

VICTORIA CROSS OVER STATION DEVELOPMENT (OSD)
COMMUNITY AND STAKEHOLDER CONSULTATION SUMMARY REPORT
DETAILED STATE SIGNIFICANT DEVELOPMENT (SSD) DEVELOPMENT APPLICATION
OCTOBER 2019



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Common Abbreviations

Abbreviation	
CSSI	Critical State Significant Infrastructure
DA	Development Application
DPIE	NSW Department of Planning, Industry and Environment
LL	Lendlease
SM	Sydney Metro (refers to both the NSW Government authority and metro system)
SSDA	State Significant Development Application

1.0 BACKGROUND

1.1 Introduction

This report has been prepared to accompany a detailed State Significant Development (SSD) development application (DA) for a commercial mixed-use Over Station Development (OSD) above the new Sydney Metro Victoria Cross Station. The detailed SSD DA is consistent with the Concept Approval (SSD 17_8874) granted for the maximum building envelope on the site, as proposed to be modified.

The Minister for Planning, or their delegate, is the consent authority for the SSD DA and this application is lodged with the NSW Department of Planning, Industry and Environment (NSW DPIE) for assessment.

This report has been prepared in response to the requirements contained within the Secretary's Environmental Assessment Requirements (SEARs) dated 6 May 2019. Specifically, this report has been prepared to respond to the following SEARs:

- *Describe consultation undertaken with the owners of the MLC Building regarding basement vehicle access via a shared connection of future breakthrough panel;*
- *During the preparation of the EIS, you must consult with the relevant local, State or Commonwealth Government authorities, service providers, community groups and affected landowners. You must consult with North Sydney Council, Sydney Coordination Office within Transport for NSW and the Office of the NSW Government Architect. The EIS must describe the consultation process and the issues raised and identify where the development has been amended in response to these issues. Where amendments have not been made to address an issue, a short explanation should be provided.*

This report has also been prepared in response to the following condition of consent for the State Significant Development Concept (SSD 8874) for the OSD:

EVIDENCE OF CONSULTATION

A11. Where conditions of this consent require consultation with an identified party, the Applicant must:

- a) consult with the relevant party prior to submitting the subject document to the Planning Secretary for approval; and*
- b) provide details of the consultation undertaken including:*
 - i. the outcome of that consultation, matters resolved and unresolved; and*
 - ii. details of any disagreement remaining between the party consulted and the Applicant and how the Applicant has addressed the matters not resolved.*

The detailed SSD DA seeks development consent for:

- Construction of a new commercial office tower with a maximum building height of RL 230 or 168 metres (approximately 42 storeys).
- The commercial tower includes a maximum GFA of approximately 61,500sqm, excluding floor space approved in the CSSI
- Integration with the approved CSSI proposal including though not limited to:
 - Structures, mechanical and electronic systems, and services; and
 - Vertical transfers;
- Use of spaces within the CSSI 'metro box' building envelope for the purposes of:
 - Retail tenancies;

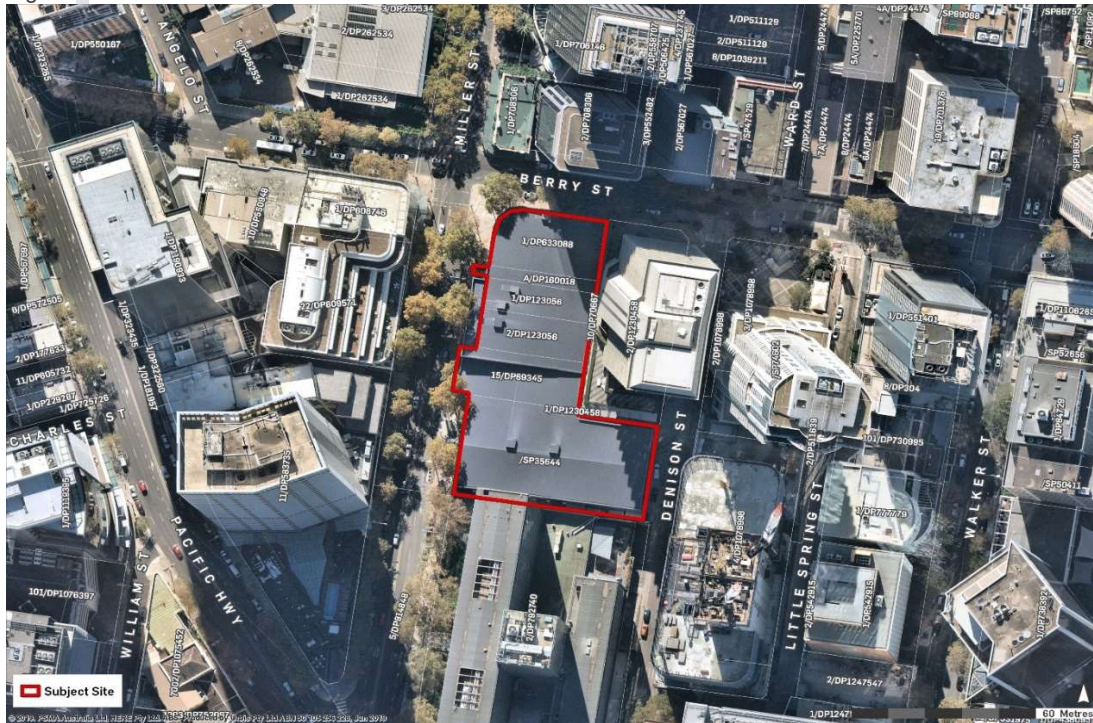
- Commercial office lobbies and space;
 - 161 car parking spaces within the basement for the purposes of the commercial office and retail use;
 - End of trip facilities; and
 - Loading and services access.
- Utilities and services provision.
 - Signage locations (building identification signs).
 - Stratum subdivision (staged).

1.2 The Site

The site is generally described as 155-167 Miller Street, 181 Miller Street, 187-189 Miller Street, and part of 65 Berry Street, North Sydney (the site). The site occupies various addresses/allotments and is legally described as follows:

- 155-167 Miller Street (SP 35644) (which incorporates lots 40 and 41 of Strata Plan 81092 and lots 37, 38 and 39 of Strata Plan 79612)
- 181 Miller Street (Lot 15/DP 69345, Lot 1 & 2/DP 123056, Lot 10/DP 70667)
- 187 Miller Street (Lot A/DP 160018)
- 189 Miller Street (Lot 1/DP 633088)
- Formerly part 65 Berry Street (Lot 1/DP 1230458)

Figure 1 – Site Aerial



1.3 Sydney Metro

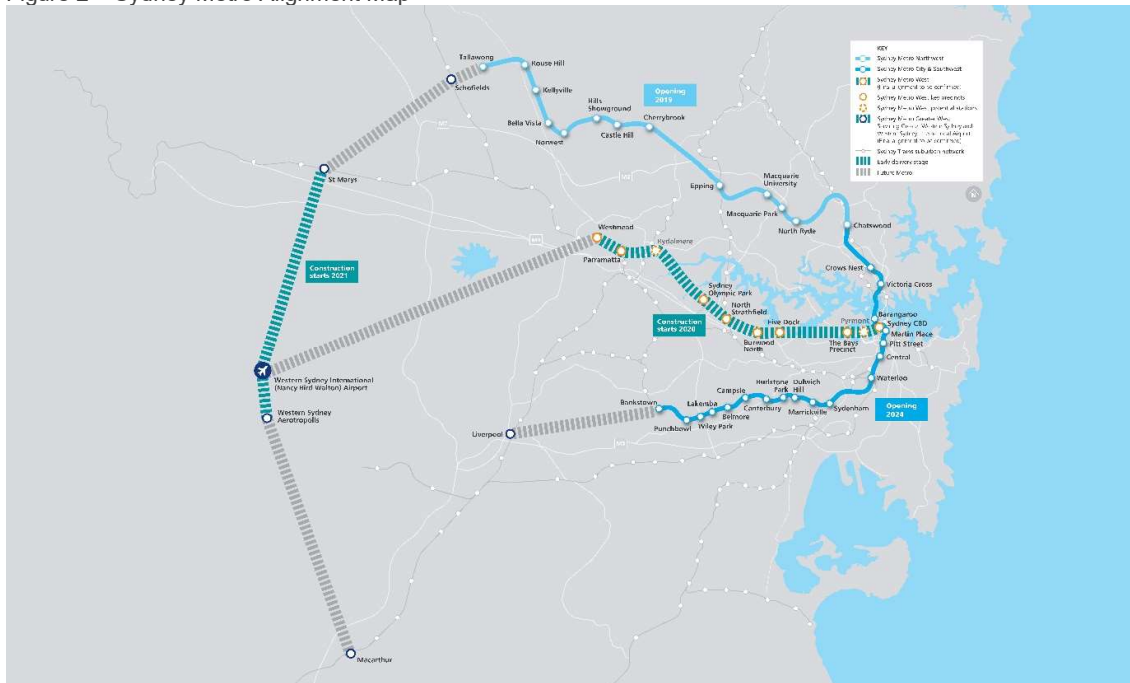
Sydney Metro is Australia's biggest public transport project. Services started in May 2019 in the city's North West with a train every four minutes in the peak. Metro rail will be extended into the CBD and beyond to Bankstown in 2024. There will be new metro railway stations underground at Crows Nest, Victoria Cross, Barangaroo, Martin Place, Pitt Street, Waterloo and new metro platforms under Central.

In 2024, Sydney will have 31 metro railway stations and a 66 km standalone metro railway system – the biggest urban rail project in Australian history. There will be ultimate capacity for a metro train every two minutes in each direction under the Sydney city centre. The Sydney Metro project is illustrated in the Figure below.

On 9 January 2017, the Minister for Planning approved the Sydney Metro City & Southwest - Chatswood to Sydenham project as a Critical State Significant Infrastructure project (reference SSI 15_7400) (CSSI Approval). The terms of the CSSI Approval includes all works required to construct the Sydney Metro Victoria Cross Station, including the demolition of existing buildings and structures on both sites. The CSSI Approval also includes construction of below and above ground improvements with the metro station structure for appropriate integration with the OSD.

With regards to CSSI related works, any changes to the “metro box envelope” and public domain will be pursued in satisfaction of the CSSI conditions of approval and do not form part of the scope of the detailed SSD DA for the OSD.

