

24 June 2016

Lisa Mitchell
Department of Planning and Environment
23-33 Bridge Street
SYDNEY NSW 2000

Dear Lisa,

Response to Public Exhibition of the State Significant Infrastructure Application for the Sydney Metro City & Southwest - Chatswood to Sydenham Greenwood Plaza and 101-103 Miller Street, North Sydney

This submission has been prepared on behalf of Mirvac Real Estate Pty Ltd, the manager of Greenwood Plaza and 101-103 Miller Street, North Sydney. The following sections of our correspondence provide:

- An overview of Greenwood Plaza and 101-103 Miller Street focussing on the existing pedestrian links to and from North Sydney railway station.
- A brief description of the locational context of the proposed Victoria Cross Station having particular regard to its relationship with Greenwood Plaza (and the existing underground link to North Sydney railway station).
- Proposed pedestrian links and opportunity to provide an underground link between the proposed Victoria Cross Station and North Sydney railway station via Greenwood Plaza.
- General commentary regarding the proposed construction impacts and mitigation measures to avoid unreasonable adverse effects on the amenity of the locality.

We would welcome the opportunity to discuss our submission with the Department and/or Transport for NSW in further detail.

1 Greenwood Plaza

Greenwood Plaza is a three level shopping centre located at 36 Blue Street, North Sydney. It is generally bound by Pacific Highway, Miller Street and Blue Street. The shopping centre has pedestrian entrances on both sides of the Pacific Highway (including a pedestrian overbridge and a pedestrian underpass), Miller Street, Blue Street and from North Sydney railway station. It provides a significant through-site pedestrian link from the station, with approximately 18 million visitations per annum.

The shopping centre is located at the base of the landmark commercial office tower located at 101-103 Miller Street (the 'Genworth' tower). This building is the only premium grade office tower in North Sydney, providing over 37,550sqm of floorspace over 35 floors. The primary entrance to the office building is via Miller Street, however, direct access is also provided from Greenwood Plaza, enabling underground access to and from the station.

The proximity of the site to North Sydney railway station means that it also benefits from immediate access to bus services in Blue Street, Miller Street and the Pacific Highway. These bus services provide a transport interchange for commuters arriving or departing North Sydney railway station, as well as for direct access to the North Sydney Central Business District (CBD).

FIGURE 1 – LOCATION MAP (SOURCE: MAPS.SIX.NSW.GOV.AU, 2016)

