

# VICTORIA CROSS

OVER STATION DEVELOPMENT  
NORTH SYDNEY

S4.55 MODIFICATION TO SSDA 8874

BUILT FORM AND URBAN DESIGN REPORT

AUGUST 2019

## CLIENT

Lendlease

## CONSULTANTS

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## PROJECT NUMBER

S12188

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ARTIST'S IMPRESSION LOOKING SOUTH ALONG MILLER STREET



# 1.0 INTRODUCTION

## INTRODUCTION

This report has been prepared to accompany a section 4.55(2) modification application to the State Significant Development (SSD) Concept Approval (reference SSD 17\_8874) granted for a commercial mixed-use Over Station Development (OSD) above the new Sydney Metro Victoria Cross Station. This report has been prepared having regard to the Secretary’s Environmental Assessment Requirements dated 30 November 2017.

The Minister for Planning granted development consent to the Concept SSD Development Application (DA) on 18 December 2018. Concept Approval was granted for:

- A maximum building envelope, including street-wall and setbacks for the OSD
- A maximum building height of RL 230 or 168 metres, providing:
- Approximately 40 commercial storeys and 2 additional storeys for rooftop plant for the high-rise portion of the building envelope.
- Approximately 13 storeys for the lower eastern portion of the building envelope at RL 118 or 55 metres.
- A maximum gross floor area (GFA) of 60,000sqm, excluding station floor space.
- Basement car parking for a maximum 150 parking spaces.

Following Sydney Metro’s appointment of Lendlease (Victoria Cross) Pty Limited as the preferred development partner to deliver the Victoria Cross OSD, and ongoing design development, minor modifications to the approved building envelope are now required.

The section 4.55(2) modification application proposes the following changes to the approved building envelope:

- Reduction in the massing and overall dimensions of the building cantilever above the Miller Street special area setback;
- Relocation of building massing from the low-rise levels the tower, north of the through-site link, to the high-rise levels of the tower;
- Reduction of the Berry Street setback from 5 metres to 4.5 metres, extending the building envelope marginally to the north; and
- Increasing the approved maximum GFA for the over station development from 60,000sqm to 61,500sqm.

It is noted that the Concept SSD DA instrument of approval does not consent to any physical works commencing on site until a Detailed SSD DA is granted for the site. A Detailed SSD DA seeking consent for the detailed construction of the development is lodged under a different cover concurrently with this Concept SSD DA modification application.

## OSD SUMMARY - 4.55(2) MODIFICATION APPLICATION

Site Area	4,815 sqm
Commercial GFA	61,500sqm
FSR	12.77
Storeys	40 (incl. plant, excl. basement)





ARTIST'S IMPRESSION LOOKING SOUTH TOWARDS NORTH SYDNEY



# 2.0 VISION - FOR AN INTEGRATED STATION DEVELOPMENT

*Our vision is to transform North Sydney's CBD through the creation of a new landmark development, centred around the Victoria Cross Station.*

*We are interested in the potential of the podium to contribute to the public life of North Sydney. Our podium is truly a connective space between the public realm and the private realm of the workplace.*

*We have created a space where people will be comfortable to meet, work and socialise – an active through-site link that is an extension of the work environment. This highly open & permeable space is literally an expression of the modern workplace as work becomes less private and more integrated into the city, responding to the casual nature of today's tech savvy generation.*

*These new centrally located and well connected commercial and retail opportunities will transform the city's north into a thriving civic place, the future heart of the city.*

*The Over Station Development will be designed in collaboration with the Victoria Cross Station to achieve an 'Integrated Station Development'.*







