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Director Environment Sustainability and Planning  
City & Southwest Sydney Metro  
680 George Street, SYDNEY NSW 2000

16 April 2020

BY EMAIL ONLY: [fil.cerone2@transport.nsw.gov.au](mailto:fil.cerone2@transport.nsw.gov.au)

Dear Fil

**Approval of Victoria Cross Station Design and Precinct Plan: E101: CSSI 7400**

I refer to your submission dated 21 November 2019 requesting approval of the Victoria Cross Station Design and Precinct Plan (SDPP) in accordance with condition E101 of CSSI 7400. I also acknowledge your response to the Department's review comments and requests for additional information.

I note that the Victoria Cross Station Design and Precinct Plan:

- has been prepared in consultation with the relevant stakeholders
- has been reviewed by Sydney Metro and there are no outstanding issues
- has been endorsed by the Design Review Panel
- has been prepared to guide the design of the permanent built surface works and landscaping associated with the project
- contains the information required by the conditions of approval for CSSI 7400.

As nominee of the Planning Secretary, I approve the Station Design and Precinct Plan: Victoria Cross Project, Revision F, dated 30 March 2020 pursuant to condition E101.

You are reminded that if there is any inconsistency between the approved document and the conditions of approval, then the requirements of the conditions of approval will prevail. You are also reminded that, except to the extent described in the Environmental Impact Statement or any document listed in condition A1, any over station development or any development above or within the Sydney Metro Trains Facility South, including associated future uses, does not form part of this CSSI and will be subject to the relevant assessment pathway prescribed by the *Environmental Planning and Assessment Act 1979*, in accordance with condition A4.

Please ensure that you make the Victoria Cross Station Design and Precinct Plan publicly available on the project website.

If you have any questions, please contact Amy Porter at [amy.porter@planning.nsw.gov.au](mailto:amy.porter@planning.nsw.gov.au).

Yours sincerely

Erica van den Honert  
**Director**  
**Infrastructure Assessments, Infrastructure Management**

As nominee of the Planning Secretary

Copied to: [ben.armstrong2@transport.nsw.gov.au](mailto:ben.armstrong2@transport.nsw.gov.au)

# STATION DESIGN AND PRECINCT PLAN – VICTORIA CROSS PROJECT

SYDNEY METRO CITY  
& SOUTHWEST  
CHATSWOOD TO  
SYDENHAM PROJECT



Way Out

↑ Miller Street ↑



lendlease



**STATION DESIGN AND PRECINCT PLAN – VICTORIA CROSS PROJECT**  
**SYDNEY METRO CITY & SOUTHWEST CHATSWOOD TO SYDENHAM PROJECT**

Revision	Revision date	Status	Brief reason for update	Name/position/ company	Author/ reviewer/ approver	Signature
<b>A</b>	17.07.19	<b>DRAFT</b>	Victoria Cross SDPP	Bates Smart Cox Architecture Aspect Studios Firefly Point of View IRIS Visual Planning + Design	Lendlease	
<b>B</b>	23.08.19	<b>DRP Review</b>	Victoria Cross Specific SDPP	Bates Smart Cox Architecture Aspect Studios Firefly Point of View IRIS Visual Planning + Design Virtual Ideas	Lendlease	
<b>C</b>	11.10.19	<b>DPIE Review</b>	Incorporation of Sydney Metro Review Comments	Bates Smart Cox Architecture Aspect Studios Firefly Point of View IRIS Visual Planning + Design Virtual Ideas	Lendlease	
<b>D</b>	13.01.20	<b>DPIE Review</b>	Incorporation of response to DPIE Review	Bates Smart Cox Architecture Aspect Studios Firefly Point of View IRIS Visual Planning + Design Virtual Ideas	Lendlease	
<b>E</b>	06.02.20	<b>DPIE Review</b>	Incorporation of response to DPIE Review	Bates Smart Cox Architecture Aspect Studios Firefly Point of View IRIS Visual Planning + Design Virtual Ideas	Lendlease	

