



address 200 Miller Street North Sydney NSW 2060  
all correspondence General Manager North Sydney Council  
PO Box 12 North Sydney NSW 2059  
DX10587

telephone (02) 9936 8100  
facsimile (02) 9936 8177  
email council@northsydney.nsw.gov.au  
internet www.northsydney.nsw.gov.au  
ABN 32 353 260 317

Director Infrastructure Projects  
NSW Department of Planning and Environment  
GPO Box 39  
SYDNEY NSW 2001

BMS (CIS)

29 June 2016

Dear Sir/Madam

**Re: Submission to Sydney Metro Environmental Impact Assessment**

Please find attached North Sydney Council's submission to the Sydney Metro City and Southwest Environmental Impact Statement. The submission has not been formally endorsed by Council, owing to the constraints of reporting schedule and timeframes. As suggested by Transport for NSW (TfNSW) representatives, a Council-endorsed version of the attached submission will be forwarded to the Department after Council's July 2016 meeting. Council thanks the DPE and TfNSW for the opportunity to do so.

I would welcome the opportunity to discuss this further in person. In the meantime, should you wish to discuss any of the above, please contact myself or Brad Stafford, Executive Planner Metro Project, on 9936 8358.

Yours faithfully



JOSEPH HILL  
DIRECTOR CITY STRATEGY



# North Sydney Council

## **Submission to Sydney Metro City and Southwest Environmental Impact Statement**

27 June 2016

### **1. INTRODUCTION**

This submission is made to the public exhibition of the Sydney Metro City and Southwest Chatswood to Sydenham Environmental Impact Statement, exhibited from 11 May 2016 to 27 June 2016.

### **2. COUNCIL RESOLUTION AND 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 18 July 2016, 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. INPUT TO SUBMISSION**

The submission has been prepared with detailed input from a number of Council divisions and departments. The submission also reflects community feedback received during consultation with relevant local stakeholders, including Council's precinct committees.

### **4. SUBMISSION STRUCTURE**

Council's submission is divided into two main sections. Firstly, Section 5 provides a subject-based overview of key issues and concerns regarding the EIS and wider Metro project. Secondly, Section 6 provides a list of specific chapter-based issues. Discussion of other relevant matters is also provided, and any technical or procedural information is provided as appendices to the submission.

A number of recommendations, requests and key points are made throughout the submission; these appear boxed within the submission.

## 5. KEY ISSUES

### 5.1 Pedestrian Safety, Amenity and Access,

The EIS identifies walking and cycling as the highest priority modes of station access. Examples include:

- p. v Figure E-2 Customer Journey
- p. vi *'Health benefits, with the creation of safer and more appealing conditions for pedestrians, cyclists and other transit users in the areas around the stations'*.
- p. 5 *'Alterations to pedestrian and traffic arrangements and public transport infrastructure around the new stations...'*
- p. 379 Figure 9-3 Metro Station Access Hierarchy
- p.380 Table 9-2 Station Access Hierarchy – *'walking and cycling are the highest priority'*
- p. 380 *'Appropriate footpath widths and gradients would be provided outside of station exits and throughout the public domain altered at the Metro station to link transport modes and provide safe and equitable pedestrian access'*.

It is considered then that all design aspects of Metro stations and surrounds should reflect that priority and demonstrate a whole of journey approach to transport planning.

#### Walking

The EIS highlights the benefits of the Metro project with regard to improving the walking component of the Metro journey. The EIS projections include a significant number of Metro access movements - 9,882 walking movements in the AM peak hour around Crow's Nest Station and 14,968 walking movements in the AM peak hour around Victoria Cross Station.

Despite this, the risk analysis provided in Chapter 28 (p. 948) highlights that, even if all of the mitigation measures identified are implemented, there remains a 'high' residual risk that the additional pedestrian load on walking infrastructure will result in 'less efficient pedestrian movements' during the operational phase of the project. This is particularly the case for the proposed Victoria Cross Station and surrounds.

The design of the surrounding public realm needs to ensure that there is no risk of a reduction in walking amenity around any Metro station. The nature and scale of walking amenity improvements and proposed risk mitigation measures needs be re-visited as part of the further development of the project.

At a minimum, the efficiency of walking infrastructure must be maintained, and preferably improved, as part of the Metro project.

As design progresses, particular consideration should be given to those road users with particular mobility requirements, for example the visually impaired, mobility impaired and mothers with prams.

### 5.2 Active and Public Transport

#### Cycling

North Sydney's Cycling Strategy targets a 100% increase in cycling uptake to 2% of mode share. Providing enough bicycle parking to accommodate this 100% increase in cycling demand should be considered as part of the design of cycle parking and end of trip facilities at stations and in over station development. The risk analysis provided in Chapter 28 of the EIS (p.948) highlights that, even if all of the mitigation measures

identified are implemented, there is a 'high' residual risk that facilities for cyclist interchange will be inadequate during the operational phase of the project.

Specific infrastructure improvement will require further discussion and modelling but should ensure that adequate facilities are provided for cyclist interchange as part of the Metro project.