Victoria Cross

ARTISTS IMPRESSION LOOKING TOWARDS SOUTHERN METRO STATION ENTRY AND LANEWAY



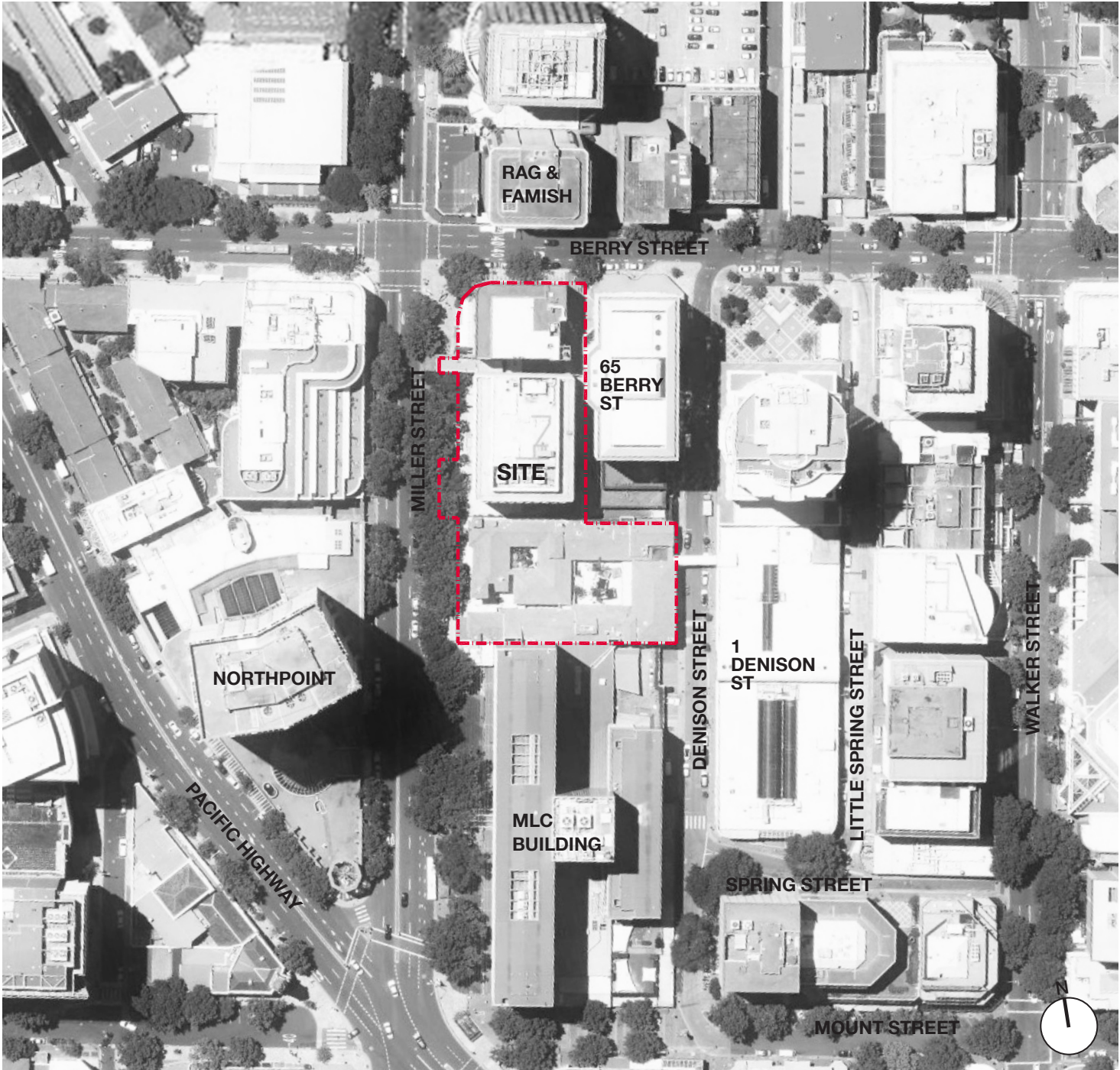
# 3.0 SITE LOCATION

### THE SITE

The site is located on the corner of Miller and Berry Streets in North Sydney. Configured in an 'L' shape which wraps around 65 Berry Street, the site also has an east boundary on Denison Street. The site occupies a strategic position in North Sydney at a key northern gateway to the CBD. The site offers a unique opportunity to create a building of significant scale and identity that reinforces the north-south pattern of development in the city and clearly identifies as an important urban marker for the new station within the wider city context.

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)



SITE AERIAL PHOTOGRAPH

# 4.0 SYDNEY METRO

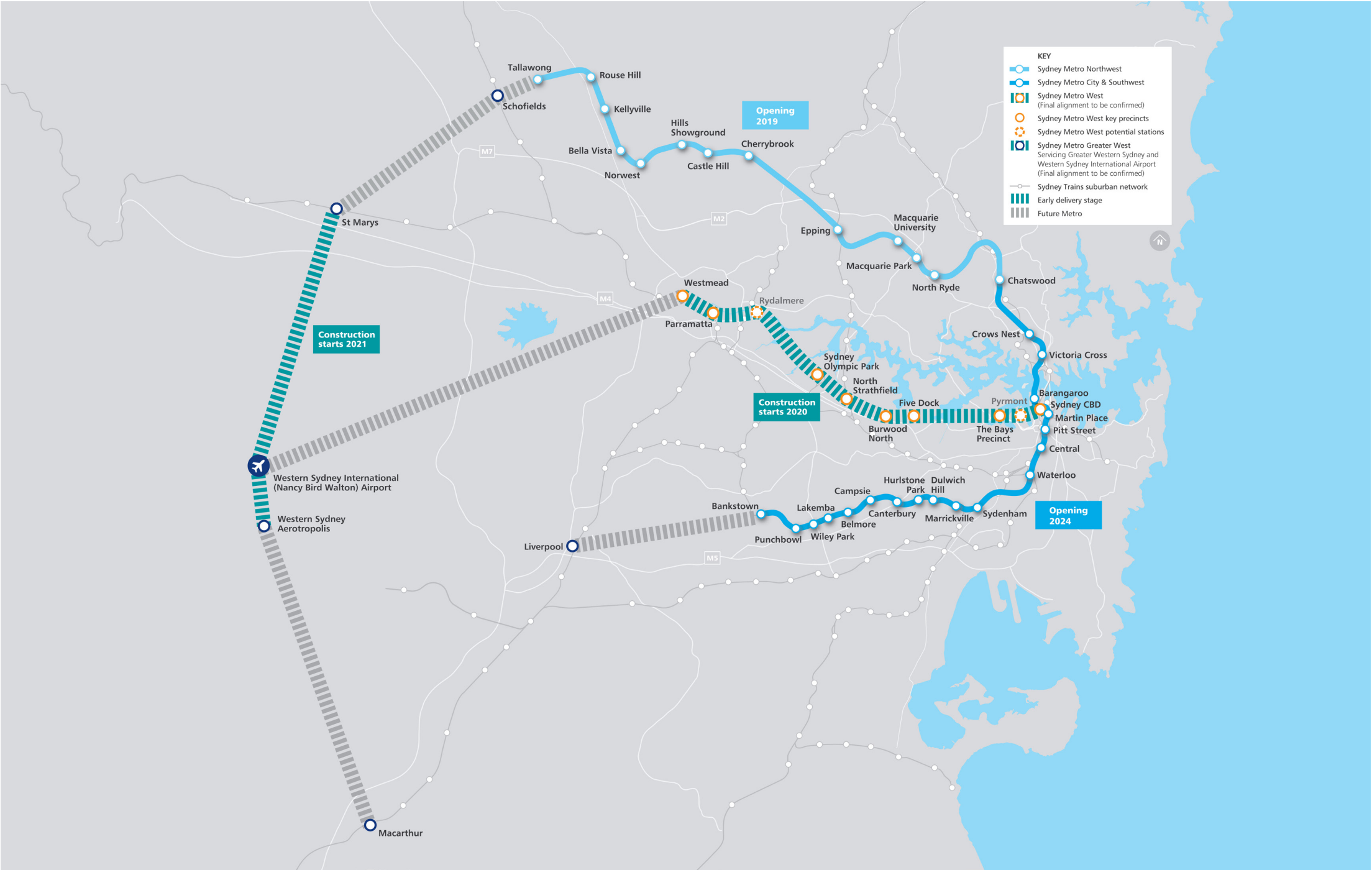
**SYDNEY METRO**

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 Concept SSD DA for the OSD.



