



November 2017

Request for Secretary's Environmental Assessment Requirements
Sydney Metro City & Southwest – Victoria Cross Station Development

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Glossary and Abbreviations

Term	Definition
concept SSD application	A concept development application as defined in section 83B of the EP&A Act, as <i>a development application that sets out concept proposals for the development of a site, and for which detailed proposals for the site or for separate parts of the site are to be the subject of a subsequent development application or applications</i>
Council	North Sydney Council
CSSI	Critical State Significant Infrastructure
CSSI Approval	The approval under the EP&A Act for the construction of the <i>Sydney Metro City and Southwest Chatswood to Sydenham</i> project. The CSSI project SS1 15_7400 was approved by the Minister for Planning on 9 January 2017
detailed SSD application	The SSD application (or applications) made after a concept SSD application is approved, that seeks consent to carry out the proposal
EP&A Act	<i>Environmental Planning and Assessment Act 1979 (NSW)</i>
EIS	Environmental Impact Statement
heritage item	An item of environmental heritage listed in Schedule 5 of North Sydney LEP 2013 or on the State Heritage Register under the <i>Heritage Act 1977 (NSW)</i>
NSLEP	<i>North Sydney Local Environmental Plan 2013</i>
NSDCP	<i>North Sydney Development Control Plan 2013</i>
over station development	Includes non-rail related development that may occupy land or airspace above, within or in the immediate vicinity of the CSSI but excluding spaces and interface works such as structural elements that may be constructed as part of the CSSI to make provision for future developments
Secretary	Secretary of the NSW Department of Planning and Environment, or their delegate
SRD SEPP	<i>State Environmental Planning Policy (State and Regional Development) 2011</i>
SSD	State Significant Development
Sydney Metro City & Southwest – Chatswood to Sydenham project	Construction and operation of a metro rail line and associated stations between Chatswood Station and just north of Sydenham Station. The project is approximately 16.5 kilometres long (of which approximately 15.5 kilometres is located in underground rail tunnels) between Chatswood and Sydenham, including the construction of a tunnel under Sydney Harbour, links with the existing rail network, seven metro stations, and associated ancillary infrastructure. The Metro stations are located at Crows Nest, Victoria Cross, Barangaroo, Martin Place, Pitt Street and Waterloo, and new underground platforms will be provided at Central Station.
TfNSW	Transport for NSW, the applicant for the concept SSD application

1. Introduction

Sydney Metro is more than just a public transport project – it's a defining city building opportunity.

Australia's biggest public transport project presents a major opportunity to shape Sydney for generations to come, contributing a unique legacy for our evolving global city.

Not only will Sydney Metro move more people safely and reliably than ever before, it will unleash the potential of Sydney as a growing global city - providing opportunities to revitalise precincts and communities.

The NSW Government has identified stations on the Sydney Metro City & Southwest project that can be better integrated with the communities and public spaces around them. This includes the construction of buildings on top of these stations and commercial, residential, community and retail opportunities.

Through urban design principles and place making, Sydney Metro stations will be more than somewhere to catch the train; they will be the centre of communities through a variety of uses.

Transport for NSW (TfNSW) will work closely with communities on how to best integrate station development and deliver stations and buildings that are thriving, welcoming hubs for everyone to enjoy.

Victoria Cross over station development

TfNSW is seeking to deliver Over Station Development (OSD) above the approved southern portal of the Victoria Cross Station located in North Sydney. The purpose of this report is to request the Secretary's Environmental Assessment Requirements (SEARs) for the preparation of an Environmental Impact Statement (EIS) to accompany a concept State Significant Development (SSD) application. The concept SSD application for Victoria Cross will seek approval for a concept proposal only.

The Victoria Cross OSD site is located at the southeast corner of the intersection of Miller and Berry Streets, above the future Victoria Cross Station. The site is located in North Sydney Centre, a "strategic centre" under A Plan for Growing Sydney, functioning as the third largest office market in Sydney and is a key component of Sydney's Global Economic Corridor (**Figure 1**).

Victoria Cross Station is to be a key station on the future Sydney Metro network, providing access to the growing North Sydney Central Business District (CBD). The proposal combines the forthcoming Metro station with a significant commercial office tower, contributing to the North Sydney skyline. The OSD would assist in strengthening the role of North Sydney as a key component of Sydney's global economic arc and would contribute to the diversity, amenity and commercial sustainability of the CBD.

The concept SSD application will be made under Section 83B of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and will seek consent for commercial uses, a maximum building envelope, maximum building height, maximum gross floor area, pedestrian and vehicular access, circulation arrangements and associated car parking. The applicant requests that it be treated as a concept development application under Section 83B of the EP&A Act.

Should the concept SSD application be approved, TfNSW will release the site to market where the successful purchaser of the development rights will be responsible for submitting a detailed SSD application (or applications) for the design and construction of the OSD in accordance with the concept approval.