Figure 2 – Sydney Metro Alignment Map



Source: Sydney Metro

1.4 Consultation summary

Consultation for the Victoria Cross integrated station development (VC-ISD), proposed to be delivered by Lendlease, was carried out with key stakeholders and the local community during the first half of the year through to July 2019. Consultation activities and public communication materials included the following:

- One on one stakeholder meetings and presentations;
- A4 public community information newsletter distributed to all properties within 500m of the VC-ISD sites;
- E-Newsletter to the Sydney Metro Victoria Cross distribution list;
- Two runs of advertising in two local newspapers; and
- Two community information sessions held on Thursday 23 and Saturday 25 May 2019. Members of the Lendlease project team also provided a briefing on the VC-ISD to the local community at the monthly North Sydney Stanton Precinct Committee meeting which included a Q&A session;
- 16-page colour VC-ISD Planning Overview booklet;
- AO colour display boards; and
- A Lendlease VC-ISD dedicated project website.

The consultation provided information about the development at Victoria Cross to stakeholders and community regarding:

- Integrated station development project progress;
- An overview of the planning approvals pathways (CSSI and SSD);
- Proposed detailed design of the OSD;
- Proposed detailed design of the CSSI;
- Proposed modification of OSD Concept Approval, specifically the building envelope; and
- How to get in touch with the project team and provide feedback on the project.

Lendlease has had the opportunity through this consultation process to meet and discuss the project with over 16 different stakeholder groups which included government agencies, interest and action groups such as the Committee for North Sydney and North Sydney Council staff, as well as more than 50 community members who attended the community information sessions and Stanton Precinct Committee Meeting VC-ISD presentation. Feedback from these consultation activities in addition to feedback received from earlier consultation conducted by Sydney Metro in late 2017 has been considered in the development's design response.

2.0 CONSULTATION AND ENGAGEMENT APPROACH

This report outlines the consultation and engagement specific to Victoria Cross integrated station development by Lendlease and Sydney Metro. It summarises activities carried out during the consultation period, such as stakeholder meetings, community drop-in information sessions, emails and phone calls and, where relevant, outcomes from this consultation. This report also incorporates relevant feedback received from earlier consultation conducted by Sydney Metro in late 2017.

2.1 Objectives

Lendlease's specific objectives underpinning this consultation program were to:

- Begin open, transparent and two-way communication with stakeholders and the community;
- Proactively continue to build stakeholder and community awareness of the proposed works, and their understanding and ability to participate in the planning application's pre-lodgement formal consultation process;
- Enable stakeholders and community members to learn about the development scheme by providing them with accurate and quality information, including information about the planning processes; and
- Enable stakeholders and community members to contribute in a meaningful way by providing a structured and informal opportunities to ask questions and provide feedback to the project team, so that it could understand their issues, drivers and aspirations.

2.2 Stakeholder consultation

Both Lendlease's and Sydney Metro's stakeholder consultation teams have proactively engaged with all stakeholders to ensure wherever possible they are informed about the project.

Opportunities for briefings via meetings, presentations, phone calls and emails were provided to keep stakeholders and the community informed and to ensure any suggestions or issues raised could be considered by the project.

Table 2-1 below outlines key stakeholder organisations who received emails as part of the project update distribution list (532 email addresses), with advice on how to learn more about the VC-ISD and how to have their say.

Table 2-1 - Stakeholder organisations email distribution list

Stakeholder	
Federal Government	
Civil Aviation Safety Authority / Air Services Australia	
State Government	
Department of Planning, Industry and Environment	Former Office of Environment and Heritage
Roads and Maritime Services (included within Transport for NSW from 1 July 2019)	Greater Sydney Commission
NSW Government Architect's Office	Infrastructure NSW
Urban Growth Development Corporation	
Local Government	
North Sydney Council, Executive, Officers and Councillors	
State Members of Parliament	
Felicity Wilson, MP Member for North Shore	
Industry bodies	
Office of the National Rail Safety Regulator	
Community and interest groups	
Committee for North Sydney	Wollstonecraft Precinct Committee
Stanton Precinct Committee	Milson Precinct Committee
Local schools	
Wenona School, Andrew Leake, Business Manager	Marist College, Tony Duncan, Principal
Monte Sant Angelo	
Neighbouring properties	
Only About Children, 65 Berry Street	The Alexander Apartments, 79 – 81 Berry Street
McLaren Apartments, Strata Committee, 39 McLaren Street	Vibe Hotel, 171 Pacific Highway

Stakeholder	
77 Berry Street	The Harvard Apartments, 237 Miller Street
Rydges Hotel, 54 McLaren Street	Rag & Famish Hotel (Calligeros Hotel Group)
Northpoint Tower	Treetops child care centre, 105-153 Miller Street (MLC Building)

2.3 Consultation methodology

Lendlease is committed to an inclusive, transparent and proactive community engagement process, working with all stakeholders to enable their long-term involvement and participation. Planning application pre-lodgement consultation is regarded as a core component of this approach.

The pre-lodgement consultation for the detailed SSD DA application supports Transport for NSW's Communication objectives and respects the requirements for consultation as defined by the NSW Department of Planning and Infrastructure's Guidelines for Major Project Community Consultation (October 2007).

A range of engagement activities were undertaken prior to preparation of the SSD Application in order to engage with stakeholders, the local community and directly impacted groups about the OSD including the detailed design planned for the wider VC-ISD. Specific engagement activities for the Victoria Cross project are outlined in the following Tables 2-2.

Provided in the *Attachments* section at the end of this report are examples of the project communications collateral developed and issued to community members and stakeholders regarding the consultation completed in the first half of 2019.

Table 2-2: Community consultation activities

Activity	Content	Date
Email to subscribers including stakeholders	Offered briefing with project team to discuss integrated station development project update as well as including proposed modifications to the Concept SSD Approval as well as the detailed design of the VC-ISD.	16 May 2019
One on one stakeholder briefings	Carried out stakeholder briefings to present a project overview including proposed modifications to the Concept SSD Approval as well as the detailed design of the VC-ISD. To discuss project status and relevant items coordination as well as to receive feedback on the integrated station development.	See Table 4-1
Website information	Provided project update and sought community and stakeholder feedback on the integrated station development. Promotion of Community Information Sessions at Fred Hutley Hall, North Sydney.	May 2019

Activity	Content	Date
Community newsletter (issued to residents and businesses within 500m radius of the site)	Provided an overview of planning approvals pathways, planning timelines, how to provide feedback and an invitation to Community Information Sessions at Fred Hutley Hall in North Sydney.	13 May 2019
Newspaper advertisements x 2	Promotion of Community Information Sessions at Fred Hutley Hall, North Sydney. Provided project update and sought community and stakeholder feedback on the integrated station development	North Shore Times: 16 May 2019 23 May 2019 Mosman Daily: 16 May 2019 23 May 2019
VC-ISD Planning Overview and Information booklet	Provided information about the integrated station development detailed design, planning approvals pathways, planning timelines and project phases and how to provide feedback.	May 2019
Community information sessions	Displayed project information including artist's impressions, planning approvals pathways overview and timeline, station entrances, OSD, public realm and how to provide feedback. Made available expert members of the project team to provide in person project overview and answer questions from the community members.	Thursday 23 May 2019 Saturday 25 May 2019

3.0 CONSULTATION SUMMARY

3.1 Consultation findings

3.1.1 Stakeholder feedback

Lendlease received feedback relevant to the detailed SSD DA application during one on one stakeholder briefings and the Community Information Sessions. This feedback has been considered to inform the design development of the OSD development scheme. Where relevant key stakeholders will continue to be engaged by the project team throughout the development.

Table 3-1 provides a summary of one on one stakeholder meetings held and feedback received during these meetings. The detail provided in this summary also includes information not relevant to the SSD Application as it summarises the overall nature of the meeting.

Table 3-1: One on one stakeholder briefings

Stakeholder	Briefing Summary	Date
Committee for Sydney	<ul style="list-style-type: none"> LL described the vision for the Victoria Cross ISD. The proposed modification to the Concept Approval including improvements to laneway connectivity, visual relief for heritage listed MLC and maximising of views was presented as well as the detailed design of the OSD. CfS noted the proposal and provided support for the proposed modification to the building envelope which enables improvements to laneway connectivity and visual relief for heritage listed MLC building. CfS also supports the benefits of an integrated transport solution. 	20 May 2019
Department of Planning, Industry and Environment (DPIE)	<ul style="list-style-type: none"> LL provided an overview of ISD project including proposed modifications to the Concept SSD Approval as well as the detailed design of the OSD. DPIE provided technical commentary on the future planning processes and considerations including the need for a SEARs request for the Detailed SSDA. 	18 March 2019
Department of Planning, Industry and Environment (DPIE)	<ul style="list-style-type: none"> LL provided an overview of the Integrated Station development including a draft of the Station Design Precinct Plan and discussions on timing for deliverables as part of the CSSI conditions of approval. DPIE provided commentary on expectations on the way in which feedback from the community consultation process and DRP endorsement was to be addressed in the SDPP 	18 July 2019
Sydney Airport (CASA) Teleconference	<ul style="list-style-type: none"> LL provided a pre-lodgement overview of the OSD including proposed modifications to Concept SSD Approval as well as the detailed OSD over the phone. CASA advised that it would require technical input into the future construction methodology including crane activity. 	20 March 2019

Stakeholder	Briefing Summary	Date
Telstra	<ul style="list-style-type: none"> LL provided an overview of the ISD project, including design and construction methodology surrounding Telstra assets. LL and Telstra agreed for a field inspection and assessment to be carried out, following this LL to review approach. 	29 May 2019
	<ul style="list-style-type: none"> Field inspection completed with Telstra Field inspection results will be used to agree the location of project works in relation to available assets from Telstra within Miller Street and Denison Street. 	7 June 2019
North Sydney Council Officers	<ul style="list-style-type: none"> Introductory meeting with Council prior to lodgement of SSD Applications and the Station Design and Precinct Plan. LL provided a presentation of OSD design vision and through site link and public domain. Generally North Sydney Council officers were positive about the ISD however would like to be consulted in the evolution of aspects of the design, the public domain. LL were requested to come back and present the following after further design development: <ul style="list-style-type: none"> Modification to the Concept SSD Approval Tower façade design Views from Pacific Highway Berry Street corner Station design, including the northern Metro entry building's façade Landscaping and weather protection along Miller street Loading dock design Stormwater management plans Other items raised included concern that the developed design's removal of the rooftop over laneway would have adverse impact on the 'micro climate' of laneway. 	28 Feb 2019
	<ul style="list-style-type: none"> Initial meeting between LL/Council to co-ordinate stormwater design. Options for stormwater detention tank on Miller Street vs Denison Street were discussed. LL to further develop pros and cons for stormwater detention for both options and present to both Sydney Water and Council. 	8 March 2019
	<ul style="list-style-type: none"> LL presented an overview of the construction staging and loading of the integrated station development. LL committed to coming back and co-ordinate with the North Sydney Council with respect to work zone requirements. 	19 March 2019