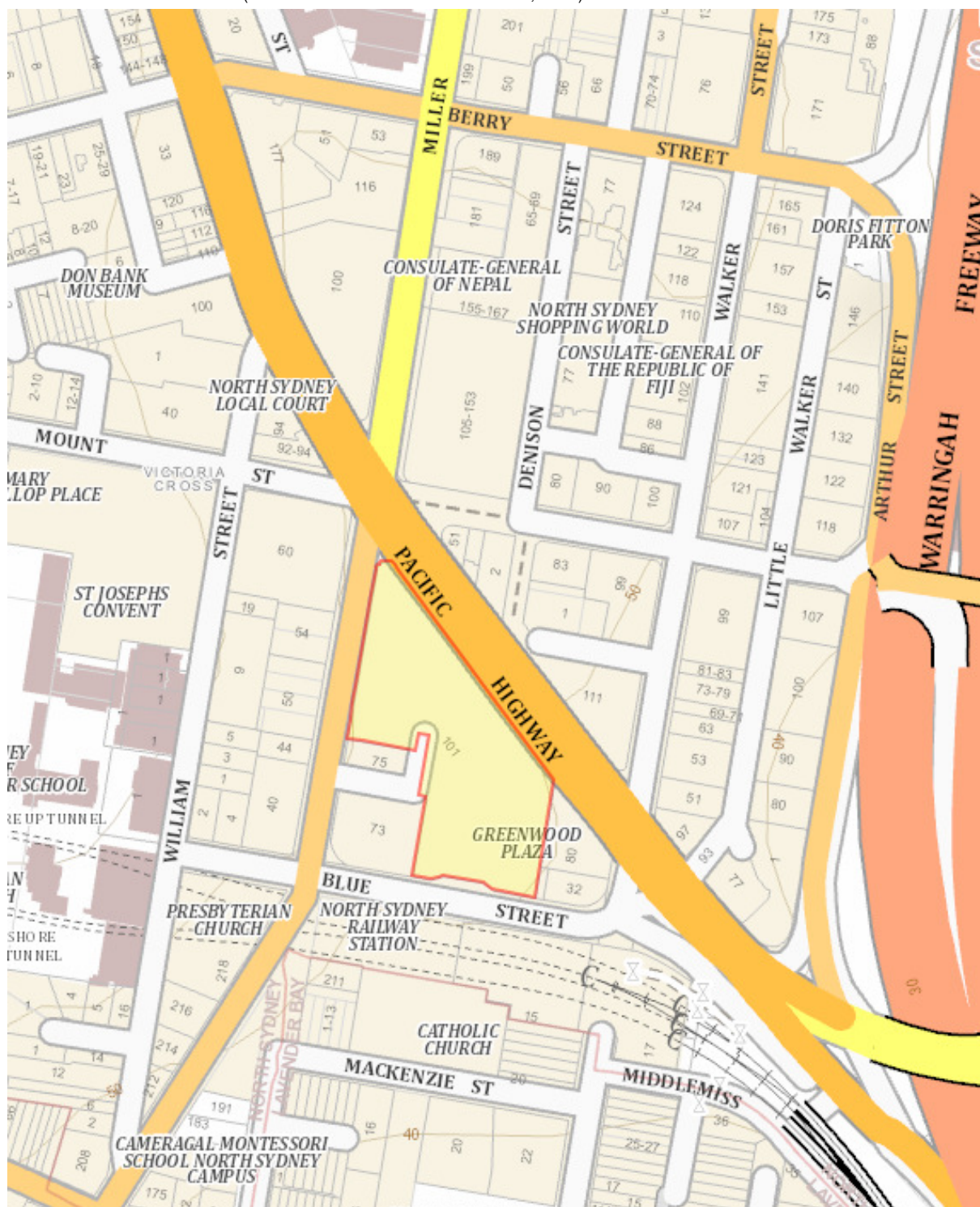


FIGURE 2 – TRANSPORT CONTEXT (SOURCE: WWW.101MILLERSTREET.COM.AU, 2016)



2 Project Context

The Victoria Cross Station is to be located beneath Miller Street between McLaren Street and Berry Street. The station strategy for Victoria Cross includes:

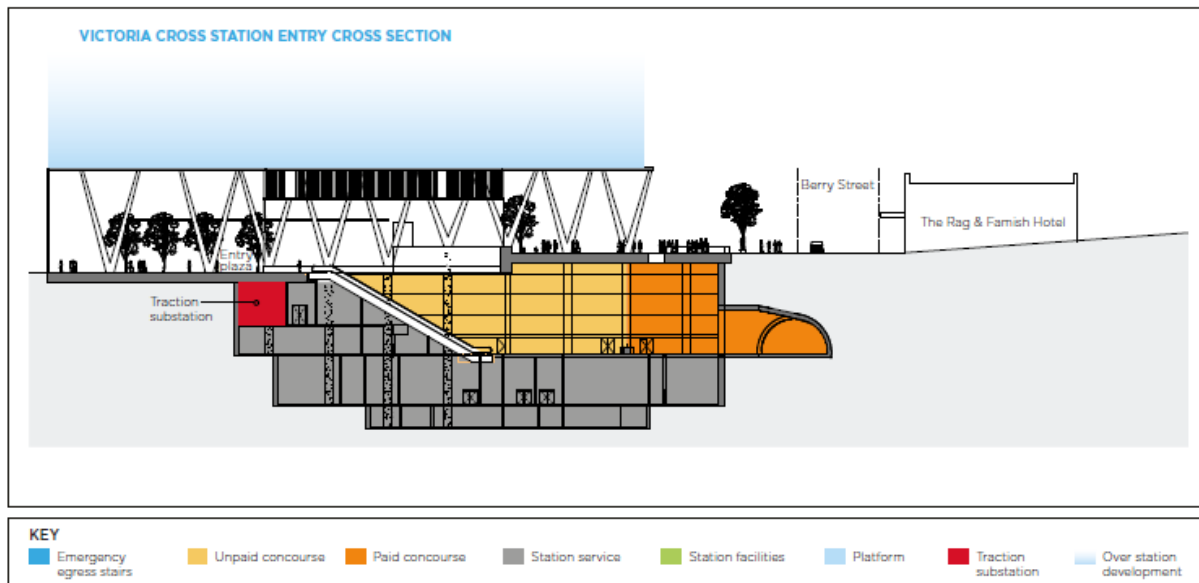
- *Create a new transport focus in the North Sydney CBD*
- *Contribute to the attractiveness of the North Sydney CBD by adding to and integrating with the public domain*
- *Improve the permeability of the immediate station context.*

The proposed entry to the station is proposed via a pedestrian plaza opening to Miller, Denison and Berry Streets as shown in **Figure 3** and **Figure 4** below. No detailed information is currently available regarding the detailed design or built form of the above station development, which will be subject to a separate development consent process.