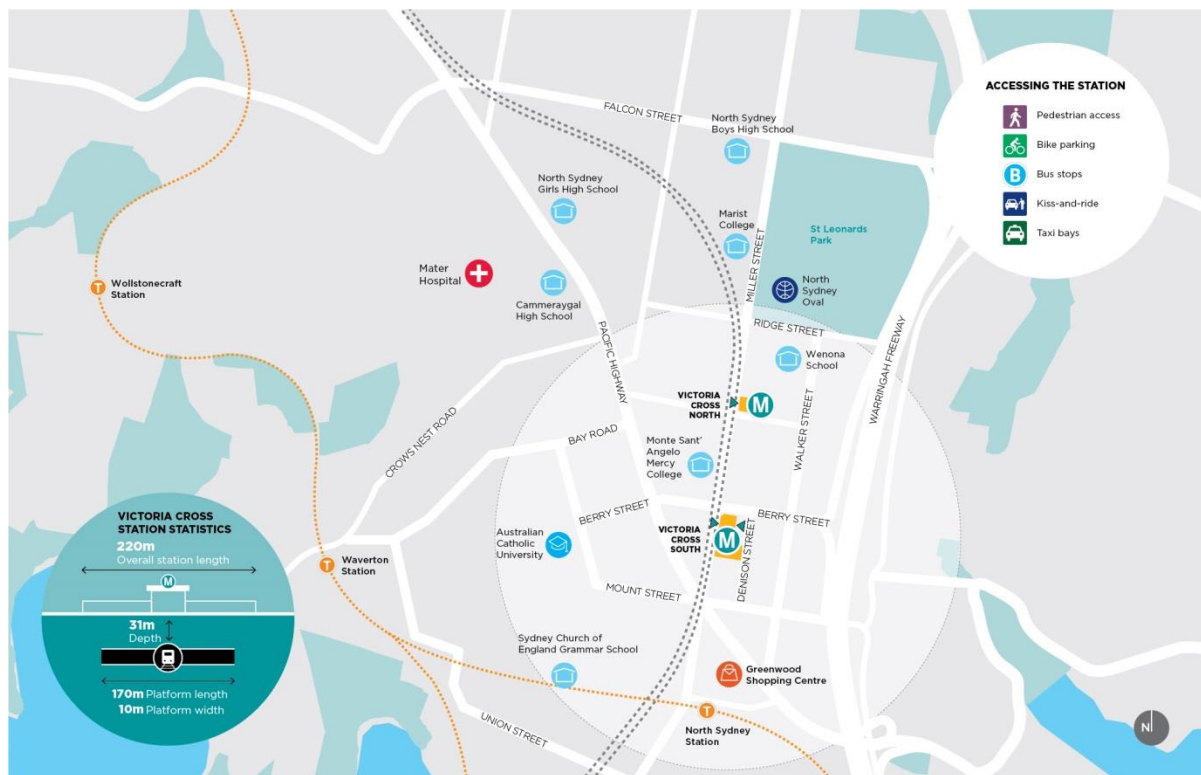


Figure 1 – Victoria Cross Station location plan

As the development is within a rail corridor, is associated with railway infrastructure and is for commercial premises with a Capital Investment Value of more than \$30 million, the project is identified as State Significant Development pursuant to Schedule 1, 19(2)(a) of the *State Environmental Planning Policy (State and Regional Development) 2011* (SRD SEPP).

To support the request for SEARs, this report provides an overview of the background of the project, the site location and its context, the nature of the proposal, the statutory context key likely environmental and planning issues associated with the proposal, expected report and document deliverables and identifies the key stakeholders for consultation.

2. Sydney Metro and over station development

The New South Wales (NSW) Government is implementing Sydney's Rail Future, a plan to transform and modernise Sydney's rail network so that it can grow with the city's population and meet the needs of customers in the future (Transport for NSW, 2012). Sydney Metro is a new standalone rail network identified in *Sydney's Rail Future*.

It is Australia's biggest public transport project, consisting of Sydney Metro Northwest (Stage 1), which is due for completion in 2019 and Sydney Metro City & Southwest (Stage 2), which is due for completion in 2024 (Refer to **Figure 2**).