Stakeholder	Briefing Summary	Date
	<ul style="list-style-type: none">• Interactive session with Council and Sydney Metro to review preferred stormwater solution with the detention tank in Miller Street as opposed to Denison Street.• Council noted the information presented and following further review will revert to Lendlease with comment.	1 May 2019

	<ul style="list-style-type: none"> • LL provided a presentation on the ISD developed design including proposed modifications to the Concept SSD Approval as well as the detailed design of the OSD and the works the subject of the SDPP. • North Sydney Council officers generally supported the design, noting the envelope was an improvement to the Concept SSD Approval reference scheme and support for the fine grain architectural response of the laneway, the Hub initiative and the tower facades response to the MLC building façade. • North Sydney Council noted it would like to continue to be involved in the evolution of the design detail and raised concern on the following: <ul style="list-style-type: none"> ▪ The stepping form of the western façade toward Miller Street ▪ Scale of the OSD lobby entrance on the corner of Berry and Miller Streets ▪ Northern Metro entrance building's mass and façade treatment ▪ Awning provisions ▪ Maintaining solar access to Miller and Berry Streets public spaces ▪ Basement design in consideration of Council's Denison Street vision ▪ Pedestrian movements along Miller Street. • LL explained the rationale around the building design, building entrances, public domain and pedestrian access. • In response to feedback received, LL noted the understanding of North Sydney Council's aspirations for public space in the area, desire for community facilities and retail that respond to the need in the local area and is committed to exploring this further. Further, following the meeting LL provided specific information requested by North Sydney Council and responded to the officer's comments, in summary: <ul style="list-style-type: none"> ▪ The tower building articulation is consistent with the Sydney Metro Concept envelope which has now been approved by the Minister for Planning. The human scale approach of the lower levels of the building fronting Miller Street provide activation and pedestrian amenity. ▪ The OSD foyer is scaled appropriately for a commercial office building of this nature. Elevating the majority of the OSD foyer above Miller Street allows for an activated frontage to the ground plane balancing the respective uses and ensuring that place-making objectives are realised. ▪ The Northern Metro entrance building's façade concept has been further refined to reduce the scale of the building, material and finishes are also being reviewed to integrate with the surrounding urban context. ▪ The awning provides suitable weather protection for 	17 May 19
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Stakeholder	Briefing Summary	Date
	<p>station operation. In addition, the extent of awning is constrained by the overhead powerline on Miller & McLaren Street, requiring 2.7m setback from the powerline in all direction, which limits canopy to be within the site boundary.</p> <ul style="list-style-type: none"> Detailed shadow analysis has been undertaken and careful consideration has been made to ensure there is no adverse solar impact to LEP special areas. The loading dock level of Victoria Cross is provided with a section of soft wall that can facilitate a future connection to MLC. Pedestrian modelling has been completed on Miller Street and confirms both footpaths along Miller Street can accommodate the respective two-way peak pedestrian flow. The public domain design for Victoria Cross facilitates Council's vision of a Civic spine along Miller Street. LL made a commitment to continue to consult with North Sydney Council officers on relevant elements as the design progresses. 	
	<ul style="list-style-type: none"> LL has an interactive session with North Sydney Council officers on the proposed public domain design along Miller Street, Berry Street, Denison Street and McLaren Street. LL presented the proposed concept and details including open space, active seating edges and proposed paving extents. There was also broad discussion in respect to the development of the Interchange Access Plan including traffic modelling and local area works. LL will continue to consult with North Sydney Council on levels along Denison Street and future works associated with Denison Street. 	14 June 19
Sydney Coordination Office (including RMS)	<ul style="list-style-type: none"> Initial engagement meeting, including LL presentation of construction loading zones and works staging. It was agreed with the SCO at this meeting that the Road Safety Audit will be completed as part of the Traffic Management Plan to be submitted prior to station construction commencement. LL to develop construction management plan further and come back in the future to discuss. 	6 March 2019
Ausgrid	<ul style="list-style-type: none"> LL introduced the project with an overview of the integrated station development highlighting the current strategy for and location of the Ausgrid OSD Substations. LL to continue consultation with Ausgrid on the design of the substation prior to formal design submission. 	4 March 2019

Stakeholder	Briefing Summary	Date
Sydney Water	<ul style="list-style-type: none"> Initial engagement meeting where LL presented a project overview and initiating discussions for Denison Street stormwater co-ordination. LL to further develop approach and come back and present at a later date. 	26 February 2019
	<ul style="list-style-type: none"> Initiation of the Sydney Water Section 73 approval process to deliver and protect Sydney Water infrastructure works in order to service the Station and OSD works above street level. Presented an update on services design proposal. LL to further refine design proposal and submit formal notice of requirement for S.73 for the Metro and the OSD / retail components of the project. 	2 April 2019
	<ul style="list-style-type: none"> LL provided an overview of the integrated station development to the Water Service Coordinator. Discussion about project co-ordination and timing moving forward was carried out. LL will continue design development and follow the process discussed. LL is committed to continue consulting with Sydney Water throughout the project. 	30 April 2019
	<ul style="list-style-type: none"> LL discussed principles of stormwater drainage design on Miller Street including stormwater detention tank and ownership structure. Agreed relevant standards applicable to the project, ongoing operational and maintenance regime. LL lodged section 73 application for Metro and OSD/ retail components on 14 June 19. 	4 May 20149
Jemena Ltd	<ul style="list-style-type: none"> LL provided an overview of the ISD project, highlighting the strategy for location of the Gas Meter Room together with details of the potential gas main relocation works in Denison Street. LL to further develop approach and come back and present at a later date. 	4 March 2019
	<ul style="list-style-type: none"> LL provided technical overview of the gas requirements for the ISD including construction scope and staging requirements. Jemena was positive about the proposal. LL to further refine design proposal and present further detail following further design development and construction planning. 	16 April 2019
	<ul style="list-style-type: none"> LL presented the current strategy for isolation of the Victoria Cross OSD Gas Meter Room together with proposed Gas Main connection point to Jemena Gas Main. Jemena received the strategy well and will take time following the meeting to review the detail and will revert to LL with comment. 	16 April 2019

Stakeholder	Briefing Summary	Date
	<ul style="list-style-type: none"> Co-ordination meeting on construction scope and staging requirements, in particular Denison Street. LL requested temporary isolation of services for construction. Jemena was open to the request and will take time to review the proposal and provide feedback at a later date. LL is committed to continue consulting with Jemena throughout the project. 	2 May 2019
Fire Rescue NSW	<ul style="list-style-type: none"> LL provided an overview of the latest design for the Victoria Cross ISD and associated Over Station Development to familiarise FRNSW with the latest design. Proposed fire control rooms and booster locations for station and OSD were presented for commentary by FRNSWS. LL committed to further develop design and present updated fire safety solutions to FRNSW. 	2 May 2019
	<ul style="list-style-type: none"> LL provided an overview of the wet and dry fire design for the ISD, including principles of wet and dry fire systems served by station and OSD. An update on the location of the OSD booster was provided. This booster previously located on the loading dock entry on Denison Street has been relocated Miller Street. Fire stair refuges, wet and dry sprinkler compartmentation plans issued to FRNSW for comment and review. LL and FRNSW agreed that the next meeting will be utilised to address further refinements in design and performance solutions proposed for the ISD. 	26 June 2019
Billbergia - 88 Walker Street, North Sydney	<ul style="list-style-type: none"> Billbergia presented 88 Walker Street development's construction traffic and management plan. LL noted this information to assist coordination for Victoria Cross construction management plan and assess and manage impact to adjoining roadways. 	12 April 2019
Committee for North Sydney	<ul style="list-style-type: none"> An introductory meeting was held between LL and Committee for North Sydney. The Committee introduced the purpose of their group and took LL on a tour of the local area. The group shared their aspirations for the area including the need for retail activation at street level, seamless pedestrian connections, intermodal transport connections and civic space. They commented on the importance of a robust planning process, high quality design and maximising sunlight into public space. 	24 April 2019

Stakeholder	Briefing Summary	Date
	<ul style="list-style-type: none"> Members of the Committee attended a tour of two mixed use precincts developed by Lendlease (Barangaroo and Darling Square). Led by LL's Head of Urban Strategy and Place Development, the tours centred around the topics of retail, public space, street activation, civic space and placemaking. 	15 May 2019
	<ul style="list-style-type: none"> LL presented the ISD including the proposed modifications to the Concept SSD Approval as well as the proposed detailed design of the OSD. The Committee shared their aspirations for the site and concerns with the proposed development. The main concern centred around the proposed uses and design. They requested more information about the proposed design and a follow up meeting was agreed. 	3 June 2019
	<ul style="list-style-type: none"> LL provided a further presentation that included more detail about the proposed design. Committee for North Sydney noted concerns with the proposed design scheme and advocated for changes to the development which included increasing the public value on the site including public space (in particular the spaces with maximum sunlight) and changing the proposed building uses to include more community uses and amenity. LL committed to consider their recommendations and keep them informed about the project as the design involves. 	25 June 2019
Investa - MLC Building, 105 Miller Street	<ul style="list-style-type: none"> LL presented an ISD project overview including update on design development such as the proposed modifications to the Concept SSD Approval as well as the detailed design of the OSD of the scheme and the project status. LL also presented an explanation of provision for future vehicle breakthrough access from the OSD carpark to the MLC Building. LL and Investa further discussed LL's activation and public domain strategy for the project and generally Denison Street considerations. Both parties agreed to meet again. 	19 June 2019
Investa and Oxford Properties - MLC Building, 105 Miller Street	<ul style="list-style-type: none"> LL presented an ISD project overview including update on design development, such as the proposed modifications to the Concept SSD Approval as well as the detailed design of the OSD of the scheme, and the project status. Denison Street considerations and a precinct wide aspiration were also discussed. Investa and Oxford Properties noted the information provided and agreed to revert back with any queries moving forward. LL reconfirmed commitment to continue to consult as the design and construction methodology progresses. 	1 July 2019

Stakeholder	Briefing Summary	Date
Charter Hall (65 Berry Street)	<ul style="list-style-type: none"> LL presented an ISD project overview including an update on design development, such as the proposed modifications to the Concept SSD Approval as well as the proposed detailed design of the OSD and the project status. Further, LL presented an overview of activation and public domain strategy for the project. Discussion of the development scheme's relationship to 65 Berry property, Denison Street considerations and vision for the wider precinct was undertaken. Charter Hall expressed concerns with the development's relationship to the 65 Berry Street property, in particular the eastern setback. LL explained the proposed modification to the Concept SSD Approval does not changed the setback at this location. It was agreed that discussions would continue throughout the project to ensure Charter Hall remain well informed. 	21 June 2019
Winten Property Group (and Multiplex and Touch Stone Partners) - 1 Denison Street	<ul style="list-style-type: none"> LL and Winten stormwater co-ordination commencement meeting, specifically reviewed Denison Street stormwater extent of scope and programme was discussed. LL will continue to consult with Winten teams to co-ordinate design and construction throughout the project. 	2 May 2019
Winten Property Group (and Touch Stone Partners) - 1 Denison Street	<ul style="list-style-type: none"> LL provided a presentation of an overview of the ISD project including update on design development, such as the proposed modifications to the Concept SSD Approval as well as the detailed design of the OSD. Further LL provided an overview for the activation and public domain strategy for the project. LL and Winten discussed Denison Street considerations and wider precinct long term retail activation outlook and place aspirations. Both parties agreed to consult as the respective developments progress. 	27 June 2019

