

Updated Consultation with Stakeholders Report

APPENDIX D



Sydney Metro City & South West Victoria Cross Over Station Development:

Updated Consultation with stakeholders report

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1 Introduction

1.1 Purpose of this report

The purpose of this report is to support the stakeholder and community engagement process detailed in Chapter 5 of the Environmental Impact Statement for the Victoria Cross Over Station Development (Victoria Cross OSD). It outlines the engagement activities carried out in the lead up to exhibition of the concept State Significant Development application (concept SSD Application) to ensure all stakeholders are aware of the project and have the opportunity to input into the planning and assessment stages. A summary of the key issues raised during the consultation undertaken and how Sydney Metro has responded to these issues is provided in Chapter 6 of this report.

Further detail of the consultation undertaken, the issues raised and how those issues have been addressed is contained in Chapter 5 of the Environmental Impact Statement.

1.2 Communication objectives

Transport for NSW has been and continues to be interested in community and stakeholder feedback on the project. The Sydney Metro communication objectives include to:

- Communicate the rationale for the project and the broader network benefits it would deliver, including how it fits into the NSW Government's plans to increase Sydney's rail capacity
- Communicate the Sydney Metro concept and timing
- Build community and key stakeholder relationships and maintain goodwill
- Provide information about the planning approvals process and encourage community participation
- Clearly communicate the corridor protection and property acquisition process.

The project team has developed a comprehensive community and stakeholder engagement program to proactively engage with local communities, key stakeholders and government agencies.

1.3 Key stakeholders

Feedback from stakeholder and community engagement for Sydney Metro City & Southwest has formed an integral part of informing and scoping investigations for the Victoria Cross Integrated Station Development.

Key stakeholders for the project include (but are not necessarily limited to):

- State government agencies.
- Local councils.
- Public utilities.
- Business and industry groups.
- Public transport customers.
- Directly impacted stakeholders.

- Directly impacted communities and businesses.
- The broader community.

2 Community engagement timeline

Sydney Metro City & Southwest began its broad engagement with the community and stakeholders in June 2014, including consultation about Victoria Cross Station. Community engagement has continued through all of the planning approval stages, including the preparation of the Chatswood to Sydenham Environmental Impact Statement and all subsequent modifications.

The concept of Integrated Station Development was formally announced to the community on November 2017 and a range of early engagement activities were undertaken prior to lodgement of the application to engage with industry, the local community and stakeholders about Integrated Station Development at Victoria Cross Station. Consultation aimed to keep the community informed and to provide opportunities for feedback. Specific engagement activities for Integrated Station Development at Victoria Cross are outlined in the following table.

Table 2.1 Integrated Station Development engagement activities

Activity	Content	Date
Industry briefing	Booklet updating industry on project contract packages, delivery strategy and future market soundings	2 November 2017
Media release	'New City Metro stations to shape Sydney' <i>Issued by Minister for Transport and Infrastructure, Andrew Constance</i>	1 November 2017
Community newsletter	'A new commercial, retail hub for North Sydney' <i>Distributed to residents and businesses around the Victoria Cross Station site</i>	November 2017
Website	New Integrated Station Development page uploaded to Sydney Metro website	November 2017
Facebook	Integrated Station Development post uploaded to Sydney Metro Facebook page	1 November 2017
Integrated Station Development book	Booklet of Sydney Metro's concept proposals for Integrated Station Development	November 2017

Activity	Content	Date
Community information session	Displays, information and expert members of the project team made available to answer questions from the community	16 November 2017

2.1 Integrated Station Development communication materials

In November 2017, an information booklet on Integrated Station Development was published. This booklet provided further information for development at Victoria Cross, Crows Nest, Pitt Street and Martin Place Stations. It also provided information to the community and stakeholders on the opportunity for Sydney Metro to 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.

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

Other collateral used for engagement during this period included newspaper advertisements, a media release, a community information session attended by 52 people, information on the Transport for NSW and Sydney Metro City & Southwest websites, and distribution of the Victoria Cross modification report summary, Integrated Station Development booklet (refer **Figure 2.4**), Victoria Cross Integrated Station Development newsletter and Chatswood to Sydenham Environmental Impact Statement summary.

Figure 2.1 Newspaper advertisement





Artist's impression of Victoria Cross integrated station development

Integrated Station Development

Sydney Metro is Australia's biggest public transport project and will shape Sydney for generations to come.

Not only will this new mass transit system move more people safely and reliably than ever before, it will unlock the potential of Sydney as a growing global city - creating new and diverse opportunities to support changing communities.

Joining other great global mass transit development initiatives, the NSW Government has identified stations on the Sydney Metro system which can be better integrated with the places around them, creating world-class places that will shape our city's future.

Transport for NSW has started the planning process with the lodgement of the Secretary's Environmental Impact Requirements (SEARs) with the Department of Planning and Environment. This is for the proposed integrated station developments at Victoria Cross in North Sydney and Pitt Street in the Sydney CBD.

FIND OUT MORE


We encourage people to come along to a session to meet expert members of the project team who will be happy to answer any questions.