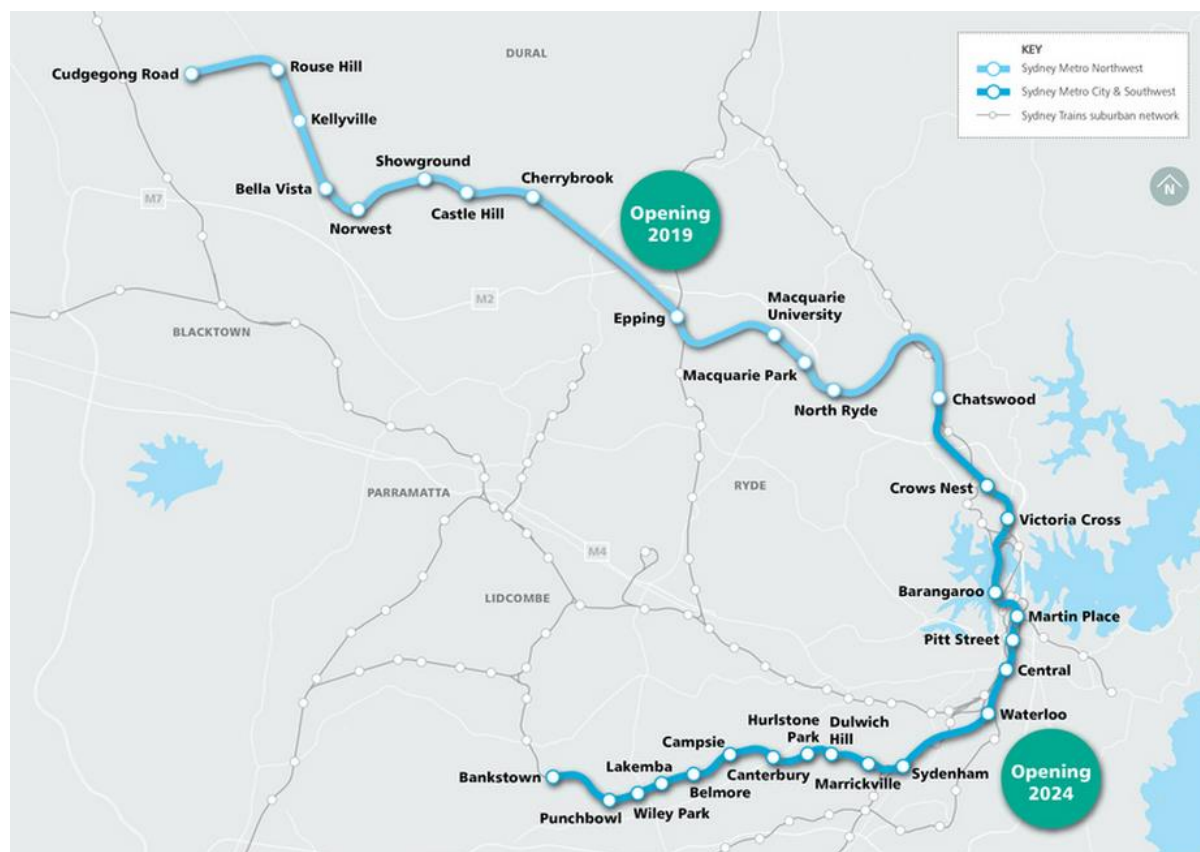


Figure 2 – Sydney Metro alignment map
Source: Sydney Metro

Stage 2 of Sydney Metro includes the construction and operation of a new metro rail line from Chatswood, under Sydney Harbour through Sydney's CBD to Sydenham and on to Bankstown through the conversion of the existing line to metro standards.

The project also involves the delivery of seven (7) new metro stations, including at North Sydney. Once completed, Sydney Metro will have the ultimate capacity for 30 trains an hour (one every two minutes) through the CBD in each direction - a level of service never seen before in Sydney.

On 9 January 2017, the Minister for Planning approved the Sydney Metro City & Southwest - Chatswood to Sydenham application lodged by TfNSW as a Critical State Significant Infrastructure project (reference SSI 15_7400), hereafter referred to as the CSSI Approval.

This approval includes all physical work required to construct the CSSI, including the demolition of existing buildings and structures on each site. Importantly, the CSSI Approval also includes provision for the construction of below and above ground structure and other components of the future OSD (including building infrastructure and space for future lift cores, plant rooms, access, parking and building services, as relevant to each site). The rationale for this delivery approach, as identified within the CSSI application for the Sydney Metro project, is to enable OSD to be more efficiently built and appropriately integrated into the metro station structure.

It should be noted that the specific use and fitout of the OSD spaces (including retail spaces not required for the operation of the station) conceptually provisioned for in the CSSI application did not form part of the CSSI Approval. As noted in Condition A4 of the approval the use and fit out of these spaces require separate development approval.

The EIS for the Chatswood to Sydenham component of the City & Southwest project also identified that future OSD would be subject to a separate assessment process.

3. The site

3.1. Location

The proposed OSD is located at the southeast corner of the intersection of Miller and Berry Streets, North Sydney, above the future Victoria Cross Station (see **Figure 3**).

The site is irregular in shape, has a total area of approximately 4,815 square metres and has street frontages of approximately 37 metres to Berry Street, 34 metres to Denison Street and 102 metres to Miller Street.



Figure 3. - The site
Source: BatesSmart

3.2. Site context

The site is located in North Sydney Centre (see **Figure 4**) in the North Sydney Local Government Area approximately 3km north of Sydney CBD, 5km southeast of Chatswood and 2km southwest of St Leonards.

North Sydney Centre is identified as a “strategic centre” under *A Plan for Growing Sydney*. It forms Sydney’s third largest office market (behind Sydney CBD and North Ryde/Macquarie Park) and functions as a key component of Sydney’s Global Economic Corridor.