### Bus Interchange

The EIS states that *'Travel time savings are also likely to be experienced by...remaining bus users who would experience less congestion'* (p.377). However, for the Pacific Highway, it also highlights that, *'Traffic forecasts indicate moderate growth between now and 2036, with traffic demand estimated to grow by approximately 16% by 2036'* (p.386). This suggests that the 'congestion reduction' benefits of the Metro project will be outweighed by induced traffic demand and future general population growth. Consideration should be given to locking in the congestion-reducing benefits of the Metro project by re-allocating road space to walking, cycling and bus infrastructure to further limit future / post-Metro traffic growth along this corridor. Not doing this would simply allow vehicles to fill that gap, thereby nullifying any short term benefit.

The EIS notes that bus network benefits are un-costed as part of this project. Including these benefits could accentuate the public transport benefits experienced along this corridor.

The opportunity for integrating the proposed Northern Beaches Bus Rapid Transit system with the North Sydney Metro and CBD generally has not been adequately addressed in the EIS, despite stated principles relating to mode connectivity and integration..

As part of the commitment to transport mode integration and improved accessibility, the opportunity to provide a North Sydney CBD (Warringah Freeway) Bus Rapid Transit stop needs detailed consideration.

### North Shore T1 Line Services

Delivery of this project is expected to see a 40-50% reduction in expected passenger numbers at the existing North Sydney and St Leonards Stations. It is unclear how this reduction and other changes to the existing rail network will affect services, development potential and the delivery of supporting uses in the vicinity of existing stations along the North Shore Line.

Provide further information future operation of the existing T1 Sydney Trains line.

## **5.3 Traffic, Parking and Freight**

### Traffic and Parking

The EIS notes the following in relation to the traffic benefits of the project:

- *'...the project would also have the real potential to reduce regional greenhouse gas emissions by providing a low greenhouse gas alternative to private car travel.'* (p.xiii)
- *'It would improve road traffic conditions by providing a convenient and efficient travel alternative to the use of the private car.'*(p.376)

- 'By encouraging more people to use the rail network, the project would reduce congestion on the road network, including on key roads such as Sydney Harbour Bridge, Sydney Harbour Tunnel and the Eastern Distributor.' (p.379)
- 'Reduced road congestion by road users transferring to rail.' (p.966)
- 'Less congestion on key road corridors including Sydney Harbour Bridge, Sydney Harbour Tunnel and Eastern Distributor.' (p.966)
- 'Traffic forecasts indicate moderate growth between now and 2036, with traffic demand estimated to grow by approximately 16% by 2036.' (p.386)

While congestion reduction and an associated reduction in greenhouse gas emissions might be possible in the short term, if, as discussed in Section 5.2 of this submission, congestion reduction benefits are not locked in as part of this project, induced traffic demand and population growth will fill the extra capacity. Greenhouse gas reductions will be reliant on reducing traffic volumes in the long term as well as the short term.

Re-allocating road space to walking, cycling and bus infrastructure should be an integral part of the Metro project in order to limit future traffic growth along the Metro corridor.

The EIS also notes the following with regards to the parking/traffic impacts of the Metro project:

- 'As no car parking is to be provided at any of the Metro Stations, the project would not induce traffic demand once operational' (p.380).

Despite this, the EIS highlights the need for taxi and kiss & ride facilities adjacent or close to new stations. The provision of these types of facilities has the potential to increase traffic demand in these areas (induced demand).

#### Local Deliveries and Freight

Consideration must be given to how local delivery requirements will be accommodated as a result of any proposed changes to surrounding infrastructure.

### **5.4 Crows Nest Station**

The following comments relate specifically to the Crows Nest Metro site and surrounds, but may include further detail regarding issues referred to in other sections.

#### Oxley Street

9,882 Metro passengers are expected to enter/exit Crows Nest Station in the morning peak hour. Consideration should be given to pedestrianising Oxley Street in the vicinity of the station entrance to provide a significantly expanded station forecourt near the northern entrance to the station. A closed Oxley Street at this location would generate significant local benefit, including:

- The accommodation of the predicted additional pedestrian load;
- Opportunities for improved streetscape and place-making outcomes;
- Opportunities for the siting of proposed cycle parking;
- The opportunity to relocate southbound bus stops closer to the station entrance;
- The improvement of the operational efficiency of what would become a more simplified traffic junction (cross-roads to T-junction); and
- A reduction in the requirement for a significant northern set-back as per Council policy, thereby increasing the developable yield of the station site.

Consider the closure of Oxley Street between Pacific Highway and Clarke to achieve significant public benefit.

#### Clarke Street

Consideration should be given to designing Clarke Street using shared space design principles, instead of providing a mid-block crossing on Clarke Street that does not address pedestrian desire lines between the southern station entrance and the proposed link to Willoughby Road via Hume Street Park. A shared zone on Clarke Street would both improve pedestrian amenity and safety around the station, and better integrate the station into the surrounding locality, including Hume Street Park, for which a major upgrade is proposed. This aligns with design guideline objectives to 'maximise legibility and connectivity with local urban infrastructure' (Appendix B p.16).