COMMUNITY INFORMATION SESSIONS		
Thursday 16 November 2017 4-7pm	Victoria Cross Station	Fred Hutley Hall, 200 Miller Street, North Sydney
Tuesday 21 November 2017 4-7pm	Pitt Street Station	Masonic Centre, 66 Goulburn Street, Sydney

For more information or to register for email updates contact:

Website **sydnymetro.info**
Email **sydnymetro@transport.nsw.gov.au**
Call **1800 171 386**

Figure 2.2 Media release



Andrew Constance
Minister for Transport and Infrastructure

MEDIA RELEASE

Wednesday, 1 November 2017
*** New vision and stills in link below*

NEW CITY METRO STATIONS TO SHAPE SYDNEY

New metro stations in the CBD and North Sydney are set to be the city's newest landmarks in their own right, offering retail, community, residential and commercial opportunities.

Victoria Cross and Pitt Street stations have been chosen as locations where Sydney could replicate mass-transit-oriented developments such as Hudson Yards in New York and Paddington Station on London's Crossrail.

Minister for Transport and Infrastructure Andrew Constance said this was a once in a generation opportunity to revitalise Sydney for the future.

"These great new destinations will be integrated with their surrounding environments, moulded on what is happening on other world-class mass transit systems," Mr Constance said.

"Sydney Metro will make it faster and easier to get around the city – but it also delivers an opportunity to create world-class destinations that will shape the city's future.

"Like metro stations around the world, stations on the new Sydney Metro system will be vibrant places and landmarks in their own right."

The planning process has started with integrated concept designs released for Victoria Cross and Pitt Street stations to deliver buildings that offer commercial, residential, community and retail opportunities.

Planning for integrated station design at Crows Nest will start next year. The new metro station at Martin Place will also be integrated into the area around it and the NSW Government is currently assessing an unsolicited proposal.

Sydney Metro Program Director Rodd Staples said work on the integrated designs can start while station construction is underway.

"Sydney Metro is more than just a world-scale public transport project, it's a defining

city-building opportunity," Mr Staples said.

"This is a chance to build more than just railway stations – through excellence in design and delivery, we will create fully-integrated places which are intuitive and safe, as well as architecturally unique.

"This is an opportunity to build on the revitalisation which Sydney Metro brings, creating truly landmark places and developments that showcases world's best practise for transit orientated developments."



Sydney Metro services start in the first half of 2019 on the Sydney Metro Northwest project, with metro rail to be extended in 2024 under Sydney Harbour, through the CBD and beyond to Bankstown.

Sydney Metro will have ultimate capacity of a new metro train every two minutes in each direction under the Sydney CBD.

Download new vision and stills: <https://app.frame.io/d/ajKwFC3r>

MEDIA: Alicia Wood | Minister Constance | 0418 280 618
Stavro Sofios | Sydney Metro | 0418 685 960

Figure 2.3 Sydney Metro website information



[Images and video](#) | [Document library](#) | [News](#) | [Industry](#) | [Jobs](#) | [Interactive map](#)

[Sydney Metro](#) | [Projects and progress](#) | [Construction: stations and sites](#) | [Education](#) | [Get in touch](#) | [Q](#)

Integrated Station Development

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[Supporting and developing local communities »](#)

[Victoria Cross »](#)

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[Martin Place »](#)

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Integrated Station Development ▾


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Introduction

Sydney Metro will revitalise communities, transform places and make the nation's only global city more liveable and connected.

Australia's largest city will be more productive and more attractive globally. Not only will this new mass transit system move more people safely and reliably than ever before, it will unlock the potential of Sydney as a growing global city – creating new and diverse opportunities to support changing communities.

Joining other great global mass transit development initiatives, the NSW Government has identified stations on the Sydney Metro system which can be better integrated with the areas around them, creating world-class places that will shape our city's future.



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 reach station.

Vibrant places help strengthen communities, attract visitors, workers and investment and enhance our city's liveability. 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 – and public spaces designed to encourage walking, cycling and social interaction.

Each station is different in character, and will require a tailored place-based approach to planning and place making to realise opportunities in each area.

Figure 2.4 Integrated Station Development booklet







Victoria Cross Station

A new commercial, retail hub in North Sydney

Victoria Cross station is in the heart of the North Sydney CBD - a growing commercial and residential precinct.

The new station supports the continued growth of North Sydney adding to the diversity of the area through new employment and retail opportunities and improved pedestrian connections and high-quality outdoor spaces.

- 3 Minutes to SARAHURD
- 5 Minutes to ROBERTS PLACE
- 9 Minutes to CENTRAL



ACCESSING THE STATION

- Public transport
- Bus
- Tram
- Footpath
- Wheelchair
- Staircase

VICTORIA CROSS STATION

Integrated station development

The current proposal for Victoria Cross is a 10-storey commercial building above the station's southern entrance, creating a new commercial, residential, retail and entertainment hub.

The future development will sit prominently in the North Sydney skyline and complement neighbouring development including existing heritage buildings and nearby buildings currently under construction.