Stakeholder	Briefing Summary	Date
Stanton Precinct Committee	<ul style="list-style-type: none"> LL presented an ISD project overview including update on design development and the project status. Members of the Committee and other members of the local community attended. This included residents of the nearby Harvard Apartment building. The team was able to respond to enquiries regarding the location and size of the combined Northern Entrance and services building and explain its purpose. The community members appreciated that there is no proposal to build above the Northern Entrance as part of the Victoria Cross ISD contract. Lendlease said it would email the Precinct Committee Chair a link to the CSSI Modification Assessment Report MOD 1 for the information of the Precinct Committee and attendees. Other comments raised included the potential numbers expected to use the station's northern lift access, and concerns around its management during large events in the area, such as at North Sydney Oval. The Committee appreciated the presentation and further offers to ask questions via email and telephone. 	2 July 2019
North Sydney Council Councillors	<ul style="list-style-type: none"> LL presentation of an overview of the ISD project including update on design development, such as the proposed modifications to the Concept SSD Approval as well as the detailed design of the OSD. LL also provided an overview for the project's activation and public domain strategy. LL and the Councillors discussed the wider North Sydney Council's vision for North Sydney and the strategy for Victoria Cross' surrounding precinct. The North Sydney Council Councillors noted the proposal and provided support for the ISD as the integrated transport solution provides opportunities to benefit the Council's vision for North Sydney and precinct strategy. LL confirmed its commitment to continue to consult with North Sydney Council officers on relevant elements as the design progresses. LL also confirmed that discussions would continue throughout the project to ensure North Sydney Council Councillors remain well informed. 	2 September 2019

Note: The Government Architect's Office was invited to the one on one briefing session with the Department of Planning, Industry and Environment (DPIE) on the 18 March 2019, however sent an apology and was not in attendance at the meeting. The Government Architect (Acting) has been involved in the design evolution of the ISD being the Chair of the Design Review Panel.

In addition to the e-Newsletter advertising the Community Information Sessions, providing a planning overview and how to provide feedback, a phone call and email to the Alexander Apartment's Building Manager has occurred offering a one on one briefing to apartment owners. At the time of writing this report, no response to an offer of a briefing session to the Body Corporate has been received.

4.0 COMMUNITY FEEDBACK

More than 50 people attended the two community information sessions in May 2019 with an average visit time of 30-45 minutes. There were nine feedback forms received during the community information sessions and approximately fourteen emails received following the conclusion of the community information sessions.

The following table provides a detailed analysis of community consultation feedback received between May and July 2019. It also outlines the extent to which matters raised during the consultation have informed the design development.

Table 4-1: Summary of community consultation feedback received and considered by project team

Feedback category (A-Z)	Sub-issue category	Issue or suggestion raised	Lendlease response	Applicable to this Application
Commercial tower	Tower height	Suggestion for reduction in building height to match with elevation which 'steps' up Miller Street (heading north towards McLaren Street) similar to buildings along Pacific Highway, North Sydney.	Building height was approved under Concept Approval SSD 17_8874. The approved building height will not be exceeded by the proposed new tower. The proposal is situated in the context of several large-scale commercial buildings in the North Sydney CBD, including the following high-rise buildings recently completed and under construction: 1 Denison Street, 100 Mount Street and 177 Pacific Highway. The building height and form supports the employment function of North Sydney Centre by enabling the provision of significant commercial floor space, some 61,500m ² of premium commercial floor space above a new Metro station.	Yes
		I like the design of the building and the height is not out of place.	Noted.	Yes
	Overshadowing	Concern for overshadowing impacts to Miller Street and green spaces.	Overshadowing has been carefully considered as part of the design development of the building. The design will achieve no net additional overshadowing when compared to the previous shadowing conditions within Miller Street Special Areas. No additional overshadowing will occur to Brett Whitey Place nor Greenwood Plaza.	Yes

Feedback category (A-Z)	Sub-issue category	Issue or suggestion raised	Lendlease response	Applicable to this Application
		Suggestion for the site to be reconfigured to maximise the amount of public space that receives the most sunlight.	Concept Approval SSD 17_8874 provides for a commercial building use on the site within a prescribed envelope. Overshadowing of the public domain spaces has not been increased by the OSD. The adjacent public domain will receive extended sunlight in most areas throughout the year.	Yes
	Design	Suggestion to change the proposed building's architectural design to reduce the 'brutal' style with more articulation.	The building design incorporates significant articulation, both vertically and horizontally. Projections on the west elevation extend up to 4.5 metres with a variety of modulation. The north and south elevations provide modulation in profile and are embellished with a sun shading element to provide an elegant and refined design. In response to feedback, the façade has been further developed to enhance the architectural design. The design has been developed in conjunction with and in response to the feedback received from the Independent Design Review Panel and the final design has received endorsement from this panel as capable of achieving Design Excellence.	Yes
		I like the design of the building and the height is not out of place. There appears to be good pedestrian access and [well] placed in the setback and alignment of the building.	Noted. Setbacks and alignments have been carefully considered to ensure pedestrian access requirements are met and that the overall design is well resolved in its context.	Yes
	Facilities	Suggestion for community and cultural facilities to be located within the building between ground floor and level 4 (not only retail uses).	Currently the proposal is tailored to meet Sydney Metro and NSW Government detailed requirements as well as the planning approvals for an ISD at Victoria Cross and as such does not propose to incorporate these types of facilities. Lendlease will consider opportunities to	No

Feedback category (A-Z)	Sub-issue category	Issue or suggestion raised	Lendlease response	Applicable to this Application
			interface with and/or complement community and cultural facilities prior to opening.	
		Suggestion for building uses to be reconsidered to allow for more community facilities and amenity to be provided for the local community.	<p>The proposed nature of uses is consistent with the Concept Approval SSD 17_8874. Lendlease understands the importance of community facilities and amenity to support a local community. Lendlease will continue to consult with government and community groups and consider opportunities to include more community facilities.</p> <p>Amenity is proposed to be provided on the site through the provision of approximately 3200m² of public domain.</p> <p>In addition, a strong retail offer is proposed to be delivered as part of the Victoria Cross ISD. This will be an important contributor to the successful creation of people-orientated places that are vibrant and engaging with the North Sydney worker and resident community. It is intended that the retailers will extend their offer from the working day into evenings and the weekend to enhance the amenity of the precinct.</p>	Yes
		Suggestion that rooftop is accessible to public for community rooftop gardening.	Given the complexity of servicing an underground Metro station and the requirements of plant and equipment, public access to rooftop spaces such as these are not achievable.	Yes
		Suggestion to incorporate a cinema to improve nightlife in North Sydney.	Currently the proposal is tailored to meet Sydney Metro and NSW Government detailed requirements as well as the planning for an ISD at Victoria Cross. The provision of a cinema is not considered part of the retail strategy. The retail strategy has been carefully formulated to enhance daytime as well as night-time activation in	Yes

Feedback category (A-Z)	Sub-issue category	Issue or suggestion raised	Lendlease response	Applicable to this Application
			of the North Sydney CBD precinct.	
Consultation	Display materials	Stakeholder outlined that detailed architectural plans of the development to determine need for lighting in public spaces were not on display.	Internal and external lighting is designed to comply with relevant standards to enhance the quality of the space as well as addressing the safety and security of the public.	No
	Formal submissions	Stakeholder outlined that NSW Department of Planning, Industry and Environment's website currently lists 9 projects 'on exhibition' of which none are within North Sydney LGA (being the Victoria Cross integrated station development).	Information on the planning pathways and anticipated public exhibition timing was on display at the May 2019 community and stakeholder consultations. This information was further included in the newsletter and booklet available at the consultations. When the planning applications are lodged, they will be visible on the DPIE's website.	Yes
Construction	Miller Street	Suggestion for Miller Street to remain open during construction.	Miller Street will remain open during the proposed construction works with the exception of potential temporary lane closures or diversions for work scope. In the case of such works any temporary traffic adjustments will be co-ordinated and approval obtained from the relevant stakeholders including the Sydney Co-ordination office, North Sydney Council and NSW Police.	Yes
Metro services	Bicycles	Suggestion that adequate access for bicycles on (metro) trains seems more convenient than existing rolling stock.	Whilst this is not an area considered in the SSDA, Lendlease will provide this feedback to Sydney Metro. Also note, the northern entry station provides under cover parking for approximately 160 bicycles.	No
Placemaking Public domain	Urban design Landscape design Amenity	Suggestion for colourful and green public spaces with landscaped areas, fountain, soft curves and lines. Design to avoid use of sharp lines, corners and hard	This will be considered pursuant to CSSI 15_7400 Approval. Lendlease is working closely with Sydney Metro and ASPECT Studios to develop the landscape and public realm	No

Feedback category (A-Z)	Sub-issue category	Issue or suggestion raised	Lendlease response	Applicable to this Application
		materials (no back supports) in public spaces creating a bland space. Design to avoid encouraging skateboarding in the public space.	design in consideration of this feedback. The public domain design contains tiered sections of lawn spaces with edge seating which are accessible to the public. Skateboard deterrents are integrated into the design.	
		Suggestion to ensure streetscape design is uniform throughout North Sydney.	The streetscape design is a continuation of the "Miller Street "green spine" which is in line with North Sydney Council's Streetscape masterplan.	No
		Suggestion for landscaping throughout public spaces including vertical gardens, large trees in pots and central seating to improve amenity.		No
	Public Spaces	Suggestion for more open public space	This will be considered pursuant to CSSI 15_7400 Approval. Lendlease is working closely with Sydney Metro and ASPECT Studios to develop the public realm design in consideration of this feedback. The development will incorporate contiguous areas of public domain space along Miller Street frontages as well as a through site link connecting Miller Street and Denison Street at the Southern entrance. The total area of public domain space in the areas at the south entrance totals 2,600m ² . Additional new public domain space of approximately 600m ² will also be provided in front of the Northern Entrance to act as a meeting place.	No
	Local history Public art	Suggestion for fountains and/or statue in public space to memory of Ted Mack or Billy Blue to humanise the area along with landscaping.	This suggestion has been provided to Sydney Metro and North Sydney Council for their consideration in the context of the Victoria Cross Public Art Strategy. The provision for public art in the landscaping is not considered at this stage. Public art will be	No