Consider implementing a shared pedestrian-priority zone on Clarke Street between Oxley and Hume Streets.

#### Crows Nest Five Ways and Falcon Street

Consideration should be given to simplifying junction operations at the Pacific Highway, Falcon Street and Shirley Street (5-Ways) and downgrading the function of the Pacific Highway to the south of Falcon Street to:

- improve the operational efficiency of this junction above service level D;
- encourage more traffic to access the Warringah Freeway more directly via Falcon Street; and
- minimise traffic volumes / conflict on the Pacific Highway to the south of the new Victoria Cross Station (Pacific Highway junctions with Miller Street and Walker Street particularly). This issue should also be added to any future risk analysis for the Crows Nest Station proposals.

Consider operational changes to the Crows Nest Five Ways and Pacific Highway to improve efficiency and reduce traffic.

### **5.5 Victoria Cross Station**

The following comments relate specifically to the Victoria Cross Metro site and surrounds, but may include further detail regarding elements referred to in other sections.

#### Miller Street

14,968 Metro passengers are expected to enter / exit Victoria Cross Station in the morning peak hour. Consideration should be given to the opportunity to the partial or full closure of Miller Street, with space to be re-allocated to an expanded station forecourt and better streetscape / urban design outcomes in what will be the heart of the North Sydney CBD. This opportunity is identified in North Sydney Council's Sydney Metro Planning Study (Crows Nest and North Sydney), adopted in May 2016, a copy of which has been provided to Transport for NSW (TfNSW). Significant intervention into the nature and function of Miller Street will:

- Accommodate the predicted additional pedestrian load;
- Provide opportunities for improved streetscape and place-making outcomes, including significant new public open space;
- Reduce or remove the need requirements for a signalised mid-block crossing of Miller Street;
- Provide opportunities for the siting of proposed cycle parking; and

- Provide opportunities for the introduction of improved bus interchange facilities under a bus-only interchange zone scenario, particularly on the western footpath, which is already overcrowded with passengers boarding buses in the outbound / PM peak.

An experimental closure of Miller Street during the construction phase of the project is consistent with the delivery of 'ancillary facilities to support the construction of the project' and would help to acclimatise customers and network managers to the potential future function of this section of Miller Street. It would also offer an alternative to large vehicles exiting the construction zone on to the Dennison Street "shared zone", which is an unacceptable way to accommodate construction vehicle egress from this site.

Consider the partial or full closure of Miller Street between Pacific Highway and Berry Street to achieve improved public domain, pedestrian amenity, and transport outcomes.

Consideration should also be given to the removal of the left turn slip lanes at the junction of Miller Street and the Pacific Highway to accommodate increased pedestrian volumes and resultant vehicle/pedestrian conflict around this junction.

Consider the removal of slip lanes and pedestrian islands at Miller Street and Pacific Highway to accommodate pedestrian volumes and improve safety and amenity.

The EIS identifies the corner of Miller and Berry Streets as an intersection likely to experience greater safety risks during Metro operation. In addition to the mitigation options on page 184 of Technical Paper 1: Traffic and Transport, consideration should also be given to a scramble crossing at this intersection.

Consider a scramble crossing and Miller and Berry Streets.

### Denison Street

A large proportion (more than 50%) of pedestrian movements at Victoria Cross Station is expected to occur at Denison Street on the eastern side of Victoria Cross Station. Technical Paper 1 of the EIS projects that Denison would operate at a level of service E in terms of pedestrian movement and amenity.

Denison Street therefore requires significant design consideration and intervention to contribute to the operation of the Metro. Council has identified opportunities to improve the safety and amenity of Denison Street via an as-yet unendorsed masterplan for the adjoining laneways network. The Central Laneways Masterplan intends to guide future detailed design for the station and its eastern interface, and identifies opportunities to:

- Pedestrianise the southern portion of Denison Street;
- Create a new unique urban precinct within the North Sydney CBD;
- Revisit existing development approvals to better align with proposed Metro outcomes; and
- Improve pedestrian amenity and connectivity between the Metro and other destinations within the North Sydney CBD.

The above opportunities align with the 'key design drivers' identified within the Appendix B Design Guidelines (Section 2.2 p.18).

A finalised masterplan will be provided to TfNSW with an endorsed EIS submission.



Fig 1: Central Laneways Precinct and Metro Location

Work with Council to design and implement measures to ensure that Denison Street and the laneway network integrates successfully with Metro operations.

### Bicycle Parking

Visitor cycle parking facilities near the Greenwood Plaza entrance are not appropriate as Metro interchange parking. Provision of integrated cycle parking and end of trip facilities should be considered as part of station/OSD design.



Provision of integrated cycle parking and end of trip facilities should be considered as part of station/OSD design.

### Kiss & Ride

As noted in Sections 5.1 and 5.2, the EIS notes on several occasions that walking and cycling are priorities in terms of station access and movement. Further, kiss & ride movements are projected to account for only 7% of trips in Crows Nest and 6% in North Sydney. It is considered that the prioritisation of infrastructure for kiss and ride movements should reflect the predicted low modal share and therefore not be provided at the expense of pedestrian and cycling infrastructure likely to provide more overall benefit.