Figure 2.5 Victoria Cross Integrated Station Development newsletter

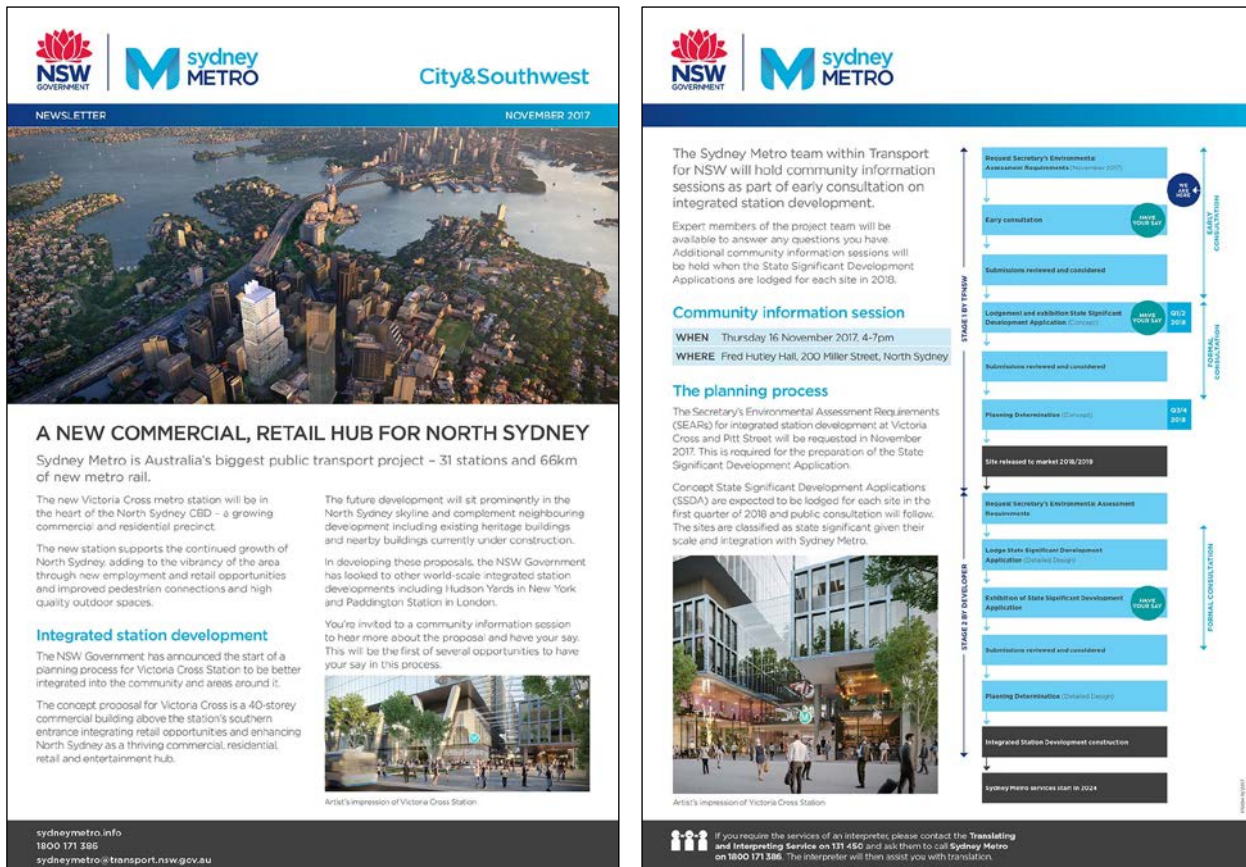


Figure 2.6 Victoria Cross modification report summary

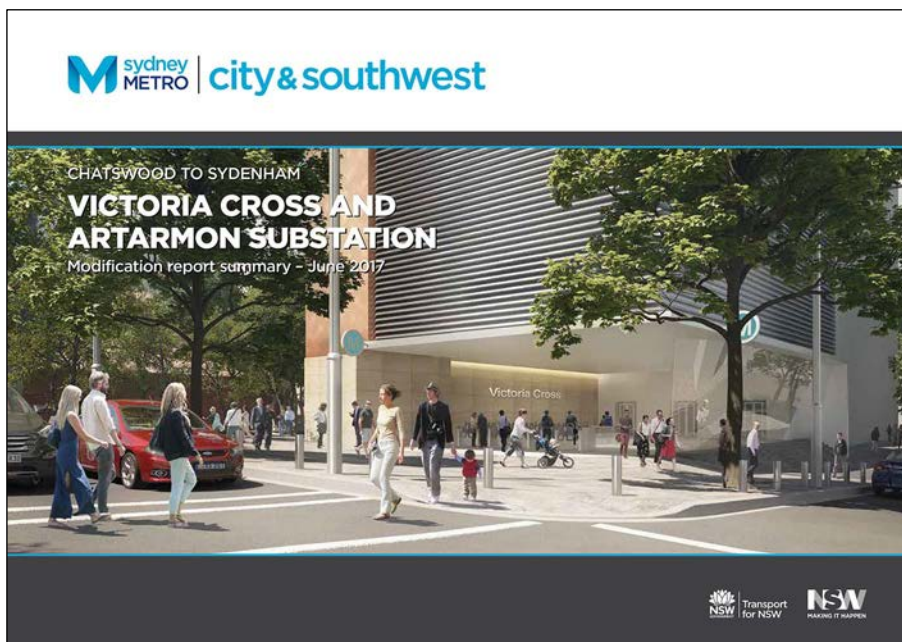
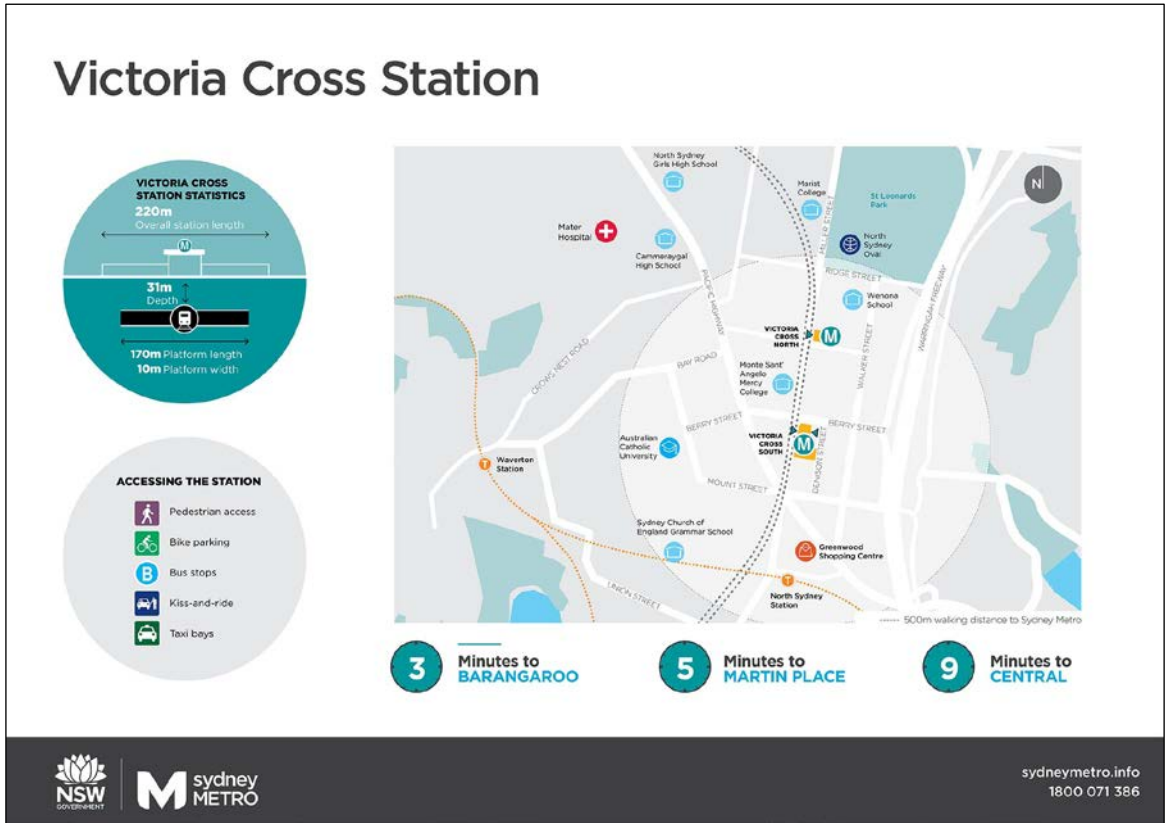


Figure 2.7 Victoria Cross EIS summary



Figure 2.8 Information boards used to illustrate Victoria Cross Integrated Station Development



Victoria Cross Integrated Station Development

- One site – 40 storey development
- Commercial with integrated retail



3 Community engagement

3.1 Community contact and information points

The table below outlines community contact and information points in use on the project.

Table 3.1 Community contact and information points

Activity	Detail
Community information line (toll free)	1800 171 386
Community email address	sydneymetro@transport.nsw.gov.au
Website	www.sydneymetro.info
Postal address	Sydney Metro City & Southwest, PO Box K659, Haymarket, NSW 1240
Transport for NSW community information centre	388 George Street, Sydney

3.2 Sydney Metro City & Southwest website

The Sydney Metro City & Southwest website was launched on 4 June 2015 to provide information on the project. The website is a central point of up to date information for the community and stakeholders including information from November 2017 on Integrated Station Development.

Information on the website includes:

- Project overview:
 - Customer experience.
 - Benefits (economic, employment and sustainability).
 - Strategic context.
- Chatswood to Sydenham:
 - Project features.
 - Station and dive sites.
- Sydenham to Bankstown.
- Resources, including:
 - Project overviews.
 - Environmental impact statements.
 - State significant infrastructure application reports.

- Community consultation submissions reports.
- Newsletters.
- Industry briefing presentations and documentation.
- Videos and animations.
- Online forums.
- Online submission function.
- Contact information.

3.3 Community information sessions

Several community information sessions have been held in North Sydney since the beginning of the project, including:

- 17 June 2015 at the North Sydney Harbour View Hotel, 17 Blue Street, North Sydney.
- 28 May 2016 at McMahons Point Community Centre, 165 Blues Point Road, McMahons Point.
- 17 June 2017 at Fred Hutley Hall, 200 Miller Street North Sydney.
- 20 June 2017 at Fred Hutley Hall, 200 Miller Street, North Sydney.
- 16 November 2017 at Fred Hutley Hall, 200 Miller Street, North Sydney.

Figures 3.1 and 3.2 show an example of the advertisement used for the community information sessions on 16th March 2017.

Display boards at these sessions included information such as:

- Project overview.
- Tunnelling under the harbour.
- Project benefits.
- Metro trains.
- Fast, frequent metro.
- Saving time.
- Train features.
- Connectivity.
- Proposed timeline.
- New Sydney Metro stations, including Victoria Cross.
- Integrated Station Development at Victoria Cross.
- How to have your say.

Figure 2.8 show examples of the information boards.