Feedback category (A-Z)	Sub-issue category	Issue or suggestion raised	Lendlease response	Applicable to this Application
			provided to prominent locations within station entries. Approximately 3200m ² of public domain will be created as part of the development including the green, civic spine along Miller Street.	
	Public spaces	North Sydney needs a public gathering space and cultural facility such as theatre, annexure to station, library and community meeting place, not just retail.	The public domain provided as part of the development will provide open spaces for public gatherings and community events. The provision of a theatre or library is not considered as part of this development.	No
	Street and laneway connections	Suggestion for more imagery of the building's connection to Berry Street and Denison Street. Berry Street is the sunniest street and most horizontal to best cater for outdoor café seating.	Additional information is contained within the SSDAs and SDPP. The shadow analysis illustrates that Miller Street receives considerable sunshine throughout the day at all times during the year and as such provides the best opportunity to incorporate active uses including outdoor café seating adjacent to the Miller Street green and civic spine.	Yes
Public transport	Bus interchange	Suggestion for a well-designed bus interchange on Miller Street.	Sydney Metro will continue to work with Transport for NSW, North Sydney Council, Lendlease and other stakeholders in a collaborative manner to ensure there is an integrated transport solution for North Sydney.	No
	Cycleway	Suggestion for cycleways to be provided which are separated from pedestrian paths.		No
Metro entry portals	Northern Metro entry building Building height	Suggestion for the Northern Metro entry building to be 3 to 4 storeys high with a green roof (synthetic lawn/AstroTurf) to ensure attractive view for neighbouring	This will be addressed pursuant to CSSI 15_7400 Approval. The Northern Entry Building consists primarily of equipment, plant spaces and rooftop vent shafts which serve the station below. The building form and	No

Feedback category (A-Z)	Sub-issue category	Issue or suggestion raised	Lendlease response	Applicable to this Application
		apartments overlooking the building.	size is reflective of the need to accommodate these servicing requirements. The combination of the vent shafts and servicing requirements for the plant and equipment which penetrate the roof generally precludes the provision of a green roof. Plant and equipment will not be placed on the roof and the roof area itself will be neatly finished to provide a pleasant outlook.	
	Northern Metro entry building Ventilation noise	Suggestion to consider/reduce/eliminate the noise emitted from the north portal / vent facility considering neighbouring homes.	The design of the Northern Entry Building will incorporate appropriate noise mitigation measures to ensure compliance with the relevant Noise Standards including at neighbouring residential properties.	No
	Design	Suggestion for external cladding design of Northern Metro entry building at McLaren Street to be amended to remove the 'industrial' look to the facade and portal.	This will be addressed pursuant to CSSI 15_7400 approval. Lendlease is working closely with Sydney Metro to develop the design of the Northern Entry Building and the final station design.	No
		Suggestion for the Northern Metro entry building façade design to fit it and 'talk' to neighbouring properties.	The Northern Entry Building façade as presented at the Community Consultation sessions has been modified in response to the community concerns raised in respect of its "industrial" appearance. The building's exterior is now proposed to be cladded in perforated metal which in colour, detailing and texture is resonant with the masonry material prevalent in the surrounding neighbouring properties. In addition, brickwork elements have also been introduced into the façade to break up the scale and mass of the building and further integrate the building into its local context.	No
		Suggestion for station entry design to include modern lighting options such as backlit coloured panels, coloured fluoro lights similar to pedestrian tunnel connecting Central Station western concourse with Broadway UTS/TAFE.	The station entry will include a modern design which is clearly identifiable from the street, with clear sightlines from inside and	No

Feedback category (A-Z)	Sub-issue category	Issue or suggestion raised	Lendlease response	Applicable to this Application
			outside the station through a clear glass façade. The provision of colour backlit panels and coloured fluoro lights are not considered as part of the design at this stage. Feature lighting will be provided within the public domain to enhance the quality of the space whilst maintaining the safety and security of the public.	
		Feedback outlined that the design including north and south entry buildings were good.	Noted.	No
Safety	Design	Suggestion for more activation within the station precinct and development to create a safe environment (passive surveillance).	The proposed design provides for extensive activation of the Miller Street frontage and through-site link to Denison Street which will serve to create a safer environment for the public in these areas. In addition, the design incorporates the principles of Crime Prevention Through Environmental Design (CPTED) to ensure that the design maximises opportunities for passive surveillance.	Yes
		Cater for disabled of course - use of yellow to assist.	The development is designed to provide equitable access in accordance with the relevant Australian Standards and Building Code of Australia.	Yes
Retail and hospitality	Design	These designs seem to fit in well with its commercial use and facilities for people using this area.	Noted.	Yes
	Facilities	These are an improvement on what was there. The lack of facilities for cafes and meeting spaces.	Noted.	Yes
		Suggestion that too much retail is provided for at Victoria Cross.	The site previously supported an extensive retail offer. The replacement of such a retail offer	Yes

Feedback category (A-Z)	Sub-issue category	Issue or suggestion raised	Lendlease response	Applicable to this Application
			with the proposed in the design is seen as an important amenity for the community.	
		Suggestion for the inclusion of My Parcel Locker public facilities at the station or within the precinct.	Lendlease will consider this suggestion in the future including the call for expressions of interest for retail/services partners.	Yes
Sydney Metro City and Southwest	Crows Nest	Stakeholder outlined that the Victoria Cross development and station precinct design was of high quality and hopes to see the same at Crows Nest.	Noted. Lendlease has provided this information to Sydney Metro's Crows Nest integrated station development team.	No
Other	Other	Government should be a 'model developer'.	Noted. Lendlease has provided the feedback to Sydney Metro.	No

ATTACHMENTS – PROJECT CONSULTATION MATERIALS

COMMUNITY NEWSLETTER

Victoria Cross Station
Project update

May 2019



Artist's impression of Victoria Cross Station southern entryway

Your invitation to help
shape 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 identified underground stations on the Sydney Metro system which can be integrated with the buildings above them and the surrounding area, creating world-class places that will shape our city's future.

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

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

Victoria Cross will be the doorway to a revitalised civic place for the people of North Sydney, uniting metro travel

with convenient shopping, leisure and a high quality workplace designed with the future needs of workers front-of-mind:

- 40-storey commercial office building above Victoria Cross Station;
- integration of retail opportunities to enhance North Sydney as a thriving mixed-use hub; and
- building design which incorporates an above-ground commercial lobby, creating retail and outdoor dining opportunities on the ground floor.

Integrated station development

The Victoria Cross integrated station development will feature on the North Sydney skyline and will complement the surrounding area including existing heritage buildings and nearby buildings currently under construction.

You're invited to a community information session to learn more about the detailed proposal. Information will also be available on how to have your say.

VICTORIA CROSS INTEGRATED STATION DEVELOPMENT COMMUNITY AND STAKEHOLDER CONSULTATION SUMMARY REPORT

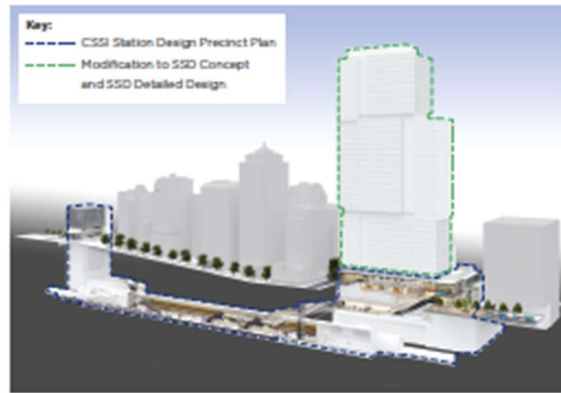
The planning process

The planning process is illustrated below, highlighting the times when you can have your say.

As part of the Critical State Significant Infrastructure (CSSI) Approval, Lendlease is preparing a Station Design Precinct Plan for lodgement to the Secretary of the Department of Planning and Environment for approval.

A modification to the State Significant Development (SSD) Concept Approval is also being prepared, along with the SSD Application for the Detailed Design. This will be prepared in accordance with the Secretary's Environmental Assessment Requirements. Both are expected to be lodged in the second half of 2019, and public exhibition will follow.

The site is classified as state significant given its scale and integration with Sydney Metro.



Areas relating to the planning process. Indicative only

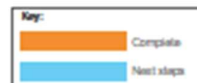
Critical State Significant Infrastructure Approval – Sydney City & Southwest by Sydney Metro



State Significant Development Concept for Over Station Development by Sydney Metro



State Significant Development Detailed Design for Over Station Development by Lendlease



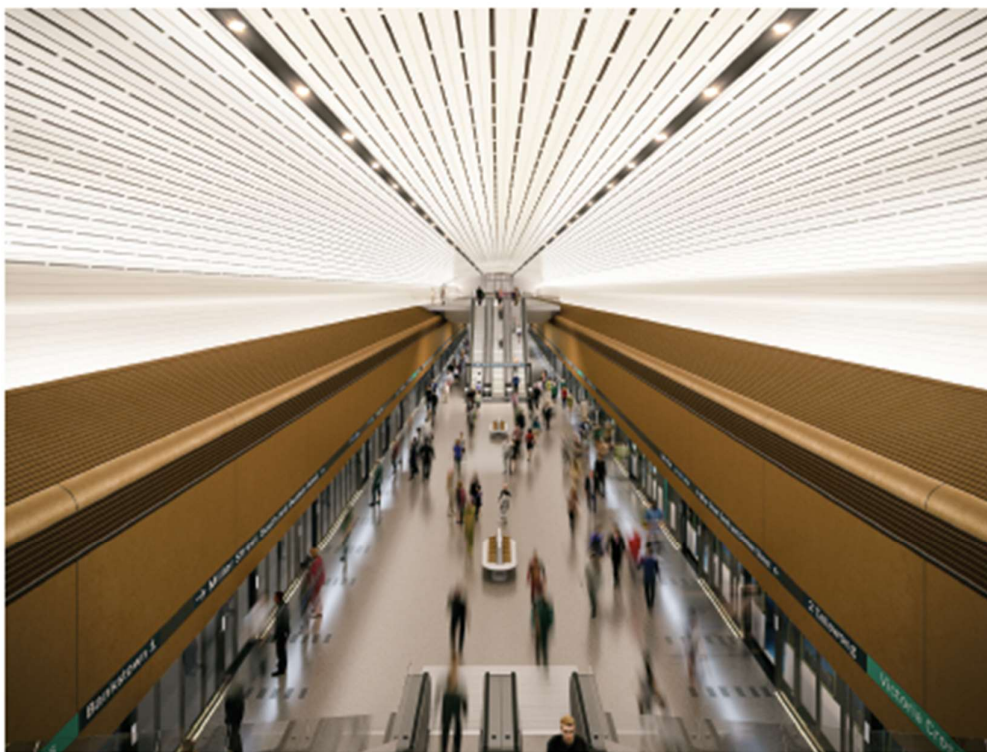
Project update Victoria Cross Station

What plans are being lodged and who approves them?