Do not prioritise kiss & ride infrastructure over pedestrian and cycling infrastructure.

Notwithstanding the above, locating kiss & ride facilities on the south side of Berry Street would require passengers to exit into moving traffic in Berry Street and is not acceptable. Despite this, a bi-directional Berry Street may prove to be an outcome of other traffic interventions within the CBD, under which scenario the suggested location may be appropriate.

Kiss & ride infrastructure on the south side of one-way Berry Street is not appropriate on safety grounds.

### Northern Construction Site

The Victoria Cross station development involves the demolition of existing buildings at the northern end of the platforms near the corner of Miller and McLaren Streets. The proposed construction site is surrounded by items of heritage significance.

It is understood that the site will house servicing and access infrastructure ('providing station and tunnel services' p.147). The EIS however provides limited detail on the form and nature of built form and activity on that site post-construction.

The existing built form represents an enclave of economic activity and active street frontage to the northern end of the North Sydney Centre. There exists the significant potential for the site to provide an inactive street frontage and a poor interface with the surrounding urban form.

Consideration should be given to offsetting the loss of commercial space and active uses on this site with some form of ground level commercial activation, should the constraints of the site allow.

## **5.6 McMahons Point Temporary Retrieval Site**

Council notes that the site is not required for any permanent Metro-related structure or service access point or the like. The park will therefore be returned wholly to its existing use and purpose.

The McMahons Point site is further discussed in the sections below as appropriate.

It is requested that TfNSW work with Council in planning for the reinstatement and upgrade of Henry Lawson Reserve once work is complete.

## 5.7 Construction Activity Impacts

The potential detrimental impacts of Metro construction on local communities has been raised consistently by the North Sydney community during the EIS exhibition process.

### Hours of operation

Section 7.11.3 Construction Hours outlines the proposed operating hours of various construction activities / phases. Whilst it is acknowledged that 24 hour operations will reduce overall duration of required works, Council holds high concern over the potential impacts this may have during excavation and station construction and fit-out works. This is of particular concern given the expected duration of these activities and the potential for multiple consecutive events and the associated accumulative effects this may bring.

Whilst mitigation measures including acoustic sheds are proposed to be provided on construction sites where appropriate, the potential for associated truck movements throughout the night carries a high potential risk of amenity disruption and loss for surrounding residents of all construction sites.

These impacts can be further heightened by works undertaken by other state agencies. Coordination at agency level is required to avoid unacceptable cumulative impacts.

24 hour operations are only undertaken where works are confined to appropriately noise-mitigated sites, and that consideration is given to cumulative effects of multiple event occurrences.

Transport for NSW will coordinate with other state agencies to mitigate cumulative impacts of other works within the vicinity of Metro construction sites.

### Truck movements

It is noted on p.313 that the vast bulk of truck movements are proposed to occur between 9am and 4pm. It is noted also that a principle of utilising the shortest possible route to major arterial roads applies to proposed truck movements. This principle is supported by Council.

It is noted also that Crows Nest, Victoria Cross and McMahon's Point all have residents in adjacent and nearby buildings. The movement of large trucks during night time hours, particularly when negotiating steep on-site gradients / ramps and reversing, will have a significant impact on those surrounding residents. These activities are only likely to be mitigated by acoustic sheds and other means whilst on site. The potential impact is exacerbated by the prospect that after hours activities may be undertaken for extended periods.

It is requested that after hours truck movements be limited to urgent needs and be strictly limited in terms of consecutive events.

Section 8.4.9 proposes primary and secondary truck movements during the various phases of construction. At Victoria Cross, it is proposed that trucks will enter the site from Miller Street and exit the site via Denison Street. Denison Street is a narrow shared pedestrian zone and is considered unsuitable for the nature and number of proposed truck movements from the Victoria Cross site, particularly during daytime hours.

Section 5.5 of this submission identifies the opportunity to close a portion or all of Miller Street post-Metro construction. The closure of a portion of Miller Street during construction will potentially allow trucks to enter and exit from Miller and / or Berry Streets, thereby avoiding Denison Street.

Consider closure of Miller Street to allow for main-road truck movements and avoid unacceptable impacts on Denison Street.

The EIS does not address the possibility of using barges to remove spill during excavation at the McMahons Point temporary retrieval site. Doing so potentially reduces the impact on residents of McMahons Point and Lavender Bay.

It is requested that the opportunity to remove spill from the temporary retrieval site at McMahons point by barge be explored.

### Noise and Vibration

Council notes that some blasting may occur during site excavation activities and be undertaken during normal daytime construction hours and at depths that will potentially produce relatively minor exceedence of noise ceilings. The principle of using reasonable means to minimise overall construction duration where possible is supported by Council, notwithstanding comments made above in relation to construction hours and traffic.