Figure 3.1 Advertisement examples





Artist's impression of Victoria Cross integrated station development

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For more information or to register for email updates contact:

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Email **sydneymetro@transport.nsw.gov.au**
Call **1800 171 386**

Figure 3.2 Advertisement examples – non-English versions





火車站整合工程

悉尼地鐵 (Sydney Metro) 是澳洲最大的公共交通項目，通車后將徹底改變悉尼接下來幾代人的外出交通方式。

新公共交通系統不僅大大提高了客運能力及其安全性和可靠性，也解鎖了悉尼成長為國際大都市的潛力——為日新月異的社區創造多樣化的新機會。

通過借鑒其它國際優秀公共交通系統的開發經驗，新南威爾士州政府已確定了悉尼地鐵系統中車站的選址，讓它們更好地服務周邊地區，打造世界一流的社區，從而更好地建設我們城市的未來。

新南威爾士交通運輸部 (Transport for NSW) 已依照規劃與環境部 (Department of Planning and Environment) 的《秘書處環境影響要求》(the Secretary's Environmental Impact Requirements, 簡稱SEARs) 開始進行規劃。這主要涉及對合併下述車站，建立綜合站的提議——悉尼北部的Victoria Cross火車站和悉尼市中心的Pitt Street火車站。

了解更多詳情

我們鼓勵公眾來參加介紹會，與項目團隊的專家面對面接觸，他們會很樂意回答您的任何問題。

社區信息諮詢會		
2017年11月16日 (週四) 16:00-19:00	Victoria Cross 火車站	Fred Hutley Hall, 200 Miller Street, North Sydney
2017年11月21日 (週二) 16:00-19:00	Pitt Street 火車站	Masonic Centre, 66 Goulburn Street, Sydney

預了解更多詳情或註冊獲取電子郵件更新，請聯繫：

網站 sydneymetro.info

電郵 sydneymetro@transport.nsw.gov.au

電話 1800 171 386

4 Stakeholder engagement

4.1 Stakeholder engagement

Transport for NSW's stakeholder consultation team has ensured all stakeholders are proactively engaged and informed about the project. Regular briefings via meetings, presentations and phone calls were held to keep stakeholders informed and to ensure key issues raised are addressed by the project.

4.1.1 Project-wide stakeholder engagement

The table below outlines stakeholders who have been briefed on the Sydney Metro project between 11 June 2014 and 20 April 2018.

Table 4.1 Stakeholder engagement

Stakeholder engagement	
Federal Government	
Australian Rail Track Corporation	
NSW Government	
<ul style="list-style-type: none">• Barangaroo Delivery Authority• CBD Coordination Office• Department of Planning & Environment• Environmental Protection Authority• Harbour Trust• Health NSW• Heritage Council of NSW• NSW Health – Sydney Local Health District	<ul style="list-style-type: none">• Port Authority of NSW• Roads and Maritime Services• State Emergency Service• Sydney Harbour Foreshore Authority• Sydney Light Rail• Sydney Trains• Transport Management Centre• UrbanGrowth NSW
Local government	
<ul style="list-style-type: none">• Bankstown Council• City of Canterbury• City of Sydney• Hills Shire Council• Lane Cove Council	<ul style="list-style-type: none">• Liverpool City Council• Marrickville Council• North Sydney Council• Willoughby City Council

Stakeholder engagement	
Regional organisation of councils	
<ul style="list-style-type: none"> Northern Sydney Regional Organisation of Councils – Hornsby, Hunters Hill, Ku-ring-gai, Lane Cove, North Sydney, Ryde and Willoughby Councils Southern Sydney Regional Organisation of Councils – Ashfield, Bankstown, Botany, Burwood, Canada Bay, Sydney, Hurstville, Kogarah, Leichhardt, Marrickville, Randwick, Rockdale, Sutherland, Waverley and Woollahra Councils 	<ul style="list-style-type: none"> Western Sydney Regional Organisation of Councils – Auburn, Fairfield, Blacktown, Blue Mountains, Bankstown, Hawkesbury, Holroyd, Liverpool, Parramatta and Penrith Councils
Federal Members of Parliament	
<ul style="list-style-type: none"> Member for Bradfield 	<ul style="list-style-type: none"> Member for North Sydney
State Members of Parliament	
<ul style="list-style-type: none"> Member for Canterbury Member for Holsworthy Member for Ku-ring-gai Member for Lane Cove 	<ul style="list-style-type: none"> Member for North Shore Member for Summer Hill Member for Sydney Member for Willoughby
Member of the Legislative Council	
<ul style="list-style-type: none"> The Hon. Shayne Mallard 	
Peak bodies	
<ul style="list-style-type: none"> 10,000 Friends of Greater Sydney Action for Public Transport Australasian Railway Association Australian Institute of Architects BusNSW Committee for Economic Development of Australia Committee for Sydney Consult Australia Housing Industry Association Infrastructure Partnerships Australia 	<ul style="list-style-type: none"> Metropolitan Local Aboriginal Land Council NRMA Motoring and Services NSW Business Chamber NSW Commuter Council Planning Institute of Australia Property Council Sydney Business Chamber Tourism and Transport Forum Urban Taskforce Warren Centre for Advanced Engineering Western Sydney Business Chamber
Educational Institutions	
<ul style="list-style-type: none"> Church of England Grammar School (SHORE) Monte Sant' Angelo Mercy College The University of Sydney 	<ul style="list-style-type: none"> University of Wollongong Western Sydney University