The Victoria Cross integrated station development is unique and will be designed to create a vibrant new civic heart for North Sydney.

The commercial building above the Victoria Cross metro station will be assessed as a State Significant Development.

Section	Area or building	Indicative Timing	Approver
CSSI Station Design and Precinct Plan	<ul style="list-style-type: none"> Station cavern, north and south access adits, north services building and station entrance, south concourse and ticketing facilities, and south station entrance from Miller Street. A primary public plaza located along Miller Street between the MLC Building and Berry Street, including landscaping and hardscaping treatment. A through-site link connecting between Miller and Denison streets at mid-block between Berry Street and Brett Whiteley Place. A retail concourse providing station access via the South Station Concourse from Denison Street. 	July 2019	Secretary of the Department of Planning and Environment
Modification Application to SSD Concept for Over Station Development	<ul style="list-style-type: none"> The commercial building above the new station (southern entryway). 	July 2019	Minister for Planning or delegate, Independent Planning Commission
SSD Application Detailed Design for Over Station Development	<ul style="list-style-type: none"> The commercial building above the new station (southern entryway). 	July 2019	Minister for Planning or delegate, Independent Planning Commission



Station platform mezzanine

May 2019

How to provide feedback on the project

Community information sessions

You can provide feedback when attending the Community Information Sessions or by email via the Sydney Metro website www.sydneymetro.info and follow the 'get in touch' links.

Community feedback on the integrated station development will be reviewed and considered before the next step in the planning process which includes:

- submission of the SSD Application Detailed Design for the Over Station Development and a Modification to the SSD Concept Approval for Over Station Development; and
- submission of the Station Design and Precinct Plan.

There is no need to make a booking to attend the Community Information Sessions. Members of the integrated station development team will be available at each session to answer questions and provide further information to you.

When:

Thursday 23 May 2019, 4pm–7pm
Saturday 25 May 2019, 10am–1pm

Where:

Fred Hutley Hall, 200 Miller Street,
North Sydney

Public exhibition period

You can make a formal submission, on the Modification to the Concept Approval and the Detailed Design when it goes on public exhibition on the Department of Planning and Environment's Major Projects website.

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

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

Phone: 1300 305 695

Email: information@planning.nsw.gov.au

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
- 🌐 sydneymetro.info
- 📘 [facebook.com/SydneyMetro](https://www.facebook.com/SydneyMetro)
- 📍 Sydney Metro City & Southwest
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 বেসরকারি (ইন্টারপ্রেটার) সেবা সহায়তা প্রদান, অনুগ্রহ করে ১৩১ ৪৫০ নং এ ট্রান্সলেশন এবং ইন্টারপ্রেটিং সার্ভিস এর সাথে যোগাযোগ করুন, এবং ১৮০০ ১৭১ ৩৮৬ নং এ সিডনি মেট্রো কে কল করতে বলেন বসুন। আপনি অনুগ্রহ করে জানাবেন, বেসরকারি আপনাকে সহায়তা করবে।

如需您需要翻译服务, 请致电 131 450 联系接线口接电话, 让他们打 1800 171 386 给悉尼地铁, 翻译员将帮助您进行翻译。

Εάν χρειάζεστε τις υπηρεσίες του ερμηνή, επικοινωνήστε με τον ερμηνευτή μας στο 131 450 και ζητήστε τους να καλέσουν το Sydney Metro στο 1800 171 386. Ο ερμηνευτής θα σας βοηθήσει στη μετάφραση.

통역서비스가 필요하시면, 번역 및 통역 서비스 (Translating and Interpreting Service) 전화 Translating and Interpreting Service on 131 450 이 연락처로 Sydney Metro 전화 1800 171 386 에 연결하십시오. 통역원이 통역을 도와 드릴 것입니다.

إذا كنتم بحاجة إلى خدمات مترجم، يرجى الاتصال بخدمات الترجمة التلقائية والشخصية على الرقم 131 450. سيقوم مترجموكم بالتواصل معكم على الرقم 1800 171 386. نريد لك سفيركم المترجم بخدماتكم 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 dịch (Thông dịch).

যদি আপনাকে ব্যক্তিগত বা স্বয়ংক্রিয়ভাবে (Translating and Interpreting Service) 131 450-এ যোগাযোগ করতে হয় তবে 1800 171 386-এ যোগাযোগ করে আপনি আমাদের সাথে যোগাযোগ করতে পারবেন।

COMMUNITY NEWSLETTER DISTRIBUTION MAP

500m distribution area from Victoria Cross integrated station development site.



LOCAL NEWSPAPER ADVERTISEMENT



A modern and accessible metro station, with a plaza creating public space and a sustainable, high-quality commercial and retail development in the heart of 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 identified below-ground stations on the Sydney Metro system which can be integrated with the buildings above them and the surrounding area, creating world-class places that will shape our city's future.

Along with the below-ground metro station, the Victoria Cross integrated station development includes a new commercial office building above the station's southern entrance, integrating retail opportunities and enhancing North Sydney as a thriving commercial, residential and entertainment hub.

The NSW Government has awarded Lendlease the contract to deliver the Victoria Cross integrated station development, including new retail spaces and improvements to the public domain.

Information sessions

Lendlease will hold two community information sessions as part of the consultation on the detailed design of the Victoria Cross integrated station development.

Community feedback on the detailed design of the integrated station development will be reviewed and considered before the next step in the planning process which includes:

- submission of the building's Detailed State Significant Development Application and modification to the Concept State Significant Development Application; and
- submission of the Station Design Precinct Plan.

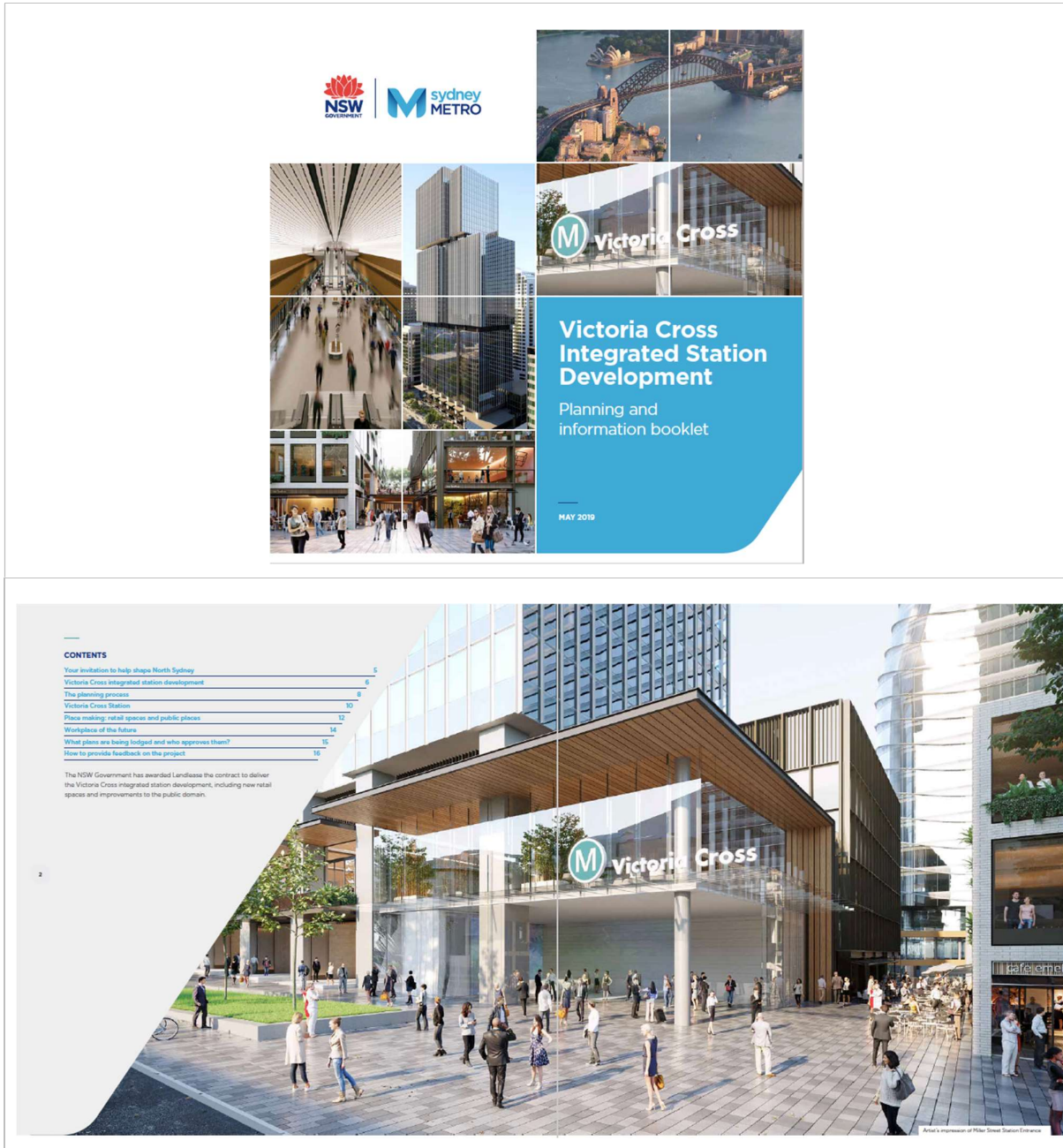
There is no need to make a booking to attend the community information sessions. Members of the integrated station development project team will be available at each session to answer questions and provide further information to you.

Community Information sessions

Location	Fred Hutley Hall, 200 Miller Street, North Sydney
Date and time	Thursday 23 May 2019, 4pm–7pm
	Saturday 25 May 2019, 10am–1pm

sydneymetro.info
facebook.com/sydneymetro
1800 171 386

PLANNING OVERVIEW BOOKLET



VICTORIA CROSS INTEGRATED STATION DEVELOPMENT COMMUNITY AND STAKEHOLDER CONSULTATION SUMMARY REPORT



Your invitation to help shape 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 identified underground stations on the Sydney Metro system which can be integrated with the buildings above them and the surrounding area, creating world-class places that will shape our city's future.

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

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

Victoria Cross will be the doorway to a revitalised civic place for the people of North Sydney, uniting metro travel with convenient shopping, leisure and a high-quality workplace designed with the future needs of workers front-of-mind.