### Footpath Occupation / Hoardings

Council notes that footpath widths are proposed to be narrowed slightly as a result of hoarding placement during construction. Footpaths along Miller Street adjacent to the construction site support high numbers of pedestrians and public transport users.

Provide safe and comfortable pedestrian thoroughfares surrounding the development site during construction.

Prior to the erection of any temporary fence or hoarding over property owned or managed by Council, approval must be obtained. An application needs to be accompanied by plans indicating the type of hoarding and its layout. If an 'A Class' hoarding is to alienate a section of Council's property, that section will require a permit for the occupation of Council's property. Approval for hoardings will generally only be given in association with approved building works, maintenance, or to ensure protection of the public. Fees are assessed and are part of any approval given.

Obtain necessary approvals from Council for hoardings.

It is requested also that TfNSW work with Council to incorporate public art or other visually stimulating element unique to North Sydney and Crows Nest in its hoarding and scaffolding shade cloth design. This may include local heritage interpretation and / or branding artwork for the North Sydney Centre.

Hoardings at the McMahons Point temporary retrieval site should be similarly treated and softened to reflect their foreshore context and proximity to iconic harbour views.

Work with Council to incorporate appropriate signage / public art on hoardings and scaffold cloth.

### Construction Traffic Management Plans

Any required changes to signage or new traffic facilities will require prior approval of the North Sydney Traffic Committee. Detailed plans are to be provided for each change for review by Council's Traffic Engineers.

Council requests a minimum of 6 weeks notice to refer any items to the Traffic Committee. Where insufficient information has been provided, this will delay the referral. Traffic Committee dates are available on Council's website. Detailed construction management plan requirements are attached at Appendix A.

A Construction Traffic Management Plan shall be prepared for each of the three sites and submitted for approval by the North Sydney Traffic Committee prior to commencement of works.

### **5.8 Over Station Development**

The EIS does not contain specifics with regard to future over station development (OSD). As this is will possibly occur in conjunction with the station development, it is critical that TfNSW work with Council to establish preferred built form and land use prior to the finalisation of OSD plans.

To this end, Council has adopted the Sydney Metro Planning Study for Crows Nest and North Sydney, which outlines principles relating to preferred land use for over station development. The Planning Study has been provided to TfNSW for its consideration. An addendum to the Planning Study regarding built form is currently under development and will be forwarded to TfNSW upon completion. The addendum to the Planning Study will establish Council's preferred built form principles and priorities for both station sites.

Preferred built form of over station development is informed by Council's plans and strategic vision.

### **5.9 Land Use and Property**

The EIS notes in Chapter 12 the potential impacts on land use during construction and operation of the Metro stations.

#### Crows Nest

For Crows Nest, these are identified as 'minor... offset by over station development'. The EIS identifies the opportunity for further development, an increase in jobs, and an increase in residential densities.

It is noted that Council has commenced a comprehensive planning study to shape the future redevelopment of both the Crows Nest station site and its wider urban catchment. With input from the local community, the Crows Nest Planning Study will establish Council's preferred direction for development in a post-Metro inner urban setting.

In the interim, the adopted Sydney Metro Planning Study sets out the land use principles that Council consider should be applied to planning of the Metro station site. The Study, whilst acknowledging the mixed use zoning of the site, advocates for significant employment functions to continue and grow on the Metro site post-construction. The Crows Nest Station is well placed to complement surrounding employment land use clusters, particularly the Royal North Shore Hospital, the St Leonards commercial centre, and the retail and business precinct of the Crows Nest Town Centre.

Land uses are implemented in accordance with LEP 2013 and the Sydney Metro Planning Study, and are focussed on growing employment in the area.

## North Sydney

The EIS projects a 'minor impact... offset by over station development' for the Victoria Cross station. It cites the potential to reinforce North Sydney as the northern anchor for Global Sydney, and the opportunity to integrate retail, community and cultural facilities into the over station development.

The Victoria Cross site lies within the commercial core of the North Sydney Centre, Sydney's third largest central business district. Council considers it critical that the over station development contributes to the growth and attractiveness of the CBD and its commercial function. Council supports also the opportunity to integrate community and cultural facilities into the development, thereby increasing the amenity and wider attractiveness of the Centre. Council considers it critical that the station site design includes active ground floor retail frontages where possible, and a retail offering commensurate with its locality and destination qualities. This is discussed further in Section 5.10.

Land uses are implemented in accordance with LEP 2013 and the Sydney Metro Planning Study, and are focussed on employment growth and providing active retail frontages.

## **5.10 Business Impacts**

### Crows Nest

The EIS identifies the potential impact of Metro construction on the existing homewares precinct centred on Pacific Highway, which is likely to further decline in status as it loses its critical mass. It is considered in any case that such uses would not flourish in that area once the Metro is operational, with the market preferring other precincts with access to car parking and larger floor retail floor plates.

Council supports the stated future vision identified in the EIS, namely the importance or potential for growth in the medical services, educational and other professional employment sectors, within a mixed use environment. Council's Crows Nest Planning Study currently being undertaken will consider preferred and appropriate land uses in greater detail to inform the future of the station site and surrounds.