The site is surrounded by high density commercial and residential development. Directly to the north of the site across Berry Street is the heritage-listed Rag & Famish Hotel, with high density residential and commercial development beyond this to the north.

To the north and northwest of the site educational establishments are the predominant land use with a mix of commercial, health, residential and community facilities. To the south, the site is adjoined by the heritage-listed MLC Building with high density commercial development further to the south in the area around North Sydney Station and Greenwood Plaza. Similar high density commercial development predominates to the east to the Warringah Freeway and directly to the west of the site in Miller Street.



Figure 4 - Site within North Sydney Centre
Source: BatesSmart

3.3. Site photographs

Photographs of the site and surrounding development are provided below including:

- **Figure 5:** Site looking south from the intersection of Miller Street and Berry Street. As seen, the site has been closed off, and demolition has commenced
- **Figure 6:** Tower Square under demolition as seen from Miller Street
- **Figure 7:** Neighbouring Northpoint Tower across Miller Street (100 Miller Street) Notably, this site has been approved for redevelopment involving reconfiguration of the podium levels and a new hotel tower up to RL 106.5 (2014SYE149 DA). Construction has commenced on this development
- **Figure 8:** MLC Building, a local heritage item immediately adjoining the site to the south



Figure 5 – The Site looking south along Miller St (south of the Berry Street intersection)



Figure 6 - Tower Square under demolition (seen from Miller St)

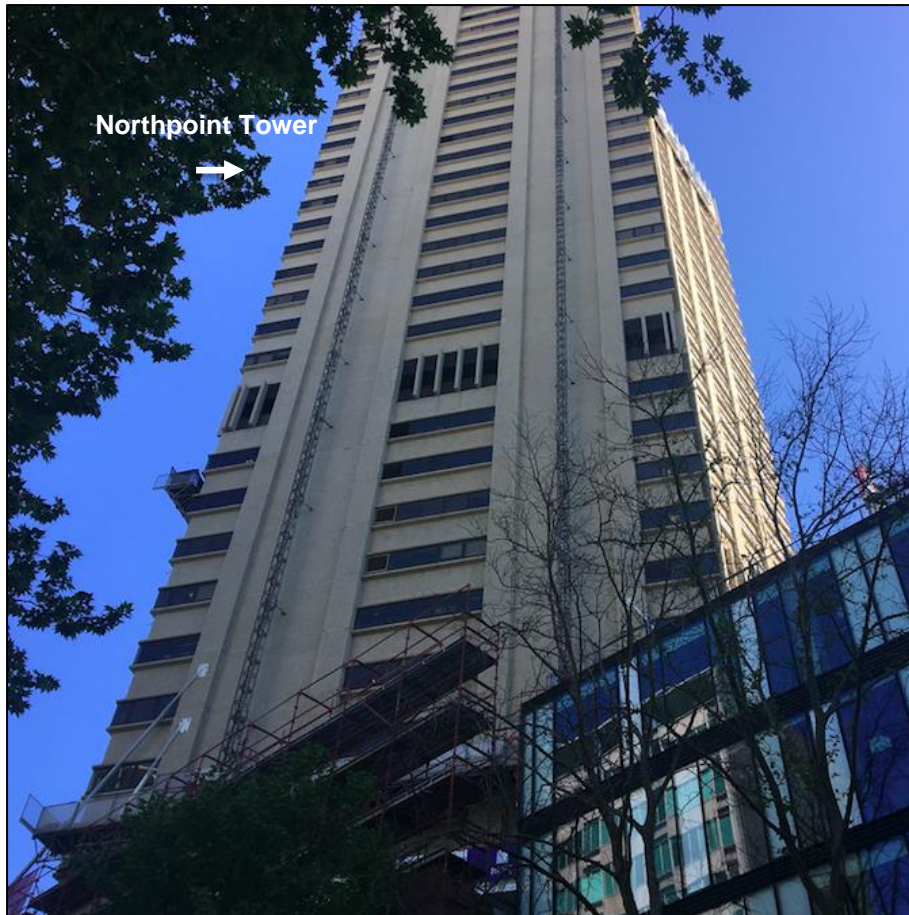


Figure 7 - Northpoint Tower on the corner of Miller Street and the Pacific Highway



Figure 8 - MLC Building fronting Miller Street

3.4. Legal description

The site comprises the following properties in North Sydney:

- 155–167 Miller Street (SP 35644) (Tower Square)
- 181 Miller Street (Lot 15 in DP 69345, Lot 1 & 2 DP 123056)
- 187 Miller Street (Lot A in DP 160018)
- 189 Miller Street (Lot 1 in DP 633088)
- Formerly part 65 Berry Street (Lot 1 in DP 1230458)

The buildings and structures on the site are currently being demolished in accordance with the CSSI Approval.