FIGURE 3 – LOCATION OF VICTORIA CROSS STATION (SOURCE: TRANSPORT FOR NSW, 2016)



FIGURE 4 – VICTORIA CROSS STATION ENTRY (SOURCE: TRANSPORT FOR NSW, 2016)



3 Proposed Underground Pedestrian Link to Greenwood Plaza

Chapter 9 of the EIS indicates that the station would primarily be an arrival point during the morning peak period. The 2036 forecasts provide for approximately 12,550 people exiting the station, while around 2,550 people would enter the station. The forecast arrival modes are listed as follows:

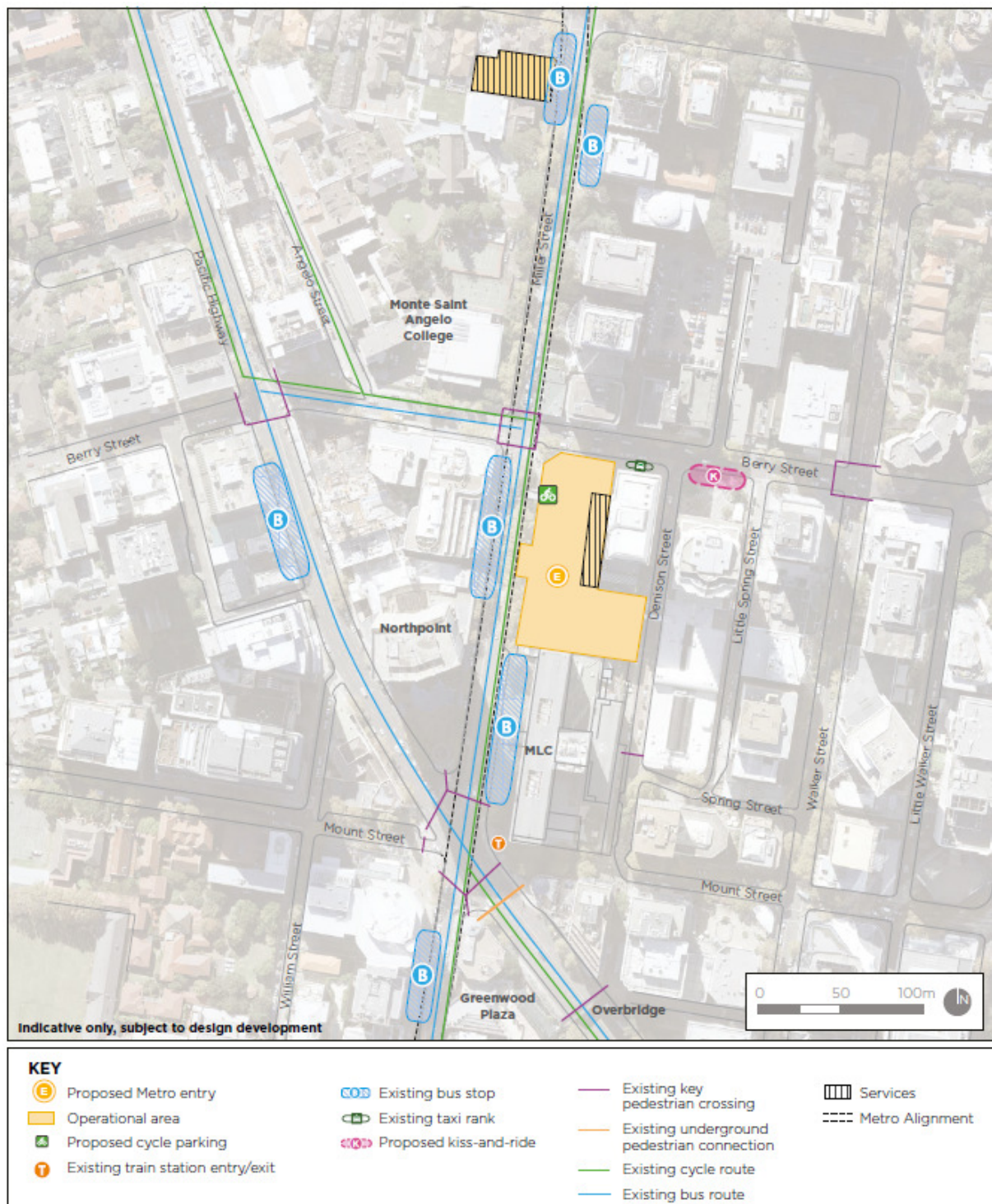
- *Walking – 67 per cent*
- *Cycling – 1 per cent*
- *Bus – 26 per cent*
- *Kiss-and-ride – 6 per cent.*

Approximately two-thirds of the morning exits are expected to travel south towards the commercial core. The balance of arrivals is expected to exit north to commercial and educational land uses (12%), east (10%) and west (12%). Based on these figures, it is expected that approximately 8,300 people will exit the proposed Victoria Cross Station to the south during the morning peak period in 2036.

The EIS states that the pedestrian movement and access to the site has been considered as a priority as part of the station design. However, it does not appear that any detailed consideration has been given to the extension of the existing underground pedestrian links to provide for a more efficient and weather-protected link to North Sydney railway station via Greenwood Plaza. This is considered to be particularly relevant considering the high proportion of pedestrian movements that are expected to be towards the south of the proposed station.