Given the proposed duration of works, the predicted 'moderate negative' impact on surrounding businesses during construction is of concern to Council. The predicted 'significant positive' impacts upon commencement of operations needs to be supported by an appropriate mix of land uses and careful consideration of the public domain in terms of amenity, accessibility and connectivity.

The arrival of the Metro should provide significant positive impacts on the Crows Nest economy via appropriate land uses and public domain improvements.

### North Sydney

Council supports the vision of retaining and supporting the commercial core in the North Sydney Centre and investigating opportunities for mixed use growth in the Centre's fringe.

The EIS predicts a 'moderate negative' impact on business in the North Sydney Centre during construction. Council has identified the potential loss of amenity for workers and visitors to the North Sydney Centre, particularly in terms of food and beverage offering, which is to be negatively impacted by the loss of Tower Square at 155 Miller Street. Council is investigating ways in which some of the lost amenity may be returned via temporary place making initiatives.

Once operational, the EIS predicts the Metro will bring ‘moderate to significant benefits’ in terms of land values, business connectivity, access and development stimulus. It is noted that the potential benefit to North Sydney can be enhanced via the implementation of an appropriate mix of commercial and retail uses above the station site, particularly at ground level, where the potential to significantly enhance the amenity and destination values of North Sydney needs to be fulfilled.

Enhance potential benefit to the North Sydney Centre by implementing appropriate commercial and retail land uses above Metro, particularly at ground level.

## **6. CHAPTER AND TECHNICAL PAPER ANALYSIS**

This section raises particular EIS chapter-specific issues not covered by the previous sections of this submission.

### **Chapter 5: Stakeholder and Community Engagement**

Council acknowledges the efforts made to date with regard to informing and engaging with both Council and the North Sydney community.

Council requests that community engagement remains on-going at significant milestones in the project, and particularly during the construction phases of the project.

Council requests also that the positive working relationship formed between TfNSW and Council continue and that Council is engaged and consulted as the project progresses, particularly with regard to design of and intervention in the public domain and above station development.

### **Chapter 6: Project Description – Operation**

The plans and impressions of the Victoria Cross station are inconsistent with the draft outcomes discussed with TfNSW. Whilst it is understood that the design of stations and surrounds is on-going, the EIS should make clear that this is the case, and that plans and impressions are illustrative only.

### **Chapter 7: Project Description: Construction**

Issues relating to construction have been discussed in section 5.7 of this submission.

### **Chapter 8: Construction Traffic and Transport**

Issues relating to construction traffic and transport have been discussed in section 5.7 of this submission.

### **Chapter 9: Operational Traffic and Transport**

Issues relating to traffic and transport have been covered in sections 5.1, 5.2 and 5.3 of this submission. Council wishes, however, to reiterate the importance that priority is given in all on-going aspects of planning and design to pedestrians, cyclists and public transport users. Council also requests TfNSW assistance in helping to explore and implement opportunities to improve the public realm and user experience beyond the

immediate curtilage of Metro stations. This is consistent with 'A Plan for Growing Sydney's expectations for the economic performance of North Sydney as part of Global Sydney.

Prioritise pedestrians, cyclists and public transport users in all on-going aspects of Metro and surrounding public domain design.

Assist Council in exploring and implementing opportunities to improve the public realm.

## **Chapter 10: Construction Noise and Vibration**

Issues relating to construction noise and vibration have been discussed in sections 5.7 of this submission.

## **Chapter 11: Operational Noise and Vibration**

Council notes the minimal potential impact of the Metro when operational, and the additional attenuation measures proposed where increased risks of impact are identified.

## **Chapter 12: Land Use and Property**

Issues relating to land use and property have been discussed in section 5.9 of this submission.

## **Chapter 13: Business Impacts**

Issues relating to business impacts have been discussed in section 5.10 of this submission.

## **Chapter 14: Non-Aboriginal Heritage**

The EIS assesses heritage impact in Crows Nest as negligible or minor. For North Sydney, the potential impacts are more prevalent, with heritage items both adjacent to and within station construction sites.

The mitigation measures, including photographic archiving of 117 Miller Street, are supported.

Council also notes that correspondence between TfNSW and Council has sought to establish whether moral architectural rights exist on any affected property within the station construction sites. Council's historian and heritage conservation planners have provided input into this process.

## **Chapter 15: Aboriginal Heritage**

The low potential significance for aboriginal heritage at Crows Nest and Victoria Cross is noted. Council notes also that the 'moderate to high' potential at the McMahons Point temporary retrieval site will be fully explored via the proposed assessment process, and that consultation with the North Sydney Aboriginal Heritage Office will continue throughout that process.

## Chapter 16: Landscape Character and Visual Amenity

### Crows Nest

The EIS assesses impacts on landscape and visual amenity in Crows Nest during construction as 'minor adverse'. Projected operational impacts are rated as 'negligible or minor benefit' (p.640).

The public domain and built form will represent a level of design excellence that significantly improves the character and visual amenity of the locality.