3.5. Opportunities and constraints

The following opportunities and constraints associated with the Victoria Cross OSD project have been identified following a site analysis and assessment against relevant strategic planning objectives:

Opportunities

- Develop a landmark tower that truly integrates with the Sydney Metro project
- The site is in an area of emerging change, there being a number of private and public projects in close proximity, which will alter the streetscape and skyline of North Sydney in the future. The integrated station development will contribute positively to this changing character
- There is an opportunity to optimise the benefits of Sydney Metro and to strengthen the strategic centre of North Sydney through the addition of significant commercial floor space
- The proposal allows for the creation of an integrated station precinct, where station, OSD and public domain are designed and function as a whole contributing to the diversity, amenity and commercial sustainability of North Sydney

Constraints

- The site is located near two “special areas” identified in North Sydney LEP 2013 (NSLEP) - Greenwood Plaza to the south and Miller Street Special Area directly to the west. The proposal will need to ensure no additional overshadowing occurs to these areas
- The site is surrounded by a number of local heritage items, including the MLC Building (I0893), which adjoins the site to the south, and the Rag & Famish Hotel (I0901), which sits directly north of the site across Berry Street. The proposal will need to sensitively respond to these items through its massing and architecture
- Any tower form is likely to result in some view impacts to residents of the surrounding residential towers, namely the Beau Monde Tower at 77 Berry Street. The proposal will need to ensure that the impacts are reasonably minimised

4. Description of proposed development

4.1. Proposed development

The concept SSD application will seek concept approval for OSD above the approved Victoria Cross Station. The concept SSD application will specifically seek approval for:

- maximum building envelope, including street-wall and setbacks as illustrated in the plans prepared by architects BatesSmart at **Attachment A**
- maximum building height of approximately RL 230 metres (40 storeys)
- maximum gross floor area (GFA) of approximately 60,000 square metres (equivalent to an FSR of 12.5:1) for the OSD
- commercial uses
- use of approximate conceptual areas within the approved Victoria Cross Station box (CSSI Approval) which are above and below ground level
- car parking of approximately 160 spaces in the basement
- loading, vehicular and pedestrian access arrangements
- strategies for utilities and services provision
- strategies for managing stormwater and drainage
- a strategy for the achievement of ecologically sustainable development
- a design excellence framework

The total GFA for the integrated station development, including the station GFA (i.e. retail, station circulation and associated facilities) and the OSD GFA, of approximately 66,000 square metres is equivalent to an FSR of approximately 13.7:1.

Through design development, pedestrian access to the station will be from Miller and Denison Streets and the separate commercial lobby will be accessed from Miller Street. Retail uses will be located on the ground floor of the development (Miller and Denison Streets) and fronting the through site link. Future approvals would be sought for the fitout and specific use of this retail space.

Public domain works around the site will be delivered as part of the CSSI Approval. Notwithstanding, the OSD will be appropriately designed to integrate with and activate the public domain.

The proposal forms part of an innovative solution by TfNSW to create an integrated station development where the metro station, OSD and public domain are designed and function as a whole.

The proposal responds to key site constraints, such as heritage setbacks, overshadowing and view impacts, and aligns with the planning and design principles for the site identified in the *North Sydney Land Use and Capacity Study* and *Sydney Metro Planning Study*, both prepared by North Sydney Council. The proposal also aligns with the *Draft North Sydney Planning Proposal* prepared by Council which proposes amendments to the NSLEP to give effect to the recommendations in Council's *North Sydney CBD Capacity and Land Use Strategy* (refer to further discussion in Section 5.4).

Architectural drawings illustrating the proposed building envelope prepared by architects BatesSmart are included at **Attachment A**.

A photomontage prepared by architects BatesSmart of an indicative building using the proposed building envelope is provided in **Figure 9**.



Figure 9 - Indicative building based on the proposed building envelope, viewed from the corner of Berry and Miller Streets, North Sydney

Source: BatesSmart

4.2. Relationship of the proposal to the approved Metro station

The future Victoria Cross Station and associated above ground elements are currently subject to detailed design development. The above ground components of the metro which include the station entrance, retail, emergency egress, station plant and a shared loading dock accessed off Denison Street, will inform the future design of the OSD at the ground and podium levels.

5. Planning context

The following are the key relevant legislation and planning instruments that will apply to the proposed development:

- *Environmental Planning and Assessment Act, 1979 (NSW) (EP&A Act)*
- *Environmental Planning and Assessment Regulation, 2000 (EP&A Regulation)*
- *State Environmental Planning Policy (State and Regional Development) 2011 (SRD SEPP)*
- *North Sydney Local Environmental Plan 2013 (NSLEP)*
- *Draft amendment to NSLEP—North Sydney Centre Planning Proposal*
- *North Sydney Development Control Plan 2013 (NSDCP)*
- *North Sydney Planning Studies*

5.1. Environmental Planning and Assessment Act, 1979

The EP&A Act establishes the assessment framework for SSD. Under Section 89D, the Minister is the consent authority for SSD. Section 78A (8) requires that a development application for SSD be accompanied by an EIS in the form prescribed by the EP&A Regulation.