Stakeholder engagement	
Transport specialists	
<ul style="list-style-type: none"> • Dr Gary Glazebrook 	<ul style="list-style-type: none"> • Mr Ron Christie
Community and interest groups	
<ul style="list-style-type: none"> • Artarmon Bushcare Group • Artarmon Progress Association • Chatswood West Ward Progress Association • Friends of Sydney Harbour • Holtermann Precinct Committee • Ian Kiernan • Lavender Bay Precinct Committee • Millers Point Community Working Party • Millers Point, Dawes Point & The Rocks Public Housing Tenants 	<ul style="list-style-type: none"> • Naremburn Progress Association • North Shore Historical Society • North Sydney Sunrise Rotary Club • RedWatch • Stanton Precinct Committee • Waverton Precinct Committee (Berry's Bay) • WestConnex Action Group • Willoughby District Historical Society • Wollstonecraft Precinct Committee
Utilities	
<ul style="list-style-type: none"> • AARNet • AMCOM/Vocus • Ausgrid • iPrimus • Jemena • NBN Co • Nextgen/Visionstream 	<ul style="list-style-type: none"> • Optus/Uecomm • Sydney Water • Telstra • TPG (AAPT/Powertel/PipeNetworks) • TransGrid • Verizon/Worldcom • Viva Energy

5 Industry engagement

The industry briefings detailed plans for Sydney Metro City & Southwest, the scope of works and the process for industry to contribute to the project and take part in its delivery.

Industry representatives came from Australia and overseas including the United Kingdom, USA, Singapore, Hong Kong, Spain, South Korea, Japan, Italy, Germany, China, Austria and France.

Starting from mid 2015, Sydney Metro has held five industry briefings attended by almost 2,000 industry representatives from Australian and international firms. The briefings detailed plans for Sydney Metro and the process for industry to contribute and take part in delivery.

This engagement process has maximised industry input at this early stage and helped ensure an outcome that provides an outstanding transport product, which is value for money and puts the needs of the customer first.

6 Outcomes of consultation

TfNSW has undertaken consultation with local residents, businesses, various government bodies and other stakeholders in accordance with the SEARs. Feedback received during consultation activities has been considered during the preparation of this concept SSD Application as outlined in **Tables 6.1 to 6.4**.

Key issues raised during consultation undertaken for the preparation of the concept SSD Application, including the potential impacts to be considered and the information to be provided, are summarised in the following sections.

6.1 Summary of community feedback

Feedback was received at the community information sessions, either through the Sydney Metro project email address or via established relationships with Place Managers. The issues and design responses are outlined in the table below.

Table 6.1 Community feedback summary

Issue	Response
Environment	
Concern about impact to amenity and obstruction of existing views	<p>The building envelope has been devised to minimise overshadowing impacts to key public areas and to minimise view loss to neighbouring buildings. In particular, the low scale eastern portion of the building envelope minimises view loss to the south west of the site from the neighbouring Beau Monde Apartment building.</p> <p>Refer to further discussion in Chapters 8.2 and 8.4, and Appendices Y, Z and AA of this EIS.</p>
Traffic and transport	
Concern about the scale of the development and potential increase in local traffic congestion	<p>Traffic impact modelling has demonstrated that the concept proposal would result in negligible impacts on the local road network, including to the performance of key intersections in the vicinity.</p> <p>Refer to further discussion in Chapter 8.6 and Appendix P of this EIS.</p>
Suggestion to include an underground pedestrian link between the existing North Sydney Station and the new Victoria Cross Station	<p>Opportunities for pedestrian connections to neighbouring development are being considered in the design development of the station (CSSI Approval) and are not relevant to the scope of this EIS.</p>
Suggestion for underground access below Miller Street to disperse pedestrians	<p>Refer comment above.</p>
Concern about the increase in pedestrian congestion on Miller Street	<p>The proposed public domain improvements in Miller Street will improve pedestrian amenity and circulation and will be delivered under the CSSI Approval. Refer to Appendix P of this EIS.</p>

Issue	Response
Suggestion to have bus stop and pick up zones close to the station	This matter is relevant to the CSSI Approval scope of works and the preparation of the IAP under the terms of that approval.
Suggestion to free up more buses and traffic	This matter is relevant to the CSSI Approval scope of works.
Construction impacts	
Query about the general disruption during construction	A Preliminary Construction Management Statement (Appendix V) has been prepared to demonstrate how construction impacts can be minimised under three construction scenarios. The management of construction activities on the site will need to have regard to cumulative construction impacts (including construction activities on neighbouring sites). The statement indicates how construction impacts can be minimised and mitigated under each scenario.
Concern about the cumulative impacts of Sydney Metro and RMS Western Harbour Tunnel project – need to take into account the disruption to the neighbourhood and removal of spoil for both projects	Refer to comments above.
Building uses	
Suggestion to incorporate school or community uses at the site	This can be explored through the future detailed SSD Application(s). This concept SSD Application seeks approval for a building envelope and its use for commercial premises.
Suggestion to make the integrated station development a seven-star building	An ESD Strategy (Appendix Q) has been prepared which establishes the minimum benchmarks for sustainability. Refer to further discussion in Chapter 8.7 of this EIS.
Suggestion to make the building an attraction, seeing it has such a large footprint	The future building, given its location and height, will be a landmark building for North Sydney CBD. The station and its surrounding precinct will become a destination.
Suggestion to have the building set back in line with existing buildings on Miller Street	The building envelope drawings (Appendix D) illustrate how the building setback responds to the neighbouring context. Refer to further discussion in Chapter 8.1 and Appendix G of this EIS.
Suggestion to incorporate a 400-place aged care facility, which was previously approved for the McLaren Street site, into the building	The future use of the development is a matter for the future detailed SSD Application and subsequent applications for the fit-out and use of the premises.
General support for retail at Victoria Cross Station	The concept proposal includes an opportunity for a retail use on the corner of Miller and Berry Streets to activate the ground floor level and engage with the public domain.