SOURCE: SYDNEY METRO



# 5.0 PROJECT DESIGN OBJECTIVES

**Objective 1: Ensuring an easy customer experience**

Achieved through the provision of ample space for orientation outside of travel paths, the usage of natural light as a way-finding mechanism, the deployment of architecturally integrated signage, and colour-coded vertical transportation.

**Objective 2: Being part of a fully integrated transport system**

Achieved through the establishment of logical connections to buses, taxis, bicycle networks and secure storage, kiss+ride facilities and the wider North Sydney walking catchment.

**Objective 3: Being a catalyst for positive change**

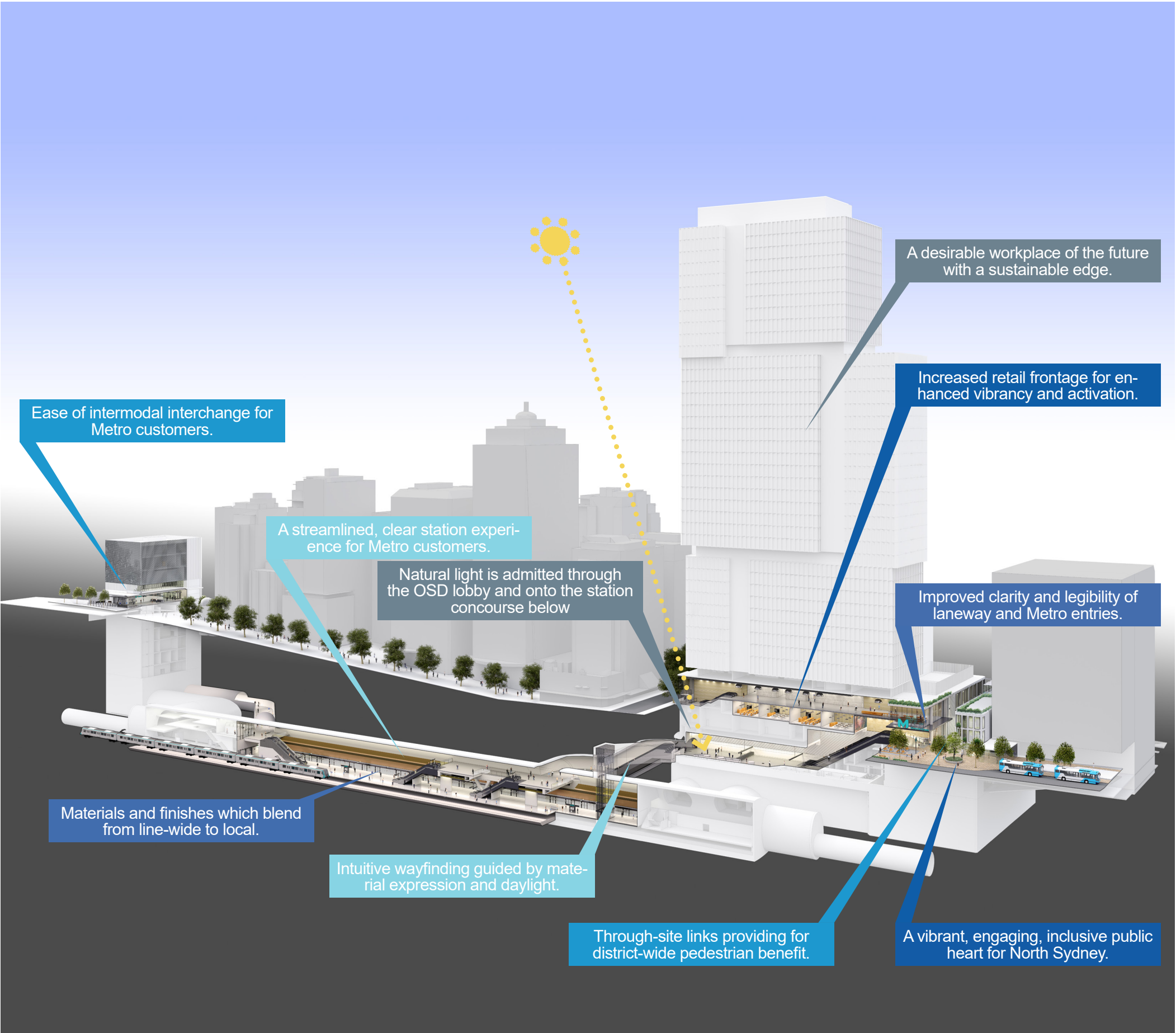
Achieved through the creation of large-scale civic spaces which reinforce the ambitions of North Sydney's Council's masterplan, the incorporation of publicly accessible multi-use facilities to provide community benefit and the creation of new through-site connections to ease pedestrian movement in the district.

**Objective 4: Being responsive to distinct contexts and communities**

Achieved through the establishment of universally accessible links to transport and public gathering spaces, defined by planting, hard-scape and public art that is referential to the historic and contemporary contexts of the district and serves an array of active and passive users for recreation, gathering and daily life.