**STATION DESIGN AND PRECINCT PLAN – VICTORIA CROSS PROJECT**  
SYDNEY METRO CITY & SOUTHWEST CHATSWOOD TO SYDENHAM PROJECT

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Revision	Revision date	Status	Brief reason for update	Name/position/ company	Author/ reviewer/ approver	Signature
<b>F</b>	30.03.20	<b>DPIE Review</b>	Incorporation of response to DPIE Review	Bates Smart Cox Architecture Aspect Studios Firefly Point of View IRIS Visual Planning + Design Virtual Ideas	Lendlease	

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*Artist Impression of the Retail Laneway from Denison Street*

# EXECUTIVE SUMMARY

*Condition E101 requires that:*

*Before commencement of permanent built surface works and/or landscaping, the Proponent must prepare Station Design and Precinct Plans (SDPP) for each station. The SDPP must be prepared by a suitably qualified and experienced person(s), in collaboration and consultation with relevant stakeholders including but not limited to relevant council(s), the Department and the local community. The SDPP(s) must present an integrated urban and place making outcome for each station or end state element. The SDPP(s) must be approved by the Secretary following review by the DRP and before commencement of permanent aboveground work...*

*... Elements covered by the SDPP(s) must be complete no later than the commencement of operation of the Sydney Metro to paid services, unless otherwise agreed with the Secretary.*

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

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 the communities through a variety of uses.

This will be achieved with the following:

- A customer centred design approach that places customer experience at the centre of every design decision.
- Natural and intuitive wayfinding signage and a material/ finishes strategy that aids the customer journey from platform to street level and around the precinct seamlessly and intuitively.
- The creation of a new green civic spine along Miller Street, binding the station, Over Station Development (OSD) and precinct into the fabric of North Sydney.
- Built form and the use of materials, colours and finishes that refer to the historic and contemporary context of the local area.
- A carefully curated retail offering that supports a unique sense of place.

This SDPP provides an outline of the integrated and urban place making outcome for the Victoria Cross Station and associated public domain works in accordance with the requirements of Condition E101 of the Chatswood to Sydenham project approval SSI15\_15\_7400 in particular condition E101.