### North Sydney

For North Sydney, the predicted 'minor adverse' impacts during construction are considered to understate the likely impact on amenity within the North Sydney Centre, with the potential loss of unique architecture and tree canopy / gardens associated with development.

The predicted 'minor to noticeable improvement' post-construction is considered to significantly understate the opportunity create a new landmark in terms of built form and public domain within the heart of North Sydney. The unprecedented level of intervention in the North Sydney Centre should be capitalised on and be more aspirational.

Pursue opportunity to create a public domain and built form landmark for the North Sydney Centre.

### McMahons Point

The 'moderate to high adverse' impacts predicted for the McMahon's Point temporary retrieval site are noted, as is the temporary nature of these impacts. Council requests that hoarding and site facility heights are kept to the required minimum in order to retain sight lines to iconic views, and that hoardings are appropriately treated as discussed in Section 5.7 of this submission.

Retain where possible iconic views from the McMahon's Point construction site and surrounds.

## Chapter 19: Social Impacts and Community Infrastructure

Council notes that childcare facilities are located at 65 Berry Street, North Sydney, adjacent to the Metro construction site. A childcare centre is also located in Hume Street Park on Clarke Street, opposite the Crows Nest construction site. The need to mitigate the impacts of dust and noise requires attention. It is noted that mitigation measures are covered by other sections of the EIS.

Proposed truck movements must consider the potential safety and noise impacts upon nearby childcare facilities.

## Chapter 21: Flooding and Hydrology

Council has provided flooding and hydrological information to TfNSW for the station sites and surrounds.



The existing flood behaviour analysis on p.826 of the EIS does not recognise the overland flow path currently existing over 155 Miller Street (Tower Square). Accommodations must be made during station and OSD design for this path. It is requested that TfNSW continue to liaise with Council regarding these matters.

Overland flow paths at the Victoria Cross site must be addressed during station and OSD design.

## Chapter 22: Air Quality

Council expects that appropriate mitigation measures are employed to limit the impact of dust and exhaust fumes during Metro construction at all three construction sites, particularly where residential properties are likely to be adversely affected.

## Chapter 26: Cumulative Impacts

Council notes that there is a high probability of cumulative impacts during construction within the North Sydney Centre, with current and proposed development likely to be undertaken concurrently with Metro construction activities. TfNSW should liaise with Council throughout the duration of construction activities in order to be aware of potential impacts such as road closures etc. associated with other unrelated works. There is potential for a similar risk for the Crows Nest station site and surrounds.

Council requests that assistance be given where appropriate to enable Council to deliver temporary place-making initiatives to mitigate the amenity lost by Metro and other concurrent development activity within the North Sydney Centre.

## Chapter 28: Risk Analysis

Issues relating to risk analysis have been discussed in section 5.1 of this submission.

## Appendix B: Design Guidelines

The design guidelines provided at Appendix B offer higher-level design guidance for the design of stations and the public domain interface at new Metro locations. Council supports the key design drivers identified for the Crows Nest and North Sydney stations.

It is noted that the design process is ongoing. Council requests that TfNSW continue to liaise and work with Council on design specifics of stations and the surrounding public realm. Particularly, Council requests that the principles outlined in Council's adopted Sydney Metro Planning Study be applied to that process.

Insufficient information is provided regarding the function and public domain interface treatment of the northern services site at 194 Miller Street. Section 5.5 of this submission provides further comment on this matter.

Public domain elements are to be provided in accordance with Council's *Public Domain Manual and Design Codes*, available at:

[http://www.northsydney.nsw.gov.au/Projects/Infrastructure/Public\\_Domain\\_Infrastructure/Styles\\_Specifications](http://www.northsydney.nsw.gov.au/Projects/Infrastructure/Public_Domain_Infrastructure/Styles_Specifications)

Continue to liaise and work with Council on design specifics of stations and the surrounding public realm.

Public domain elements are to be provided in accordance with Council's *Public Domain Manual and Design Codes*

## 7. OTHER MATTERS

### 7.1 District Planning and Station Capacity

North Sydney LEP 2013 has a limit of 250,000m<sup>2</sup> of additional commercial floor space permissible within the North Sydney Centre. This limit is based on the capacity of the upgraded North Sydney Railway Station. District Plans are currently being prepared as part of the State Government's metropolitan planning process. Understanding the physical capacity of the new stations, and therefore the associated projected or possible additional worker numbers, would help Council in its understanding the need for planning interventions to provide the capacity for the expected or desired level of commercial growth.

### 7.2 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.

Underground power lines surrounding Metro station sites.

### 7.3 Funding of Further Studies

Council has, through its planning response to the Metro announcement, identified several critical matters relating to the future of Crows Nest and North Sydney. These include the need to accommodate projected residential and commercial growth throughout the Metro catchments, and the obligation to ensure that the public domain presents the best possible pedestrian-focussed outcomes, improving the walkability and vibrancy of the surrounding areas.

Council requests that state funding be made available for Council to undertake the work necessary to establish policy and future direction of areas influenced by the Metro transport infrastructure.