**Objective 5: Delivering an enduring and sustainable legacy for Sydney**

Achieved through the use of passive design strategies and the provision of access to natural light across the site and within the Metro station through innovative design solutions, the creation of larger high-rise floor plates which maximise the efficiency of the site and provide for more desirable office space and the creation of an inviting, safe, user-friendly, accessible transport experience which will encourage patronage by providing a desirable alternative to private transport.







ARTISTS IMPRESSION OF VICTORIA CROSS OSD LOOKING NORTH ALONG MILLER ST





ARTIST'S IMPRESSION OF METRO ENTRY FROM DENISON STREET





## 6.0 SITE ANALYSIS



# 6.1 EXISTING CONDITIONS

### EXISTING SITE CONDITIONS

The previous site conditions displayed a pattern of development with very little consistency in scale, form or alignment. The previous mid-rise commercial buildings (now demolished under the terms of the CSSI Approval) were set against the low-rise buildings of Tower Square (now demolished). Tower Square was an outdoor eating destination with smaller restaurant and cafe offerings.

The existing Miller Street Special Area consists of a series of planter boxes, stairs, trees, and other physical impediments that limit the movement of people through the space to the footpath. The heritage listed jewellery shop (now demolished) existed within this setback zone and created a visual barrier between the MLC building and the Rag & Famish Hotel.

Denison Street, whilst narrower in its dimension, is well used by pedestrians at peak times and is predicted to significantly increase the pedestrian traffic as a result of the Victoria Cross Station. The current footpath conditions are narrow and illegible while a series of loading dock entries, vehicle cross-overs or blank walls create untidy, inactive and unsafe interfaces between pedestrians and vehicles.

The previous buildings on the site were as follows:

- 189 Miller Street (Lot 1/DP 633088)
- 187 Miller Street (Lot A/DP 160018)
- 181 Miller Street (Lot 15/DP 69345, Lot 1 & 2/DP 123056, Lot 10/DP 70667)
- 155-167 Miller Street (Tower Square)

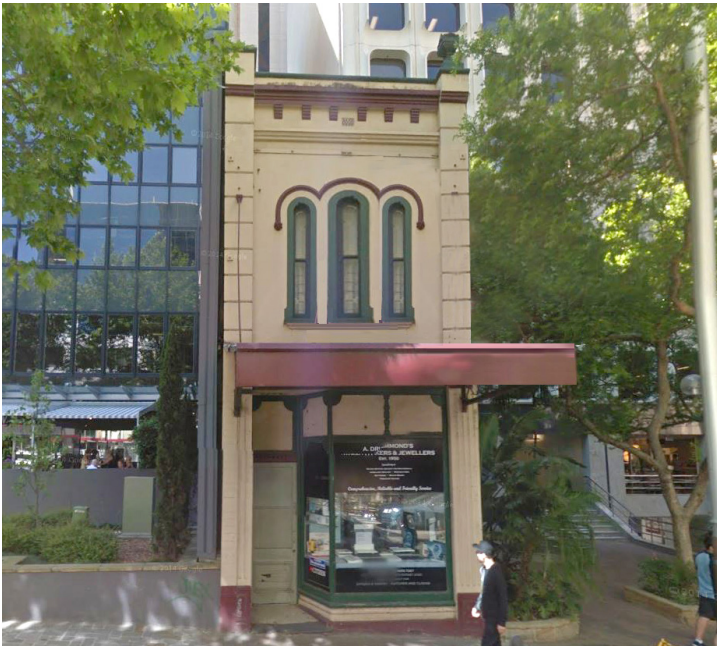
These buildings have now been demolished under the CSSI Approval for Victoria Cross Station.



TOWER SQUARE (NOW DEMOLISHED)



RAG & FAMISH HOTEL



HERITAGE JEWELLERY SHOP (NOW DEMOLISHED)