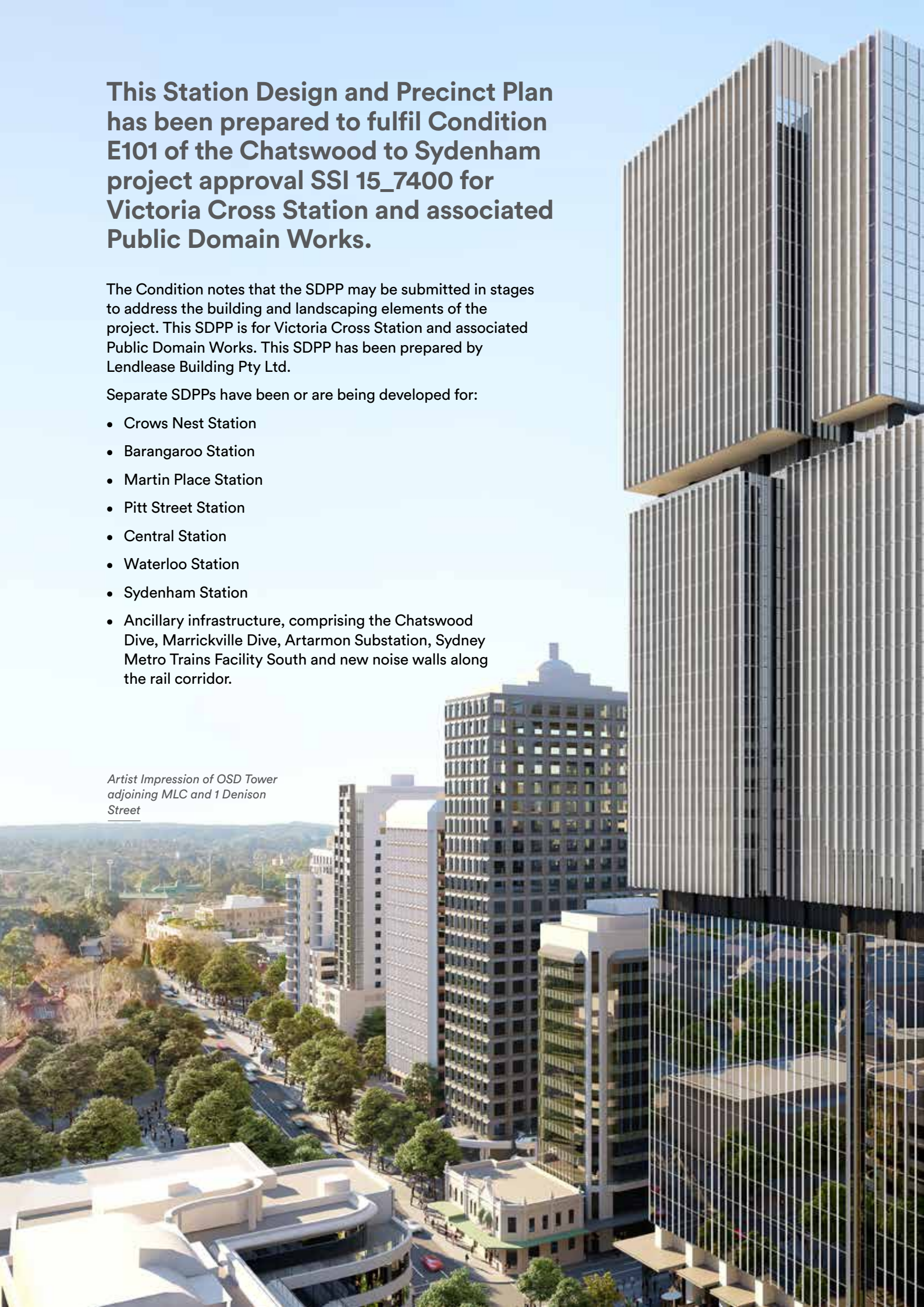
# This Station Design and Precinct Plan has been prepared to fulfil Condition E101 of the Chatswood to Sydenham project approval SSI 15\_7400 for Victoria Cross Station and associated Public Domain Works.

The Condition notes that the SDPP may be submitted in stages to address the building and landscaping elements of the project. This SDPP is for Victoria Cross Station and associated Public Domain Works. This SDPP has been prepared by Lendlease Building Pty Ltd.

Separate SDPPs have been or are being developed for:

- Crows Nest Station
- Barangaroo Station
- Martin Place Station
- Pitt Street Station
- Central Station
- Waterloo Station
- Sydenham Station
- Ancillary infrastructure, comprising the Chatswood Dive, Marrickville Dive, Artarmon Substation, Sydney Metro Trains Facility South and new noise walls along the rail corridor.

*Artist Impression of OSD Tower adjoining MLC and 1 Denison Street*





*Artist Impression of Metro Entry and Retail  
Laneway from Denison Street*



# 1. INTRODUCTION

## 1.1 PURPOSE OF THE STATION DESIGN AND PRECINCT PLAN

This report has been prepared to document the Station Design and Precinct Plan (SDPP) for Victoria Cross Station and associated Public Domain components of the Sydney Metro City & Southwest Chatswood to Sydenham project. The plan has been prepared to present an integrated urban and placemaking outcome to guide the design of the permanent built surface works and landscaping associated with the project.

An integrated urban and placemaking outcome must be achieved through the consideration of existing and planned public domain and private developments adjacent to the project and effective consultation and collaboration with relevant stakeholders.