- 40-storey commercial office building above Victoria Cross Station;
- integration of retail opportunities to enhance North Sydney as a thriving mixed-use hub; and
- building design which incorporates an above-ground commercial lobby, creating retail and outdoor dining opportunities on the ground floor.

Victoria Cross integrated station development

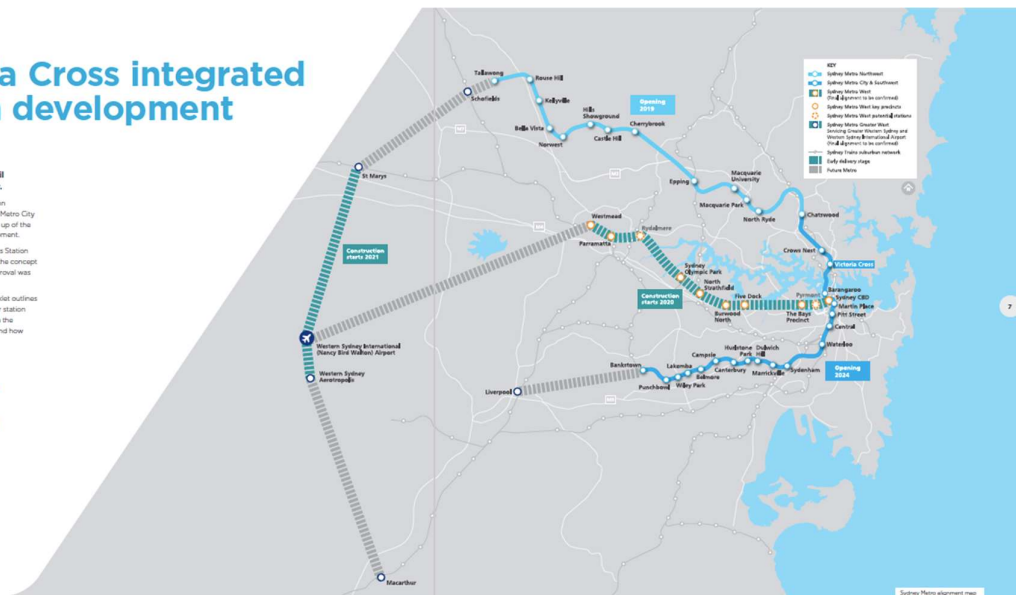
Part of the biggest urban rail project in Australian history.

The Victoria Cross integrated station development is part of the Sydney Metro City & Southwest network, and is made up of the station and an over station development.

Planning approval for Victoria Cross Station was received in January 2017, and the concept State Significant Development approval was received in December 2018.

This planning and information booklet outlines key features of the station and over station development, and the next steps in the planning process including when and how you can have your say.

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



VICTORIA CROSS INTEGRATED STATION DEVELOPMENT COMMUNITY AND STAKEHOLDER CONSULTATION SUMMARY REPORT

The planning process

The planning process

The planning process is illustrated on the following page, highlighting the times when you can have your say.

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The site is classified as state significant given its scale and integration with Sydney Metro.



Critical State Significant Infrastructure Approval - Sydney City & Southwest by Sydney Metro



State Significant Development Concept for Over Station Development by Sydney Metro



State Significant Development Detailed Design for Over Station Development by Lendlease



Victoria Cross Station

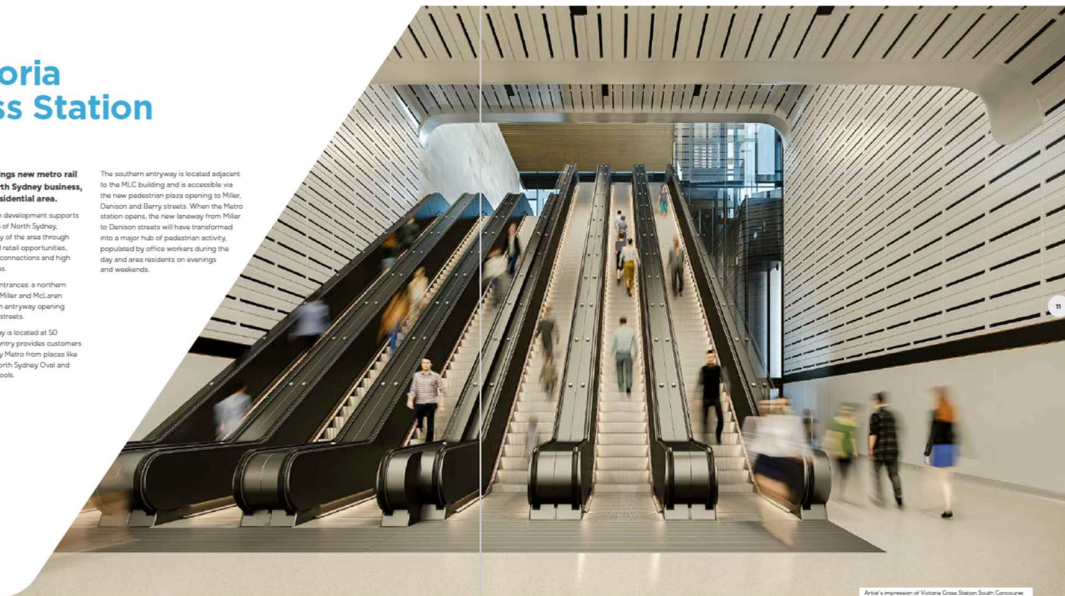
Victoria Cross brings new metro rail access to the North Sydney business, education and residential area.

The integrated station development 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.

The station has two entrances: a northern entryway opening to Miller and McLaren streets and a southern entryway opening to Miller and Denison streets.

The northern entryway is located at 50 McLaren street. This entry provides customers easy access to Sydney Metro from places like the Water Hospital, North Sydney Oval and surrounding local schools.

The southern entryway is located adjacent to the MLC building and is accessible via the new pedestrian place opening to Miller, Denison and Barry streets. When the Metro station opens, the new laneway from Miller to Denison streets will have transformed into a major hub of pedestrian activity, populated by office workers during the day and area residents on evenings and weekends.



VICTORIA CROSS INTEGRATED STATION DEVELOPMENT
COMMUNITY AND STAKEHOLDER CONSULTATION SUMMARY REPORT

Place making: retail spaces and public 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 precincts surrounding each station.

Vibrant places help strengthen communities, attract visitors, workers and investment and enhance our city's livability. 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. The new high quality public spaces will be designed to encourage people to walk, cycle and stop to connect with each other.

Every square metre of the Victoria Cross integrated station development is being thoughtfully considered to ensure a high quality outcome and great experience for the people using it.



Artist's impression of the new laneway

Denison Street retail concourse

The Denison Street retail concourse blends design, structure and place. A wide entry and natural light from Miller Street provides a pleasant experience for people and allows easy pedestrian flow.

The retail offering delivers a familiar and welcoming range of services that are accessible, streamlined and attractive, to meet the everyday needs of the North Sydney customer.

Laneway connections

The new laneway between Miller and Denison streets will contribute to public spaces in the heart of North Sydney and enhance a vibrant retail and hospitality hub. High quality shop fronts will activate the laneway, delivering attractive food and beverage retail opportunities.

Miller Street public domain

Destined to become the civic heart of North Sydney, the merging of public green spaces, metro station entryway and all-day retail will create a new people-centric place and a positive customer experience on Miller Street. A collection of cafe and restaurant dining which blends with the public realm, which will see the simple pleasures in life on offer – great coffee, good food and a place for people to come together.



Artist's impression of the Denison Street



Artist's impression of the Miller Street public domain

Workplace of the future

The Victoria Cross integrated station development will create a landmark commercial office building which will feature on the North Sydney skyline, and will complement the surrounding area including existing heritage buildings and nearby buildings currently under construction.

This exceptional commercial office building seamlessly integrates with the Victoria Cross Station and public domain. It will include the latest in workplace design and the following features:

- high quality large open floor plates with natural light and views;
- next generation smart building offerings and technology; and
- leading sustainability credentials, targeting 6 Star Green Star Design and As Built.



Artist's impression of Victoria Cross integrated station development

What plans are being lodged and who approves them?

This booklet provides information on the planning process and how you can be informed, engaged and provide feedback on the plans.

The Victoria Cross integrated station development is unique and will be designed to create a vibrant new civic heart for North Sydney.

The commercial building above the Victoria Cross metro station will be assessed as a State Significant Development.



Artist's impression of Victoria Cross integrated station development

Section	Area or building	Indicative Timing	Approver
CBSI Station Design and Precinct Plan	• Station cavern, north and south access adits, north services building and station entrance, south concourse and following facilities, and south station entrance from Miller Street. • A primary public plaza located along Miller Street between the MLC Building and Berry Street, including landscaping and hardscaping treatment. • A through-site link connecting between Miller and Denison streets at mid-block between Berry Street and First Whalley Place. • A retail concourse providing station access via the South Station Concourse from Denison Street.	July 2019	Secretary of the Department of Planning and Environment
Modification Application to SSD Concept for Over Station Development	• The commercial building above the new station (southern entryway).	July 2019	Minister for Planning or delegate, Independent Planning Commission
SSD Application Detailed Design for Over Station Development	• The commercial building above the new station (southern entryway).	July 2019	Minister for Planning or delegate, Independent Planning Commission

VICTORIA CROSS INTEGRATED STATION DEVELOPMENT COMMUNITY AND STAKEHOLDER CONSULTATION SUMMARY REPORT

How to provide feedback on the project

Community Information sessions

You can provide feedback when attending the Community Information Sessions or by email via the Sydney Metro website www.sydneymetro.nsw.gov.au and follow the 'get in touch' links.

Community feedback on the integrated station development will be reviewed and considered before the next step in the planning process which includes:

- submission of the SSD Application
- Detailed Design for the Over Station Development and a Modification to the SSD Concept Approval for Over Station Development; and
- submission of the Station Design and Precinct Plan.

Public exhibition period

You can make a formal submission, on the Modification to the Concept Approval and the Detailed Design when it goes on public exhibition on the Department of Planning and Environment's Major Projects website.

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

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

Phone: 1300 305 6395
Email: information@planning.nsw.gov.au

Translating and Interpreting Service

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 371 386. The interpreter will then assist you with translation.