DENISON STREET



BRETT WHITELEY PLAZA

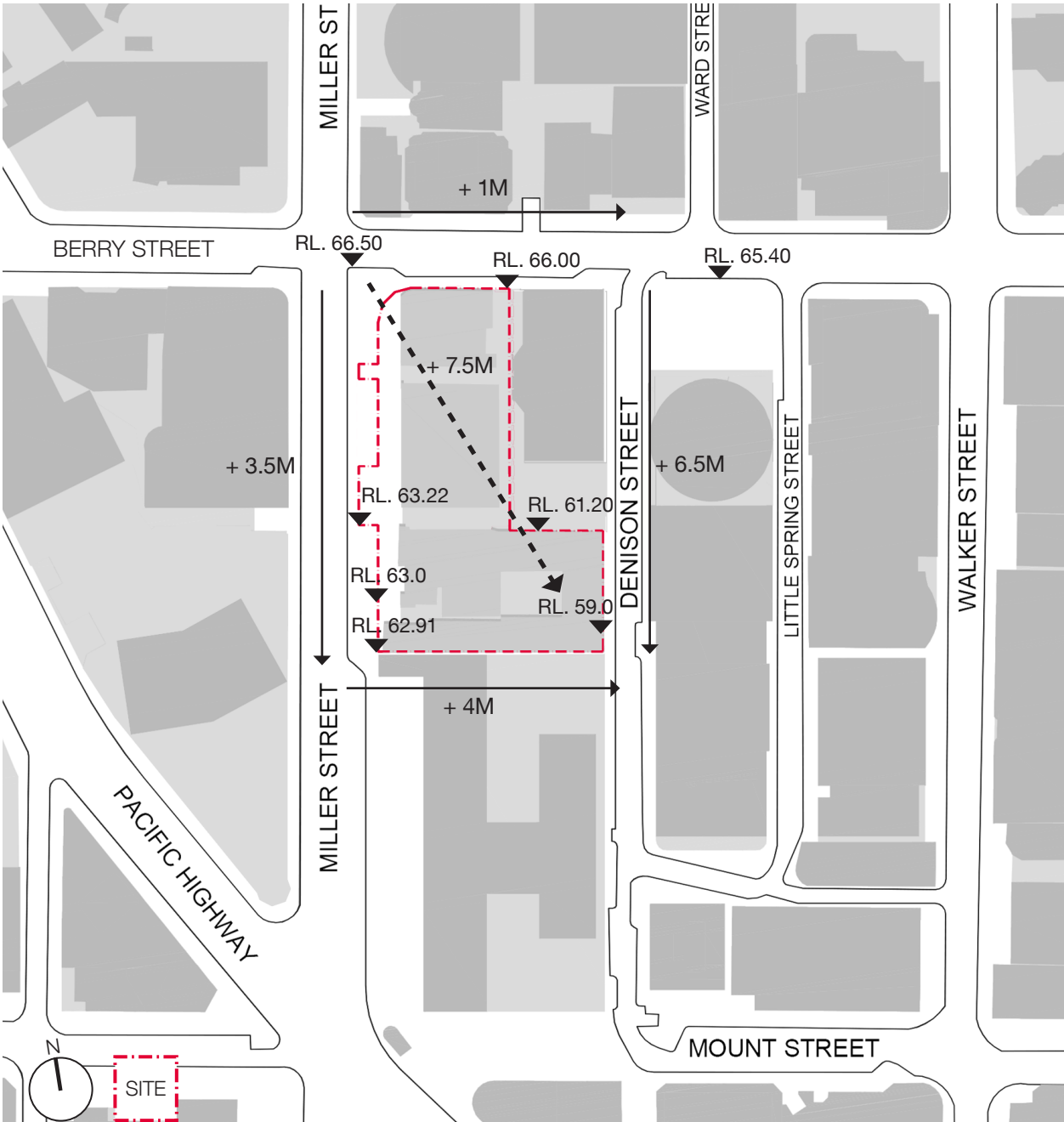


MLC FORECOURT



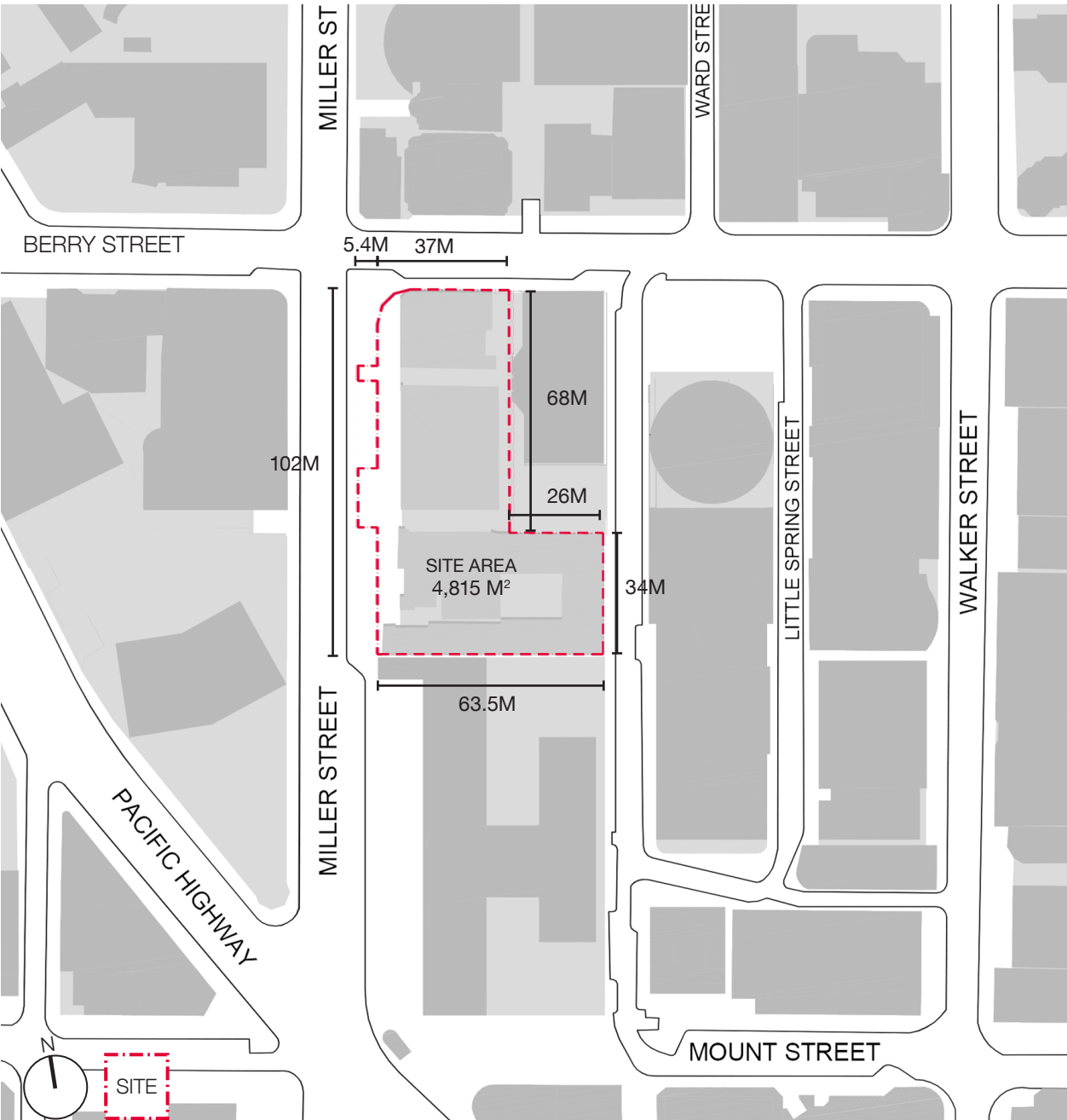
TOPOGRAPHY

The site has a 7.5m fall towards the south-east, from a high point on the corner of Miller Street and Berry Street of RL 66.5 to a low point on the Denison Street frontage of RL 59. The southern end of the Miller Street frontage is a mid point of the fall at RL 63.