The preparation of the SDPP is a requirement of Condition E101 of the Chatswood to Sydenham project approval SSI 15\_7400. Condition E101 allows the SDPP to be submitted in stages and, as identified in the Staging Report, staging of the project is represented on a precinct basis.

Consistent with the requirements of Condition E101, this SDPP:

- Details specific design objectives, principles and standards.
- Identifies design opportunities including incorporation of public art and salvaged elements.
- Describes the key design features.
- Outlines implementation of the plan, including maintenance and monitoring.
- Provides evidence of consultation.

As required by Condition E101, the SDPP has been prepared by suitably qualified and experienced person(s).

This Plan has been provided by the following suitably qualified organisations:

- **David Holm** –  
Principal Architect, Cox Architecture
- **Philip Vivian** –  
Principal Architect, Bates Smart
- **Sacha Coles** –  
Principal Landscape Architect, Aspect Studios
- **Suzie Rawlinson** –  
Director, IRIS Visual Planning + Design
- **Rick Mansfield** –  
Senior Account Manager, Virtual Ideas

## 1.2 SYDNEY METRO PROJECTS

Sydney Metro is Australia’s biggest public transport program. A new standalone railway, this 21st century network will revolutionise the way Sydney travels.

There are three core components:

### a. Sydney Metro Northwest (formerly the 36km North West Rail Link)

This project is now complete and passenger services commenced in May 2019 between Rouse Hill and Chatswood, with a metro train every four minutes in the peak. The project was delivered on time and \$1 billion under budget.

### b. Sydney Metro City & Southwest

Sydney Metro City & Southwest project includes a new 30km metro line extending metro rail from the end of Metro Northwest at Chatswood, under Sydney Harbour, through new CBD stations and southwest to Bankstown. It is due to open in 2024 with the ultimate capacity to run a metro train every two minutes each way through the centre of Sydney.

Sydney Metro City & Southwest will deliver new metro stations at Crows Nest, Victoria Cross, Barangaroo, Martin Place, Pitt Street, Waterloo and new underground metro platforms at Central Station. In addition it will upgrade and convert all 11 stations between Sydenham and Bankstown to metro standards.

### c. Sydney Metro West

Sydney Metro West is a new underground railway connecting Greater Parramatta and the Sydney CBD. This once-in-a-century infrastructure investment will transform Sydney for generations to come, doubling rail capacity between these two areas, linking new communities to rail services and supporting employment growth and housing supply between the two CBDs.

The locations of seven proposed metro stations have been confirmed at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock and the Bays Precinct.

The NSW Government is assessing optional stations at Rydalmere and Pyrmont and further planning is underway to determine the location of a new metro station in the Sydney CBD.

### d. Greater Western Sydney

Metro rail will also service Greater Western Sydney and the new Western Sydney International (Nancy Bird Walton) Airport.

The new railway line will become the transport spine for the Western Parkland City’s growth for generations to come, connecting communities and travellers with the rest of Sydney’s public transport system with a fast, safe and easy metro service. The Australian and NSW governments are equal partners in the delivery of this new railway.

Additional information can be obtained from the Sydney Metro website at [www.sydneymetro.info](http://www.sydneymetro.info).