### 7.4 MLC Building – 101 Miller Street

Council considers that as part of the on-going design of the public domain adjacent to the Victoria Cross station, TfNSW should approach, in conjunction with Council, owners of the adjoining MLC building (105 Miller Street) to negotiate the removal of the café tenancy at that site's northern end. This would achieve an unencumbered, publicly accessible linear space along the length of Miller Street between Berry Street and the Pacific Highway and significantly contribute to pedestrian movement and amenity.

Negotiate with owners of 105 Miller Street in achieving improved public domain outcomes adjacent to Metro site.

## **7.5 Connectivity to North Sydney Railway Station**

The EIS does not provide adequate information on the subject of connectivity between the proposed Victoria Cross Station and the existing North Sydney Railway Station, particularly whether an underground link between the Metro and the existing Greenwood Plaza subterranean pedestrian link has been considered in any way.

Whilst, as a general principle, Council prefers to maximise pedestrian movement and activation at ground level, such a link may provide benefits in terms of transport mode integration and accessibility.

## **7.6 North Sydney Council Initiatives**

This submission has cited the adopted and on-going work undertaken by Council in response the Sydney Metro project. These initiatives include:

- Sydney Metro Planning Study (adopted May 2016)
- North Sydney Transport Masterplan (commencement 2016)
- Central Laneways Masterplan (nearing completion)
- Temporary Activations Strategy (2016 completion)
- St Leonards / Crows Nest Planning Study -Precinct 1 (adopted pre-Metro)
- Crows Nest Planning Study (commenced March 2016)
- North Sydney Centre Capacity, Land Use and Built Form Study (2016 completion)

It is requested that TfNSW work with Council to incorporate where appropriate recommendations, guidelines or ideas made or identified through these local planning initiatives.

## 8. Appendix 1: Construction Traffic Management Plan Requirements

The Construction Traffic Management Plan requirements are as follows:

For each construction site within the North Sydney LGA, a Construction Management Program prepared by a suitably qualified and experienced traffic consultant must be submitted and approved in writing by North Sydney Traffic Committee PRIOR TO COMMENCEMENT OF WORKS. Any use of Council property will require appropriate approvals prior to any work commencing. At a minimum, the Construction Management Program must specifically address the following matters:

- a) A plan view (min 1:100 scale) of the entire site and frontage roadways indicating:
  - i. Dedicated temporary construction site driveway entrances and exits, controlled by a certified traffic controller, to safely manage pedestrians and construction related vehicles in the frontage roadways and footways;
  - ii. The proposed signage for pedestrian management and access around the site to comply with the relevant Australian Standards, including pram ramps;
  - iii. Turning areas within the site for construction and spoil removal vehicles, allowing a forward egress for all construction vehicles on the site;
  - iv. The locations of any proposed Work Zones in the frontage roadways (to be approved by Council's Traffic Committee);
  - v. Locations of hoardings proposed;
  - vi. Location of any proposed crane standing areas;
  - vii. A dedicated unloading and loading point within the site for all construction vehicles, plant and deliveries;
  - viii. Material, plant and spoil bin storage areas within the site, where all materials are to be dropped off and collected; and
  - ix. The provision of an on-site parking area for employees, tradesperson and construction vehicles as far as possible.
- b) A detailed heavy vehicle access route map through the Council area to Arterial Roads. Provision is to be made to ensure through traffic is maintained at all times. Use of local roads is to be minimised as far as possible.
- c) The proposed phases of works on the site, and the expected duration of each phase.
- d) How access to neighbouring properties will be maintained at all times and the proposed manner in which adjoining property owners will be kept advised of the timeframes for completion of each phase of process.
- e) The road is not to be used as a waiting area for trucks delivering to or awaiting pick up of materials.
- f) The proposed method of support to any excavation adjacent to adjoining properties, or the road reserve. The proposed method of support is to be designed and certified by an appropriately qualified and practicing structural engineer and must not involve any permanent or temporary encroachment onto Council's property.
- g) Proposed protection for Council and adjoining properties. Details are to include site fencing and the provision of "B" class hoardings over footpaths and laneways.
- h) Measures to minimise impacts on public transport infrastructure and services i) Details of proposed changes to parking restrictions or traffic facilities to facilitate vehicle access.

All traffic control work and excavation, demolition and construction activities must be undertaken in accordance with the approved Construction Management Program and any conditions attached to the approved Program. A certificate of compliance with this condition must be obtained from Council's traffic engineers. A copy of the approved Construction Management Program and any conditions imposed on that Program, must be kept on the site at all times and made available to any officer of Council upon request.

- 1) North Sydney Council's adopted fee for certification of compliance with this condition shall be payable on lodgement, or in any event, prior to the issue of the relevant approval.
- 2) Any use of Council property will require appropriate approvals and demonstration of liability insurances prior to such work commencing.
- 3) Failure to provide complete and detailed information may result in delays. It is recommended that your Construction Management Plan be lodged with Council as early as possible, as a minimum six (6) weeks notice is required to refer items to the Traffic Committee. Refer to Council's website for agenda closing dates.
- 4) Dependent on the circumstances of the site, Council may request additional information to that detailed above.