SITE PARAMETERS

The site is 4,815m<sup>2</sup> in area. The site boundary is 102m along Miller Street, 37m at Berry Street and 34m at Denison Street.



# 6.2 HERITAGE CONTEXT

HERITAGE CONTEXT

A number of heritage items lie within close proximity to the Victoria Cross Station and OSD development site. Each of these items has been considered during the design of the proposal to ensure sensitive built form relationships are established in terms of the envelope form and composition.

The MLC Building from 1958, the first commercial office building in North Sydney, adjoins the site to the south. To the north on the corner of Miller and Berry Streets is the Rag & Famish Hotel; while to the north-west is the Monte Sant' Angelo Mercy College and grounds.

As mentioned in the previous section, the heritage jewellery shop at 187 Miller Street has now been demolished under the CSSI Approval for Victoria Cross Station.

KEY:

Heritage Building

Heritage Zone

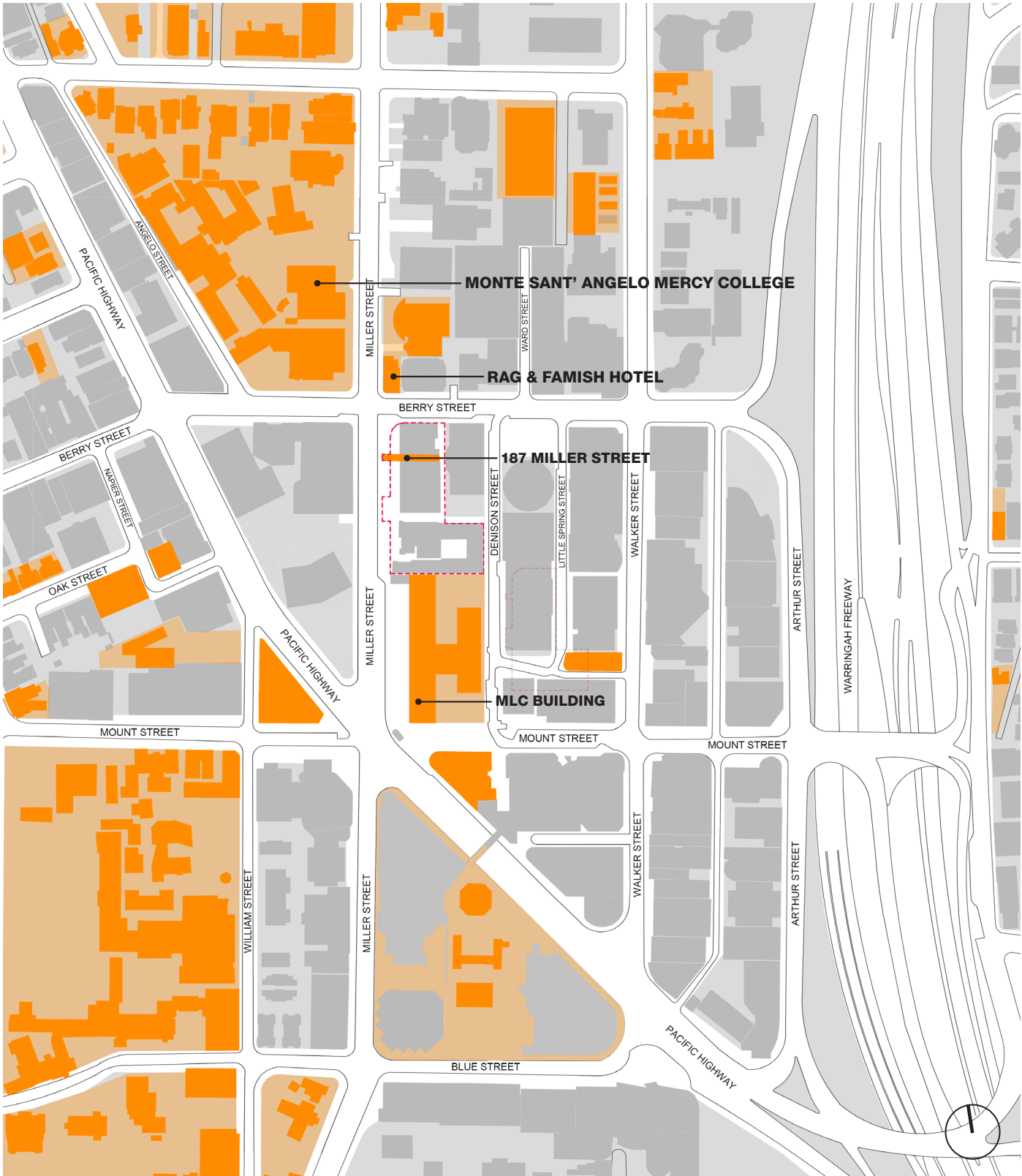
Site



RAG & FAMISH HOTEL



MLC BUILDING / BATES SMART (1957/1958)