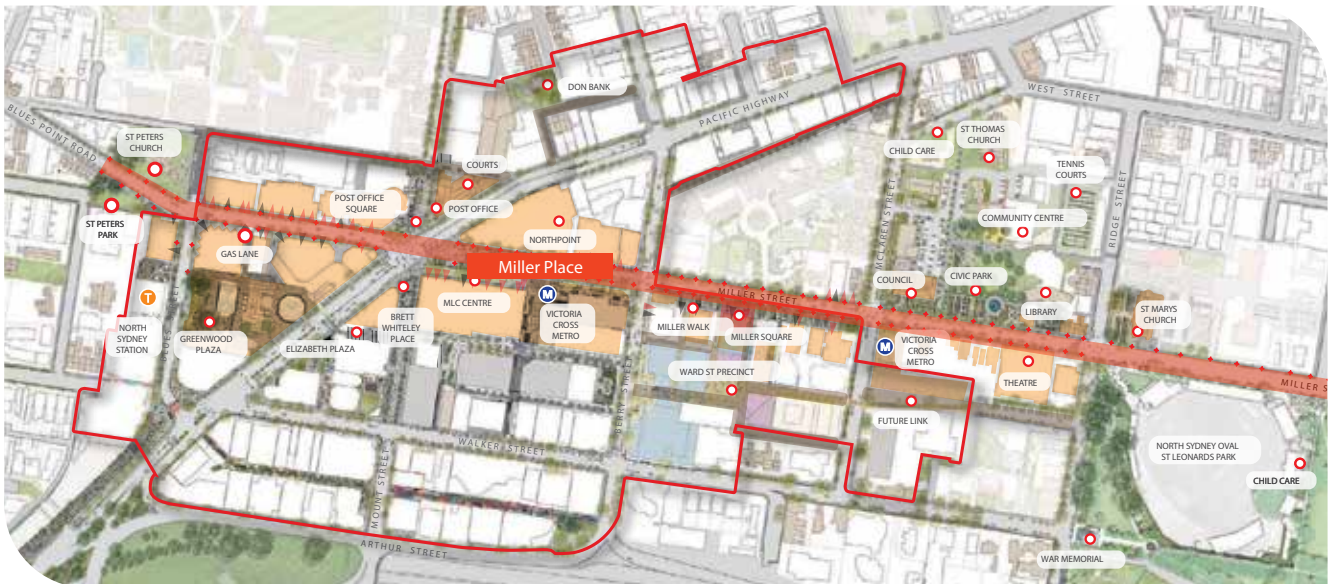
## 1.3 SCOPE OF THIS STATION DESIGN AND PRECINCT PLAN

This SDPP presents an integrated urban and placemaking outcome for the following project scope elements:

- Victoria Cross Metro Station, inclusive of station cavern, north and south access adits, north services building and station entrance, south concourse and ticketing facilities, and south station entrance from Miller Street.
- A primary public plaza located along Miller Street between the MLC Building and Berry Street, including landscaping and hardscaping treatment.
- A through-connection site link connecting between Miller and Denison streets at mid-block between Berry Street and Brett Whiteley Place.
- A retail concourse providing station access via the South Station Concourse from Denison Street.
- Commercial office lobby space for the over station development (OSD) fronting Miller and Berry Street and retail and restaurant spaces along Miller Street.
- A secondary public plaza located at the corner of Miller and McLaren streets, adjacent to the North Station entrance and concourse, including landscaping and hardscaping treatment.