Pursuant to Section 83B of the EP&A Act a concept DA may be made setting out concept proposals for the development of a site, and for which detailed proposals for the site or for separate parts of the site are to be the subject of a subsequent DA or DAs.

5.2. State Environmental Planning Policy (State and Regional Development) 2011

The SRD SEPP identifies development which is considered to be State Significant. Clause 19(2) of Schedule 1 of the SRD SEPP provides that the following development is SSD:

Development within a rail corridor or associated with railway infrastructure that has a capital investment value of more than \$30 million for any of the following purposes:

- (a) commercial premises or residential accommodation;*
- (b) container packing, storage or examination facilities;*
- (c) public transport interchanges.*

As the proposal comprises development is associated with railway infrastructure, is for the purposes of commercial premises and the development has a Capital Investment Value in excess of \$30 million, it qualifies as SSD for the purposes of the EP&A Act.

5.3. North Sydney Local Environmental Plan 2013

The *North Sydney Local Environment Plan 2013 (NSLEP)* is the principal planning instrument applying to the site, establishing (inter-alia) permissible land uses and key development standards.

Notably:

- The site is zoned B3 Commercial Core. The objectives of this zone are:
 - *To provide a wide range of retail, business, office, entertainment, community and other suitable land uses that serve the needs of the local and wider community.*
 - *To encourage appropriate employment opportunities in accessible locations.*
 - *To maximise public transport patronage and encourage walking and cycling.*
 - *To prohibit further residential development in the core of the North Sydney Centre.*
 - *To minimise the adverse effects of development on residents and occupiers of existing and new development.*

The proposal is for OSD that would accommodate “commercial premises”, which are permitted with consent in the zone. The proposal is consistent with the zone objectives in that it would encourage employment opportunities in a highly accessible location through provision of additional commercial floor space directly above the Victoria Cross Station

- The site is subject to a maximum height limit of part RL 120 metres and part RL 80 metres. These heights are being increased under the North Sydney Centre Planning Proposal (see further discussion below)
- Clause 6.3(2) of NSLEP prohibits a net increase in overshadowing to “Special Areas” and land zoned RE1 Public Recreation during the hours of 12pm and 2pm. There are three areas relevant to the proposal i.e. Miller Street Special Area, Brett Whiteley Place and Greenwood Plaza Special Area
- Clause 6.3(3) allows for height variations where the development complies with certain overshadowing restrictions related to dwellings outside of the centre. The concept SSD application will rely upon this clause for variations to the maximum height control
- The site is not subject to an FSR control
- Clause 6.5 of NSLEP restricts additional commercial floor space in the North Sydney Centre to no more than 250,000 square metres and requires satisfactory arrangements to be made for the provision of railway infrastructure to satisfy needs that arise from such development. This clause is proposed to be removed under the North Sydney Centre Planning Proposal (refer below)

The above provisions of the NSLEP will be addressed in the EIS as relevant.

5.4. North Sydney Centre Planning Proposal

The *North Sydney Centre Planning Proposal* (PP_2017_NORTH_002_00) seeks to amend NSLEP to give effect to the recommendations in Council's *North Sydney CBD Capacity and Land Use Strategy*. The planning proposal received Gateway determination on 20 July 2017 and was publicly exhibited from 14 September 2017 to 11 October 2017 and as such, it forms a relevant matter for consideration.

The planning proposal proposes a number of amendments to NSLEP that will enable more intense development at the site, including:

- Increased maximum heights for the site ranging from RL 230 metres at the north of the site down to RL 135 metres at the south east of the site
- Removal of the Tower Square Special Area (Tower Square, now demolished was located in the OSD site)

- Removal of restrictions on additional commercial floor space in North Sydney under Clause 6.5

The proposal will rely upon Clause 6.3(3) of NSLEP, which allows for variation to the maximum height subject to compliance with non-overshadowing provisions related to dwellings outside of North Sydney Centre and Clause 6.3(2) of NSLEP, subject to the protection of solar access to the special areas and land zoned RE1 Public Recreation surrounding the site.

5.5. North Sydney Development Control Plan 2013

Clause 11 of the SRD SEPP states that development control plans do not apply to State Significant Development.

Notwithstanding this, the NSDCP provides a reference point for the design of the building envelope and future building, specifically in relation to tower setbacks, building separation, street-wall heights and the like. These will be considered as relevant in the development of the concept design.

5.6. North Sydney planning studies

5.6.1. North Sydney Centre Capacity and Land Use Strategy 2016

On 1 May 2017, Council adopted the *North Sydney Centre Capacity and Land Use Strategy* which forms the final component of Council's comprehensive, multi-faceted North Sydney Centre Review initiated in 2014. The strategy identifies the site as suitable for more intense commercial development, and the proposal is consistent with this.