NORTH SYDNEY LEP HERITAGE BUILDINGS AND ZONES



# 6.3 SITE CONSTRAINTS

LEP SPECIAL AREAS

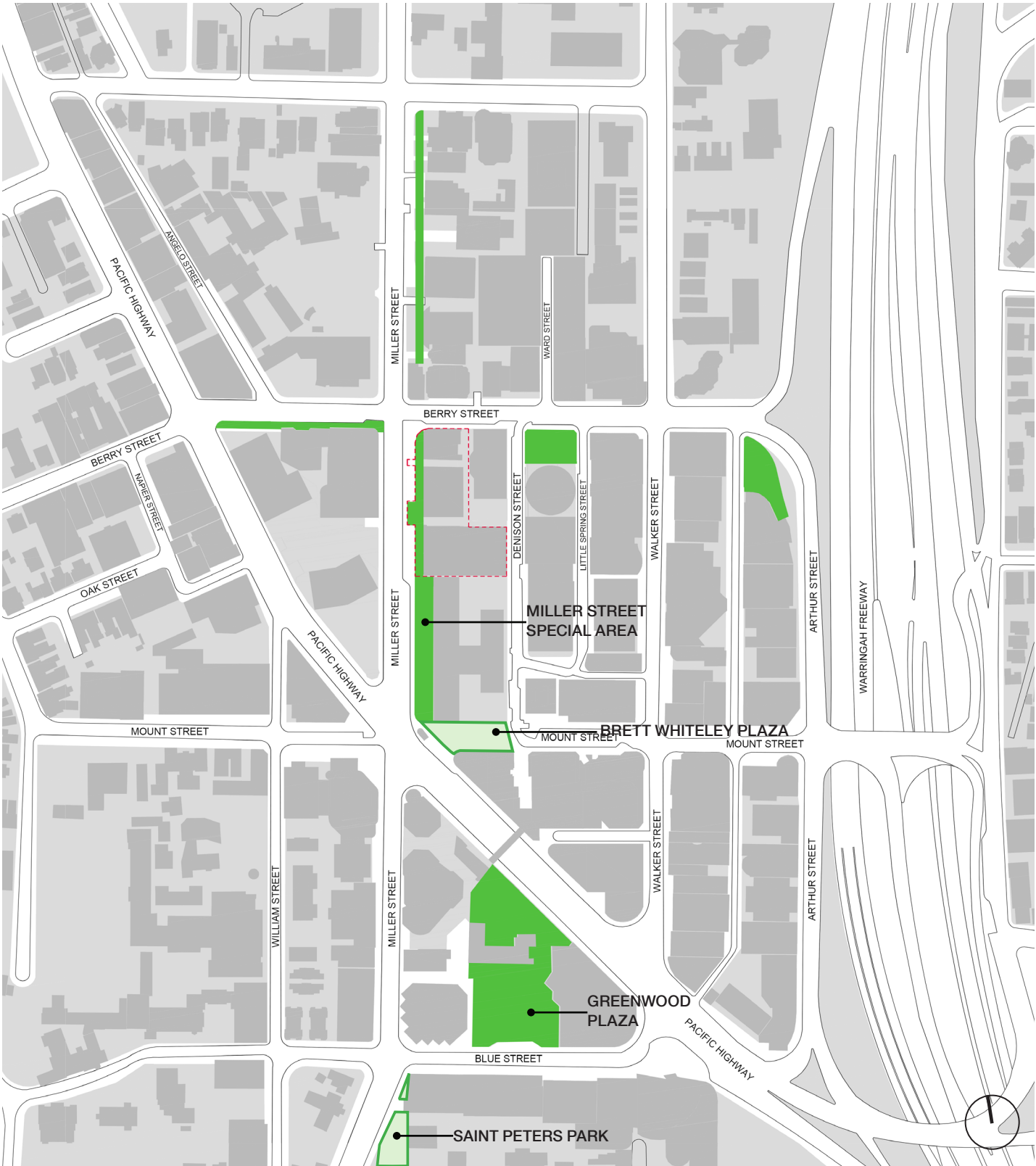
The site is within the North Sydney Centre, which is the commercial core of North Sydney. A key objective of the controls in North Sydney Local Environmental Plan 2013 is to prevent a net increase in overshadowing to Special Areas and Public Recreation Zones (RE 1) between 12 - 2pm between the March Equinox (21st) and the September Equinox (23rd).

Clause 6.3(2)(a) of the North Sydney Local Environment Plan 2013 states that:

- Development consent must not be granted for the erection of a building on land to which this Division applies if:
- (a) the development would result in a net increase in overshadowing between 12 pm and 2 pm from the March equinox to the September equinox (inclusive) on land to which this Division applies that is within Zone RE1 Public Recreation or that is identified as "Special Area" on the North Sydney Centre Map, or
  - (b) the development would result in a net increase in overshadowing between 10 am and 2 pm from the March equinox to the September equinox (inclusive) of the Don Bank Museum.

KEY:

- North Sydney Centre Special Areas
- Public Recreation Zones (RE1)
- Site



NORTH SYDNEY LEP SPECIAL AREAS AND PUBLIC RECREATION ZONES (RE1)



GREENWOOD PLAZA SPECIAL AREA



MILLER STREET SPECIAL AREA IN FRONT OF MLC BUILDING

# 6.4 PUBLIC TRANSPORT

### NORTH SYDNEY PUBLIC TRANSPORT

The two forms of public transport that exist in North Sydney are the North Sydney Train Station to the south of the site and the Sydney Bus Services. The North Sydney Train Station lies on the North Shore Line linking Hornsby to the city centre. An existing tunnel entry on the corner of Mount and Miller Streets allows for access to the train station through Greenwood Plaza.

Miller Street is currently a major bus stop for suburban bus routes that generally connect outer lying suburban regions of the North shore, Northern Beaches and Northwestern suburbs.

The site is well serviced by existing public transport includes the new Victoria Cross Station.