The pedestrian modelling of the station and streetscape indicates that the majority of the footpaths in the locality would operate at Level of Service B or better. However, the intersection of Miller and Berry Streets and Denison Street could pose safety risks or impacts for pedestrians and/or traffic. It is unclear as to whether this assessment has given detailed consideration to the potential impacts of the bus interchange on Miller Street, particularly during the morning and evening peaks. Further, the EIS does not provide any contingency measures in the event that Denison Street cannot be fully pedestrianised due to the existing loading arrangements.

FIGURE 5 – VICTORIA CROSS STATION TRANSPORT INTEGRATION (SOURCE: TRANSPORT FOR NSW, 2016)



The EIS also states that the existing pedestrian islands between the Pacific Highway and Miller Street to the north and south of the intersection are already experiencing high levels of pedestrian use. However, no assessment has been provided with regard to the capacity of the pedestrian intersections to accommodate the anticipated increased demand. The EIS simply states that this matter would be

investigated further during the detailed design and mitigation options would be developed in consultation with the Roads and Maritime Services and North Sydney Council.

It is unclear from the EIS as to whether or not there would be any major benefits arising from a potential rail interchange between Victoria Cross Station and the existing North Sydney railway station. The assessment of the proposed integration with the public transport network considers only the relationship with the existing bus services. No consideration has been given as to whether there would be any opportunity or benefit for customers travelling from the Central Coast to the Inner West to change railway lines at North Sydney, instead of the Sydney CBD.

Overall, it is considered that the potential extension of the existing underground link from Greenwood Plaza to Victoria Cross Station should be further investigated. The provision of an underground pedestrian link could provide for more efficient and safer pedestrian movements, having particular regard to the existing capacity issues at the intersection of the Pacific Highway and Miller Street. It could also potentially relieve the pressure on the south-bound movements along Denison Street which are expected to operate at Level of Service E. It would appear that there is no existing certainty that the road can be pedestrianised to mitigate the potential safety issues and as such, it is considered appropriate to consider alternative options, such as an underground connection.

4 Construction Impacts and Mitigation Measures

Greenwood Plaza and 101-103 Miller Street are located approximately 150 metres from the Victoria Cross Station construction site and approximately 435 metres from the northern construction site. Accordingly, it is less likely that these assets would be directly affected by the potential environmental issues arising from the proposed demolition, excavation and construction phases of the Sydney Metro Project.

However, Mirvac requests that all efforts are sought to minimise the potential disruption to the North Sydney CBD whilst the works are underway. In particular, it is requested that detailed consideration is given to the potential impacts on pedestrian movements along Miller Street, including the existing bus interchange and the underground pedestrian link to North Sydney railway station via Greenwood Plaza.

It is also requested that comprehensive staging plans be made available to Mirvac in advance of the project works. This could be actioned by way of an Owners Group for the Victoria Cross Station. The Owners Group would provide for effective two-way communication during the various phases of the development. The group would meet on a regular basis and be provided with ongoing information regarding imminent works, road closures, pedestrian impacts and general updates on the progress of the project.

Mirvac has been directly involved with the Owners Group associated with the George Street Light Rail Project having regard to the potential implications for the Metcentre at 60 Margaret Street and their new commercial office building at 200 George Street. This process has been very successful in developing an effective communications plan, particularly with regard to the existing building occupants at 60 Margaret Street. Accordingly, it is Mirvac's strong view that a similar approach should be adopted with regard to the Sydney Metro Project.

5 Summary

Overall, Mirvac is generally supportive of the Sydney Metro City & Southwest, however, further detailed consideration should be given to the provision of the extension of the existing underground pedestrian link from Greenwood Plaza to Victoria Cross Station.

The proposed underground pedestrian link would provide for more efficient pedestrian movements and increased pedestrian safety. It could address the potential exacerbation of existing capacity issues at

the intersection of the Pacific Highway and Miller Street, as well as the predicted safety issues on Dension Street in the event that it cannot be fully pedestrianised. It could also improve the connection with the existing North Sydney railway station, offering a non-CBD rail interchange for customers travelling from the Central Coast to the Inner West.

Further, Mirvac wishes to be kept informed regarding the progress of the Sydney Metro Project throughout the approvals process and the construction programme, in the event that the project is approved. It is strongly recommended that an Owners Group be established to provide for effective two-way communication throughout the life of the project, similar to the Owners Group for the George Street Light Rail Project.

We would welcome the opportunity to discuss our submission with the Department of Planning and Environment and/or Transport for NSW in further detail. Please do not hesitate to contact me on 8233 9931 to discuss.

Yours sincerely,



Jennifer Cooper
Director