5.6.2. Sydney Metro Planning Study 2016

In response to the State Government's 2015 Metro announcement, North Sydney Council has prepared the *Sydney Metro Planning Study* to inform and guide the planning and design of the Victoria Cross and Crows Nest Stations. The study identifies key opportunities related to the built form of the future OSD at Victoria Cross, including a northern tower form, a southern low rise building form adjacent to the MLC Building, a pedestrian through-link between Miller and Denison Streets, and alignment with the Miller Street Special Area. The proposal positively responds to these opportunities and seeks to align with Council's vision for the site as expressed in the study.

5.7. Other planning policies

In addition to the above, the following policies apply to the site and will be considered as part of the concept SSD application:

- *State Environmental Planning Policy (Infrastructure) 2007*
- *A Plan for Growing Sydney*
- *Draft Greater Sydney Region Plan*
- *Revised Draft North District Plan for Sydney*
- *Premier's Priorities*
- *NSW Long Term Transport Masterplan, 2012*

- *Draft Future Transport 2056 Strategy*
- *Development Near Rail Corridors and Busy Roads – Interim Guidelines*
- *Planning Guidelines for Walking and Cycling*
- *Sydney's Cycling Future*
- *Sydney's Rail Future*
- *Sydney's Bus Future*
- *Sydney's Walking Future*

6. Overview of likely environmental and planning issues

Based on a preliminary environmental assessment of the proposal, the following are the key environmental assessment issues that will need to be considered as part of the concept SSD application:

- Compliance with strategic and statutory plans
- Urban design and built form
- View and visual impacts
- Impacts on the public domain
- Impacts on adjoining properties
- Heritage impacts
- Traffic, access and parking
- Interface with Metro station
- Utilities, infrastructure and services
- Ecologically sustainable development
- Airspace operations
- Development contributions
- Noise and vibration
- Construction management

These issues are discussed in more detail below. Additional Issues including waste management, stormwater management and flooding, accessibility, and crime prevention through environmental design, will also be addressed as part of the concept SSD application.

6.1. Compliance with strategic and statutory plans

The EIS will provide a comprehensive assessment of the proposed development against the relevant strategic plans and statutory controls and provisions outlined **Section 5** above.

As noted above, the proposal relies on the gazettal of the *North Sydney Centre Planning Proposal* (PP_2017_NORTH_002_00) that increases the maximum building heights and amends other controls in NSLEP to allow increased development on this site and elsewhere in the North Sydney Centre.

6.2. Urban design and built form

The proposed development would significantly alter the existing built form of the site. As part of this, the EIS will need to assess the urban design and built form outcomes arising from the project, and make recommendations in the form of the design guidelines that will inform the future detailed design. The EIS will also incorporate a strategy for how the future building within the proposed building envelope is capable of achieving design excellence.

An architectural design statement will be submitted as part of the EIS to explain the design principles for future development at the site, with specific consideration given to overall site layout, interface with the Metro station, integration with the public domain, façade, massing, setbacks, building articulation and materials. Additionally, an indicative design will be submitted showing a potential built form option within the proposed building envelope.

6.3. View and visual impacts

The EIS will include an assessment of the visual impact of the proposed development from key vantage points. A visual impact assessment will identify the visual changes and impacts on the site and its surrounds.

Photomontage images will be prepared to demonstrate the visual impact of the proposal.

An assessment will be made of the impact on significant views to, from and through the site, including from Beau Monde Apartments in Berry Street.

6.4. Impacts on the public domain

The EIS will include shadow studies demonstrating any overshadowing impacts that result from the proposed building envelope, particularly in relation to potential impacts upon the Special Areas, the RE1 zoned land and dwellings outside the North Sydney Centre, as defined in the NSLEP.

The EIS will also need to consider the wind impacts created by the development. A wind study will be completed to ensure that the proposed development (as an integrated station development) does not reduce the existing pedestrian amenity of the immediate surroundings and to make recommendations for wind mitigation measures to inform the future detailed design. The study will compare and analyse the current situation with the likely impacts created by the proposed development, and also take into consideration the station development.

6.5. Impacts on adjoining properties

Given the location in the centre of North Sydney, in close proximity to high density uses, including residential, commercial and education premises, the EIS will need to consider the impacts on adjoining properties specifically in relation to solar access, view loss, and privacy. It will also need to detail how these impacts can be further mitigated as part of the detailed SSD application.

6.6. Heritage Impacts

There are several local heritage items surrounding the site. Each of these items will be considered during the development of the concept proposal in order to ensure a compatible built form relationship. A Heritage Impact Statement will be submitted with the EIS.

