclusion

Wenona welcomes the proposed modification and the decision to provide a northern station entrance. Although the modification locates the service shaft closer to Wenona, the school recognises that the original location was problematic and that there is sufficient separation to make it unlikely that the new location will create a disturbance for the school. In this regard, the school has relied in good faith on the acoustic and vibration assessments included with the Environmental Impact Statement and Modification Report.

We do ask that the use of Elliot Street to provide access to the site be prohibited.

Wenona commends Transport for NSW on the consultation that has taken place in the development of the proposed modification and looks forward to ongoing consultation and cooperation to manage the overlapping construction of the new school building and the northern station entrance.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Stephen Kerr', with a long horizontal flourish extending to the right.

Stephen Kerr
Executive Director