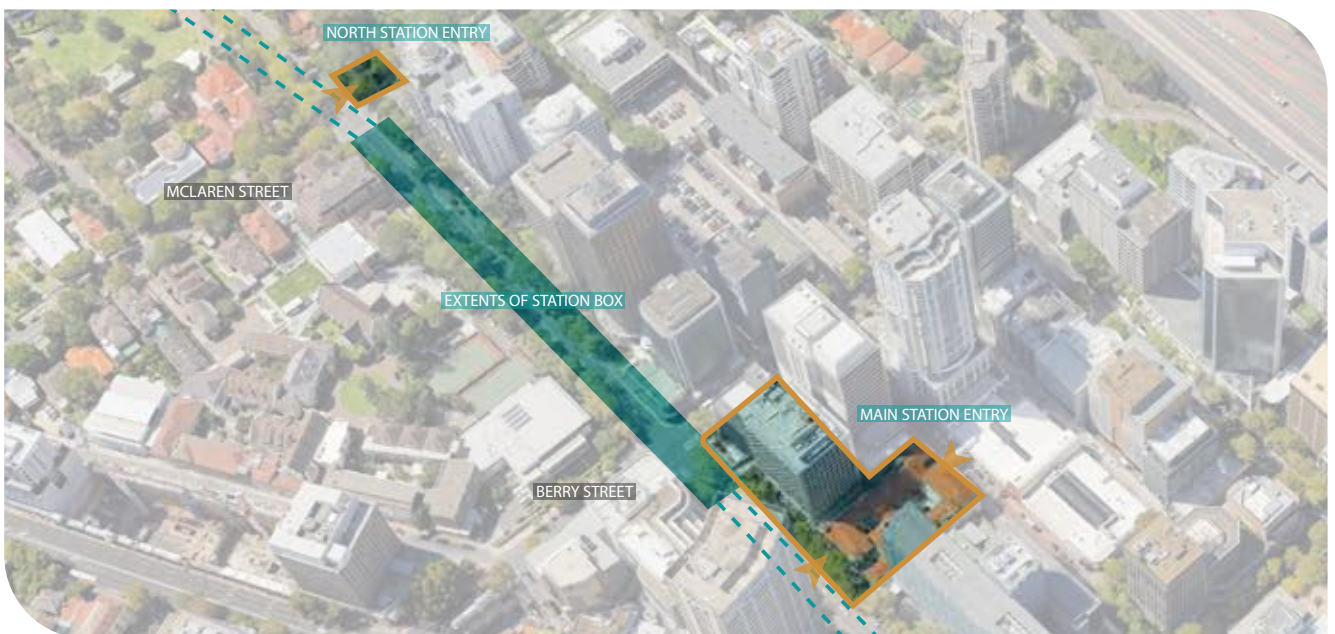
### 1.4 STUDY AREA SDPP BOUNDARY

The study area has been identified to determine the key design drivers and influences of the broader urban context on the project.



The North Sydney CBD, with project site located along Miller Street at centre. Source: North Sydney Public Domain Strategy Place Book.

The SDPP boundary is the area within which works will be delivered as part of the project, inclusive of both the north and south sites identified below.



The north and south station development sites with extents of station cavern below Miller Street.

## 1.5 STATUS OF THIS STATION DESIGN AND PRECINCT PLAN

The information contained in this report is the latest available at the time of writing. The nature of the design process on a project of this scale is one that requires continuous development and refinement until the project is constructed. Notwithstanding this, the material herein provides a clear appreciation of the scale, nature and treatment of the facilities proposed and their interactions with the environment.

It is possible that during this process of design refinement, that some changes to the detail of the design could occur. In this event, any such changes would be presented to the Design Review Panel (DRP) and their approval gained to ensure that design excellence on the project is still being maintained. On endorsement of any such changes by the DRP a consistency test and assessment against the current SDPP and CSSI approval would be undertaken to validate that the changes.

Refer to Section 2 Design Development Process for further detail on the design process.

Given the program of works and timing for completion of design documentation on the project, modifications or deviations to the current design are unlikely to occur for Victoria Cross.

## 1.6 STRUCTURE OF THE STATION DESIGN AND PRECINCT PLAN

The SDPP has been structured as follows:

- **Section 2:** provide an overview of the design process that has occurred for the project to date and that for future design development.
- **Section 3:** outlines the consultation that has been undertaken during the preparation and review of this plan and how the feedback received has been addressed.
- **Section 4:** identifies the design objectives, principles and standards specific to the relevant scope elements of the plan.
- **Section 5:** identifies design opportunities, including in regards to public art, heritage interpretation and use of salvaged elements.
- **Section 6:** details the key features of the station design and the precinct/public realm plan.
- **Section 7:** outlines the implementation phase including timing for delivery of access, landscaping and public realm initiatives and the monitoring and maintenance procedures for landscaping.
- **Section 8:** provides an assessment of the visual impact for the relevant design elements and identifies if a 'minor benefit' rating (or at a minimum a 'negligible' rating) has been achieved.