Keeping in touch


For more information visit our website sydneymetro.nsw.gov.au or contact us via:

- 1800 371 386
- 24-hour community information line: sydneymetrotransport.nsw.gov.au
- sydneymetro.nsw.gov.au
- Facebook: [facebook.com/sydneymetro](https://www.facebook.com/sydneymetro)
- Sydney Metro City & Southwest: 70 and 7000, Sydney NSW 1580

DROP-IN COMMUNITY INFORMATION SESSION DISPLAY BOARDS

Welcome to this information session

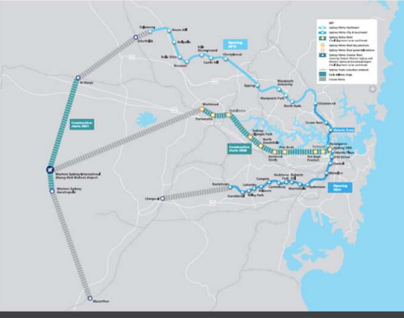
Our staff are happy to assist you



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Australia's biggest public transport project



3 Minutes to BARANGAROO
5 Minutes to PASTIN PLACE
9 Minutes to CENTRAL

Part of the biggest urban rail project in Australian history.

The Victoria Cross integrated station development is part of the Sydney Metro City & Southwest network, and is made up of the station and an over station development.


Planning approval for Victoria Cross Station was received in January 2017, and the concept State Significant Development approval was received in December 2018.

This planning and information booklet outlines key features of the station and over station development, and the next steps in the planning process including when and how you can have your say.

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Workplace of the Future



The Victoria Cross integrated station development will create a landmark commercial office building which will feature on the North Sydney skyline, and will complement the surrounding area including existing heritage buildings and nearby buildings currently under construction.


This exceptional commercial office building seamlessly integrates with the Victoria Cross Station and public domain. It will include the latest in workplace design and the following features:

- high quality, large floor plates with natural light and views
- next generation smart building offerings and technology
- leading sustainability credentials, targeting 6 Star Green Star Design and As Built, and
- boutique commercial space and a small-scale building on Denison Street.

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The planning process



Key:

- Station Design Precinct Plan
- Modification to SSD Concept and SSD Detailed Design

As part of the Critical State Significant Infrastructure (CSSI) Approval, Lendlease is preparing a Station Design Precinct Plan for lodgement to the Secretary of the Department of Planning and Environment for approval.

A modification to the State Significant Development (SSD) Concept Approval is also being prepared, along with the SSD Application for the Detailed Design. This will be prepared in accordance with the Secretary's Environmental Assessment Requirements. Both are expected to be lodged in the second half of 2019, and public exhibition will follow.

The site is classified as state significant given its scale and integration with Sydney Metro.

Areas relating to the planning process, indicative only

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The planning process


The planning process is illustrated, highlighting the times when you can have your say.

Critical State Significant Infrastructure Approval - Sydney City & Southwest by Sydney Metro	State Significant Development Concept for over Station Development by Sydney Metro	State Significant Development Detailed Design for over Station Development by Lendlease
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Victoria Cross Station



Victoria Cross brings new metro rail access to the North Sydney business, education and residential area.

The integrated station development 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.

The station has two entrances: a northern entryway opening to Miller and McLaren streets and a southern entryway opening to Miller and Denison streets.

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VICTORIA CROSS INTEGRATED STATION DEVELOPMENT COMMUNITY AND STAKEHOLDER CONSULTATION SUMMARY REPORT

Victoria Cross Station: Southern Entryway



Victoria Cross Station: Northern Entryway



What plans are being lodged and who approves them?

Section	Area or building	Indicative Timing	Approver
C50 Station Design and Precinct Plan	<ul style="list-style-type: none"> Station cavern, north and south access adits, north services building and station entrance, south concourse and ticketing facilities, and south station entrance from Miller Street. A primary public plaza located along Miller Street between the MLC Building and Berry Street, including landscaping and hardscaping treatment. A through-site link connecting between Miller and Denison streets at mid-block between Berry Street and Brett Whiteley Place. A retail concourse providing station access via the South Station Concourse from Denison Street. 	July 2019	Secretary of the Department of Planning and Environment
Modification Application to SSD Concept for Over Station Development	<ul style="list-style-type: none"> The commercial building above the new station (southern entryway). 	July 2019	Minister for Planning or delegate, Independent Planning Commission
SSD Application Detailed Design for Over Station Development	<ul style="list-style-type: none"> The commercial building above the new station (southern entryway). 	July 2019	Minister for Planning or delegate, Independent Planning Commission

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Placemaking: retail spaces and public places



Placemaking: retail spaces and public places



Placemaking: retail spaces and public places



VICTORIA CROSS INTEGRATED STATION DEVELOPMENT COMMUNITY AND STAKEHOLDER CONSULTATION SUMMARY REPORT

Have your say / contact us

You can make a formal submission, on the Modification to the Concept Approval and the Detailed Design when it goes on public exhibition on the Department of Planning and Environment's Major Projects website.

For enquiries, please contact the NSW Department of Planning and Environment.
Phone: 1300 305 695
Email: information@planning.nsw.gov.au

Keeping in touch
For more information visit our website sydnymetroinfo or contact us via:
1800 171 386 24-hour community information line
sydnymetro@transport.nsw.gov.au
Sydney Metro, PO Box 91058, Cammeray, NSW 1585

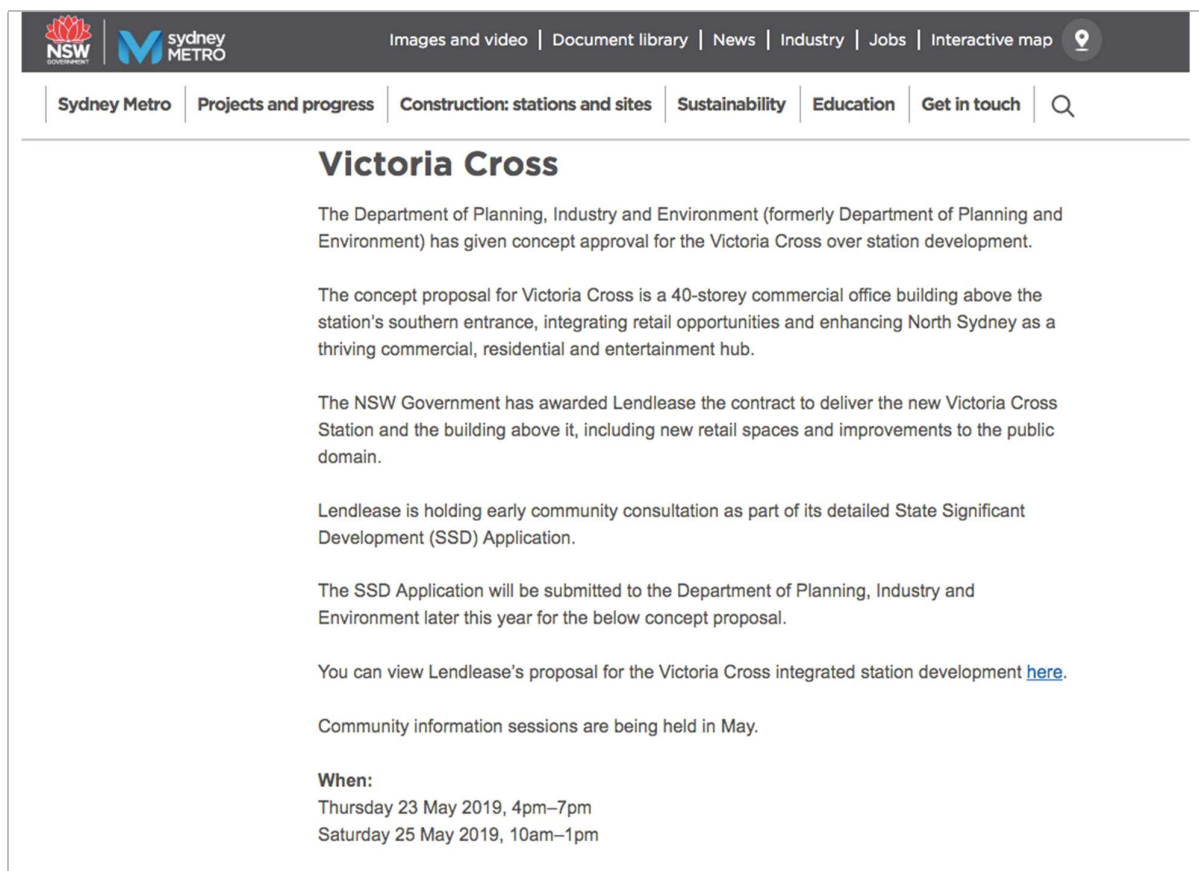
Translating and interpreting services
If you need to arrange an interpreter please contact the Translating and Interpreting Service on 1800 551 700 and ask them to call Sydney Metro on 1800 171 386. The interpreter will then pass you on to us.

NSW **sydney METRO**

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1800 171 386

WEBSITE INFORMATION

Link: <https://www.sydneymetro.info/integrated-station-development - pid-603541>



The screenshot shows the Sydney Metro website. The header includes the NSW and Sydney Metro logos, and navigation links: Images and video, Document library, News, Industry, Jobs, Interactive map, and a location icon. Below this is a secondary navigation bar with links: Sydney Metro, Projects and progress, Construction: stations and sites, Sustainability, Education, Get in touch, and a search icon. The main content area is titled "Victoria Cross".

Victoria Cross

The Department of Planning, Industry and Environment (formerly Department of Planning and Environment) has given concept approval for the Victoria Cross over station development.

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

The NSW Government has awarded Lendlease the contract to deliver the new Victoria Cross Station and the building above it, including new retail spaces and improvements to the public domain.

Lendlease is holding early community consultation as part of its detailed State Significant Development (SSD) Application.

The SSD Application will be submitted to the Department of Planning, Industry and Environment later this year for the below concept proposal.

You can view Lendlease's proposal for the Victoria Cross integrated station development [here](#).

Community information sessions are being held in May.

When:
Thursday 23 May 2019, 4pm–7pm
Saturday 25 May 2019, 10am–1pm

Where:

Fred Hutley Hall, 200 Miller Street,
North Sydney

There is no need to make a booking to attend the community information sessions.



EMAIL TO SUBSCRIBERS, STAKEHOLDERS AND SCHOOLS

Good afternoon [#r: Name First#],

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 identified underground stations on the Sydney Metro system which can be integrated with the buildings above them and the surrounding area, creating world-class places that will shape our city's future.

The Victoria Cross integrated station development includes a new commercial office building above the station's southern entrance, integrating retail opportunities and enhancing North Sydney as a thriving commercial, residential and entertainment hub.

The NSW Government has awarded Lendlease the contract to deliver the Victoria Cross integrated station development, including new retail spaces and improvements to the public domain. With this email, we are sending you our Community Information Newsletter to provide an overview of the project, the planning approvals pathways and to invite you to our upcoming community information sessions.

Lendlease will be holding community information sessions as part of consultation on the detailed design of the Victoria Cross integrated station development.

There is no need to make a booking to attend the community information sessions. Members of the integrated station development project team will be available at each session to answer questions and provide further information to you.

Yours sincerely,

Victoria Cross project team