6.2 Stakeholder feedback – North Sydney Council

Regular consultation has been undertaken with North Sydney Council in relation to the CSSI project, the proposed OSD and the integration of both elements. Meetings are conducted on a monthly basis to co-ordinate design development, the preparation of both the IAP and the SDPP, and to discuss construction related issues arising from early works at the site. In addition to these recurring

meetings, targeted meetings have also been held specifically to discuss proposed OSD and related issues. Key issues raised during this consultation and the responses are summarised in **Table 6.2**.

Table 6.2 Stakeholder feedback summary – North Sydney Council

Issue	Response
North Sydney Council	
Construction traffic and pedestrian impacts	Management and mitigation of construction and pedestrian impacts has been addressed in the Preliminary Construction Management Statement (Appendix V) based on three construction scenarios. Detailed consideration of these issues is a matter for the detailed SSD Application when the successful contractor has determined the construction staging and interface with the station construction.
Treatment of the retail space on the corner of Berry and Miller Streets to ensure its amenity and presentation as a public space	The concept proposal includes an opportunity for a retail use on the corner of Miller and Berry Streets to activate the ground floor level and engage with the public domain. The Design Guidelines (Appendix G) require that the retail space contributes to the liveliness and vitality of the Miller Street Special Area and Berry Street. This matter will need to be addressed in the future detailed SSD Application.
Concerns regarding overshadowing in the context of new and approved development schemes	The shadow studies demonstrate that the concept proposal would result in minimal overshadowing impacts including to the Miller Street Special Area. Refer to discussion in Chapter 8.3 and the shadows studies at Appendices H, I, J, K and L of this EIS.
Opportunities to upgrade Denison Street in conjunction with proposal	The integration of the ground plane with the Denison Street upgrade will be resolved through the preparation of the SDPP under the terms of the CSSI approval.
Consideration of existing pedestrian links and possible future connections	This matter will be considered in the preparation of the SDPP under the terms of the CSSI Approval.

6.3 Stakeholder feedback – Sydney Coordination Office

Meetings with the Sydney Coordination Office in relation to the concept proposal have been ongoing since the third quarter of 2017. The primary focus of the meetings has been to agree the traffic analysis assumptions, to resolve potential cumulative impacts with respect to planned changes to the traffic network and to input into design development to ensure the traffic impacts of the proposal are minimised. Key issues raised during this consultation and the responses are summarised in **Table 6.3**.

Table 6.3 Stakeholder feedback summary – Sydney Coordination Office

Issue	Response
Transport for NSW / RMS / Sydney Coordination Office	
Impacts on the wider road network during construction and operation	<p>The traffic analysis has been undertaken to assess potential impacts on the local road network. The analysis and assumptions used have been based on investigations of neighbouring commercial developments in North Sydney CBD and have been supported by the Sydney Coordination Office as providing an appropriate and relevant basis for the traffic assessment. The assessment concludes that the proposal would result in a maximum of 33 additional traffic movements during the AM peak and that this would have an inconsequential impact on the level of services of surrounding key intersections.</p> <p>Refer to the Transport, Traffic and Parking Assessment Report at Appendix P and the assessment at Chapter 8.6.</p>
How the development will integrate with the wider transport system, in particular the Western Harbour Tunnel and Beaches Link proposed road upgrade	<p>Changes to the local road network as a result of local and State projects are addressed in the Transport, Traffic and Parking Assessment Report at Appendix P. It is noted that the design for the Western Harbour Tunnel and Beaches Link and its potential impacts on the traffic network has not yet been resolved. This matter will be considered in further detail at the detailed SSD Application stage.</p>
Acknowledgment that the OSD proposal will have marginal impact on road network operations	<p>The assessment concludes that the proposal would result in a maximum of 33 additional traffic movements during the AM peak.</p>
Ensuring that any footpath modifications in Denison Street do not impact service vehicle access.	<p>Any changes to footpaths in Denison Street will need to be undertaken having regard to service vehicle access needs and swept paths and delivered under the terms of the CSSI Approval.</p>
Ensuring that any changes to the intersection of Berry Street and Denison Street do not compromise service vehicle access.	<p>Any changes to the intersection will need to be undertaken having regard to service vehicle access needs and swept paths.</p>
Concerns regarding the ability to accommodate the loading and servicing needs of the station and OSD development.	<p>A loading dock management plan will be prepared to ensure the efficient operation of the loading dock facility. TfNSW has prepared a delivery service plan principles document which outlines the principles that will apply to the management of deliveries, servicing and loading dock operations for the Victoria Cross OSD. The full document can be viewed in Appendix A of the Transport, Traffic and Parking Assessment Report at Appendix P.</p>

6.4 Summary of stakeholder feedback – Design Review Panel

The Sydney Metro Design Review Panel (DRP) is an advisory body that is chaired by the NSW Government Architect. The objectives of the DRP are to provide independent, high-level design advice, ensure quality design outcomes and support the delivery of the Sydney Metro program. With respect to OSD, the primary role of the DRP is to review, critique and advise on the application of design objectives to key design elements, including such themes as place making, activation, architecture, heritage, urban design, landscape design and artistic elements and more specifically, to review the OSD designs to facilitate the achievement of design excellence.