## 1.7 COMPLIANCE WITH THE CONDITIONS OF APPROVAL

The following table identifies the requirements of the relevant conditions of approval of SSI 15\_7400 and where these have been addressed in the SDPP.

Requirement for the conditions of approval	Where addressed in the plan
<b>Condition E93</b>	
In developing the Interchange Access Plan(s), the Proponent must consider:	Section 3.3 outlines the consultation with agencies by Sydney Metro on the Transport Interchange Access Plan.
a. Traffic and accessibility requirements.	Section 6 of this plan includes the station design and precinct plan details which would be relevant in the Interchange Access Plan(s).
b. The Station Design and Precinct Plan(s) required by Condition E101.	
<b>Condition E21</b>	
The Heritage Interpretation Plan must inform the Station Design and Precinct Plan referred to in Condition E101.	Refer to Section 4.3, 5.3 and 5.4 of this plan.
<b>Condition E101</b>	
Before commencement of permanent built surface works and/or landscaping, the Proponent must prepare Station Design and Precinct Plans (SDPP) for each station.	This plan.
The SDPP must be prepared by a suitably qualified and experienced person(s), in collaboration and consultation with relevant stakeholders including but not limited to relevant council(s), the Department and the local community.	Section 1.1 details the qualifications and experience of the authors of the plan. Section 3 details the consultation that has occurred during preparation of the plan. This is supported by the consultation evidence provided in Appendix A and B.
The SDPP(s) must present an integrated urban and place making outcome for each station or end state element.	This plan, with a statement provided in Section 4.4 and 6.4.
The SDPP(s) must be approved by the Secretary following review by the Design Review Panel (DRP) and before commencement of permanent aboveground work.	The plan will be submitted to the Secretary for approval. Section 3.2 details the review undertaken by the DRP.
Each SDPP must include, but not be limited to:	
a. Identification of specific design objectives, principles and standards based on:	Section 4 identifies the design objectives, principles and standards.
i. The project design objectives as refined by the DRP.	Refer to Section 3.2 and 4 of this plan.
ii. Maximising the amenity of public spaces and permeability around entrances to stations.	
iii. Local environmental, heritage and place making values.	
iv. Urban design context.	
v. Sustainable design and maintenance.	
vi. Community safety, amenity and privacy, including 'safer by design' principles where relevant.	
vii. Relevant urban design and infrastructure standards and guidelines (including relevant council standards, policies and guidelines).	
viii. Minimising the footprint of the project (including at operational facilities).	



**STATION DESIGN AND PRECINCT PLAN – VICTORIA CROSS PROJECT**  
**SYDNEY METRO CITY & SOUTHWEST CHATSWOOD TO SYDENHAM PROJECT**