KEY:

Existing

Sydney Bus Stop

Train Station

Train Station Entry

Taxi Rank

Station

Site

A detailed map of North Sydney, Australia, illustrating existing public transport infrastructure and proposed Metro station entries. The map shows a grid of streets including Miller Street, Berry Street, Mount Street, Oak Street, William Street, Walker Street, Arthur Street, and Warringah Highway. Key locations marked include Victoria Cross Station (North and South), Greenwood Plaza, and various bus stops and taxi ranks. A blue line with arrows indicates a bus route, and an orange dashed line with arrows indicates a train route. A red dashed box highlights the site location. A legend in the bottom left corner defines the symbols used: Sydney Bus Stop (blue dot), Train Station (blue circle with 'M'), Train Station Entry (orange dot), Taxi Rank (yellow circle with 'T'), Station (green circle with 'M'), and Site (red dashed box).

PUBLIC TRANSPORT EXISTING AND METRO STATION ENTRIES

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# 6.5 VEHICULAR MOVEMENT

## VEHICULAR MOVEMENT

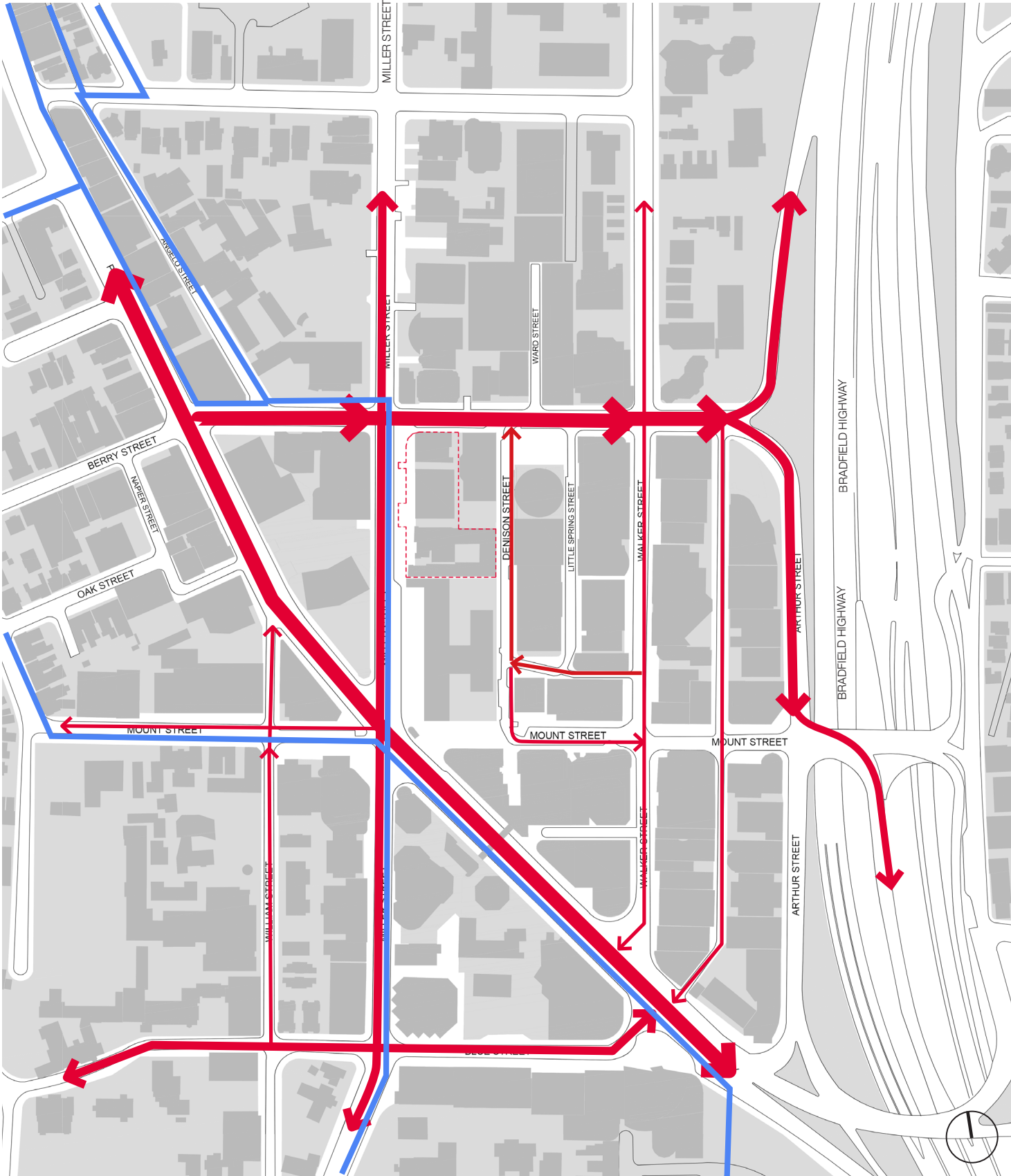
The site has busy traffic routes along the northern boundary (Berry Street) and along the west boundary (Miller Street). Miller Street is the primary north-south vehicular street through North Sydney, connecting Blues Point Road in the south and Crows Nest in the north.

Berry Street, a one-way street allows for connection to the Bradfield Highway in both north and south directions. Denison Street, a one-way vehicular street allows carpark entry into 65 Berry Street, MLC Building and also provides access to the former Tower Square.

North Sydney Council is working on an upgrade to the existing cycle network to connect the existing cycle ways over the Sydney Harbour Bridge to the Sydney City Centre. When complete, this link will provide a continuous connection from North Sydney that caters for a range of trips from short rides to local shops and cafes, through to regional cycle commuting.

KEY:

- Major Transport Route
- Main Road
- Secondary Road
- Existing Bike Route
- Site



VEHICULAR MOVEMENT