Consultation with the DRP in relation to this concept proposal has been ongoing since the third quarter of 2016, beginning with the consideration of site constraints, opportunities and different building envelope options. The project team has presented to the DRP throughout the design development and has taken their comments on board in the concept design, as demonstrated in **Table 6.4**.

Table 6.4 Stakeholder feedback summary – Design Review Panel

Issue	Response
TfNSW Design Review Panel (DRP)	
The use of 'X' columns at the ground plane and potential visual permeability impacts to Miller Street.	Further design work has been undertaken to improve the design of the columns and how they land. Subsequently, the design has been amended to incorporate 'Y' columns and they have been rotated and pushed to the west, eliminating their impact on the Miller Street ground plane including the entries to the OSD lobby.
Treatment of the building's eastern façade.	This is a matter for the future detail SSD Application. The indicative scheme shows how the eastern façade could be resolved.
Potential wind impacts.	A Wind Impact Assessment (Appendix M) has been undertaken to inform the building envelope design and to make recommendations to mitigate potential ground level impacts. This matter will be further considered at the detailed SSD Application stage.
The need for Design Guidelines to inform future design.	Design Guidelines have been prepared to guide the future development of the site and are included at Appendix CC .
Potential sun glare impacts resulting from proposed sloping façades.	This is a matter for consideration at the detailed SSD Application stage.
Miller Street urban design is important and needs to be balanced with retail activation.	The concept proposal now includes a retail opportunity on the corner of Miller Street and Berry Street and has the potential to enhance and activate the adjacent public domain.

Issue	Response
Importance of pedestrian and security protection at the Denison Street entry. Development of alternative options for security to support a pedestrianised Denison Street outcome was desired.	A CPTED Report (Appendix W) has been prepared as part of this concept proposal. Recommendations of this report will be incorporated into the future design and will be further considered at the detailed SSD Application stage.

6.5 Stakeholder feedback – Air Services

Consultation has been undertaken with Sydney Airport Corporation Limited and the Civil Aviation Safety Authority. Details of this consultation are contained in the Airspace Assessment Report at **Appendix R** of the EIS.

6.6 Stakeholder feedback – Utility Services Providers

Consultation has been undertaken with the key utility services agencies; Ausgrid, Sydney Water and Jemena. The details of this consultation and the status of agreements with these providers is contained in the Services and Utilities Infrastructure Report at **Appendix S** of the EIS.

6.7 Department of Planning and Environment

Consultation has been ongoing with the DP&E since the second quarter of 2016. During this consultation, TfNSW has presented the design development of the concept proposal and has outlined key issues raised during stakeholder engagement.

6.8 Office of the NSW Government Architect

Consultation has been undertaken directly with the NSW Government Architect's Office during the preparation of Sydney Metro's Design Excellence Strategy. The Strategy (**Appendix C** of the EIS) has been refined to specifically address the following feedback and key issues raised during this consultation:

- to confirm the commitment to design excellence to showcase inspiring, ambitious and diverse architecture and design that is both globally and locally relevant and resonant
- to increase competition by encouraging the broadest range of participants as possible in the competitive selection process including investigating partnering strategies to reduce the apparent barrier of Authorised Engineering Organisation (AEO) status
- formalising the use of benchmarks to set minimum performance requirements for tender responses
- binding the design excellence elements of the selected tender design into the contract documents at execution in order to mandate elements that underpin excellence outcomes.

7 Environmental Impact Statement consultation- Victoria Cross OSD

7.1 Public exhibition and consultation

The concept SSD Application for Victoria Cross OSD including the Environmental Impact Statement will be required to be publicly exhibited. Advertisements will be placed in newspapers to advise of the public exhibition and where the Environmental Impact Statement can be viewed. This process will be undertaken by the Department of Planning and Environment, as part of its statutory obligations under the *Environmental Planning & Assessment Act 1979*.

Sydney Metro will also undertake consultation and engagement activities during the statutory public exhibition of the Environmental Impact Statement including:

- Awareness and marketing campaigns.
- Community event stalls.
- Community information centres.
- Community information sessions.
- Displays at council offices.
- Doorknocks.
- Email updates.
- Enquiries and complaints hotline.
- Environmental Impact Statement summary document.
- Fact sheets.
- Government stakeholder engagement
- Local business engagement.
- Media releases.
- Newsletter.
- Newspaper advertising.
- Place Managers.
- Project briefings and presentations.
- Social media updates.
- Stakeholder meetings.
- Website, animations and online forums.

7.2 Submissions

During the exhibition period, all stakeholders will be invited to make submissions to the Department of Planning and Environment in response to the environmental assessment.

Once the exhibition period closes, a submissions report will be prepared to address the issues raised in the submissions received. The report will then be submitted to the Department of Planning and Environment and made publicly available.

Stakeholders who made public submissions will be formally advised of receipt of their submission by Sydney Metro and provided with a submission number, which will then be referenced in the submissions report.