6.7. Traffic, access and parking

A traffic and parking assessment will be prepared for the EIS which will assess the site access arrangements and the design and operation of the proposed basement car parking. The report will also examine:

- the demand for car parking
- details of existing and proposed vehicular access and car parking arrangements for workers and visitors (as relevant)
- loading and servicing arrangements, noting that some of these are to be shared with the station operation

- traffic impacts on the surrounding road network and intersections including those associated with the integrated station development
- pedestrian and cycle connections/circulation and required upgrades to meet the likely future demand within the precinct and connections to the external networks
- existing public transport services and opportunities for greater usage for workers and visitors (as relevant)
- details of sustainable travel initiatives
- construction traffic impacts including the cumulative impacts from the Metro station construction and construction on surrounding development sites.

6.8. Interface with Metro station

The OSD envelope will recognise the importance of the public interface with the Victoria Cross Station and will ensure a sense of visual connectivity to both the entry and concourse level.

The construction and operation of the proposed OSD would need to take into account the relationship with the Metro station in relation to structural integration, station operations, services and infrastructure. The EIS will address these issues, demonstrating how the development has been designed to ensure that both elements will be able to work alongside one another, during the construction and operation phases of the development.

6.9. Utilities, infrastructure and services

The EIS will be required to demonstrate that the future development on the site is capable of being serviced by water, electricity, gas, sewerage, telecommunications and any other related infrastructure.

6.10. Ecologically sustainable development

The EIS will address the principles of ecologically sustainable development (ESD) and will include an ESD strategy for the detailed design of the future development. The EIS will also detail how the relevant sustainability requirements in the *City & Southwest Sustainability Strategy* (Sydney Metro, 2017) are to inform the detailed design of the development and how the development has been designed to promote the use of sustainable transport initiatives.

6.11. Airspace operations

The proposed tower is likely to be above the Obstacle Limitation Surface (OLS), being the airspace surrounding Sydney Airport identified as needing protection from obstacles to ensure aircraft safety. The site is in proximity to the PAN-OPS surfaces identified for air navigation. The EIS will therefore need to consider the impact of the tower on Sydney Airport and its operations in order to comply with the relevant legislation and regulations for Sydney Airport. Consultation will be undertaken with Sydney Airport as part of this process.

6.12. Development contributions

The EIS will need to consider the application of the *North Sydney Section 94 Development Contributions Plan* (June 2013).

6.13. Noise and vibration

A noise and vibration impact assessment will be undertaken as part of the EIS and will address:

- the Metro station and associated plant
- general traffic noise from surrounding roads and impact on neighbouring public areas
- ground-borne rail noise and vibration into noise-sensitive areas of the proposed development
- noise emission from the operation of the proposed development including mechanical plantrooms on various floor levels of the building, the general activities associated with rail uses and adjacent buildings
- cumulative impacts during construction
- noise and vibration generated from construction activities and equipment impacting upon existing premises and Metro infrastructure

6.14. Construction management

Construction management is considered to be a key issue associated with the development of the site. Accordingly, the framework for a Preliminary Construction Environmental Management Plan will be prepared as part of the concept SSD application in order to demonstrate how construction impacts will be managed. The Plan will specifically address traffic management during construction including cumulative impacts from Sydney Metro construction and surrounding development sites.

7. Expected deliverables

To assist in confirming the SEARs, the following are the expected reports and document deliverables to support the EIS for the concept SSD application:

- Owner's consent
- DA form
- Physical model
- Site survey
- QS certification
- Architectural plans
- Architectural design statement / report
- Visual and view impact analysis
- Shadow diagrams
- Heritage impact statement
- Wind study
- Transport, traffic, pedestrian and parking report
- Infrastructure and services report
- Structural statement
- ESD strategy
- Crime prevention through environmental design assessment
- Public art strategy
- Noise and vibration report
- Airspace operations report
- Preliminary construction environmental management plan
- Waste management plan
- Stormwater management / flooding report
- Accessibility report
- Stakeholder and community engagement report

8. Consultation

Early engagement will be undertaken with key stakeholders and the local community as part of preparing for the EIS. Key objectives of early engagement are to provide information on the planning process for the integrated station development and encourage community participation.

The EIS will include a detailed consultation strategy for each stage of the approvals process, including all pre-lodgement consultation undertaken up to submission of the concept SSD application. It is anticipated that the following key agencies and stakeholders will be consulted at appropriate stages in the process:

- Department of Planning and Environment (as the assessment authority)
- Sydney Coordination Office
- Transport for NSW
- North Sydney Council
- Roads and Maritime Services
- Sydney Airport Corporation Limited and the Civil Aviation Safety Authority
- Surrounding residents and businesses
- Local community groups
- The broader community

9. Conclusion

The purpose of this report is to request the SEARs for the preparation of an EIS for a concept State Significant Development application for an OSD above the Victoria Cross Station.

The concept proposal is for a commercial office tower of approximately up to 40 storeys. The proposal comprises a unique opportunity to contribute to the legacy of the Sydney Metro project, and deliver a high density commercial project consistent with North Sydney's strategic aims and with the current planning proposal to increase densities in this key economic centre.

The information in this report is considered sufficient to enable the Secretary to issue the SEARs for the preparation of the EIS.

Attachment

Attachment A – Architectural Drawings