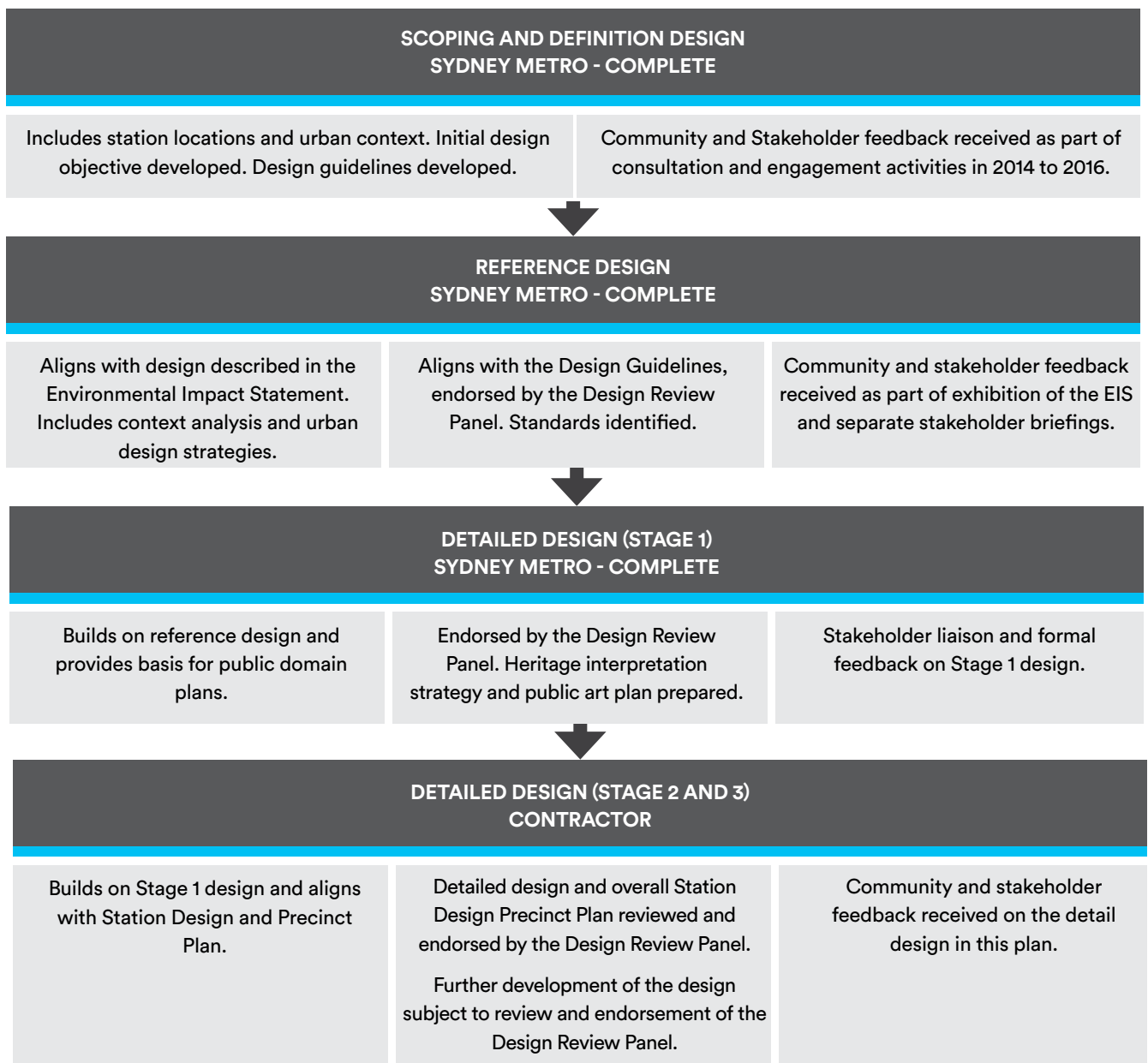
Requirement for the conditions of approval	Where addressed in the plan
<p>b. Opportunities for public art.</p> <p>c. Landscaping and building design opportunities to mitigate the visual impacts of rail infrastructure and operational fixed facilities (including the Chatswood Dive, Marrickville Dive, Sydney Metro Trains Facility South, Artarmon Substation, station structures and services, noise walls etc.).</p> <p>d. The incorporation of salvaged historic and artistic elements onto the project design, including but not limited to the Tom Bass P&amp;O fountain, the Douglas Annand glass screen (if present), the Douglas Annand wall frieze and heritage fabric from Martin Place Station, unless otherwise agreed by the Secretary.</p>	<p>Section 5 details the design opportunities, including for public art, the incorporation of salvaged elements and opportunities to mitigate visual impacts, through landscaping and building design.</p>
<p>e. Details on the location of existing vegetation and proposed landscaping (including use of endemic and advanced tree species where practicable). Details of species to be replanted/revegetated must be provided, including their appropriateness to the area and habitat for threatened species.</p> <p>f. A description of the CSSI design features, including graphics such as sections, perspective views and sketches for key elements of the CSSI.</p> <p>g. The location, design and impacts of operational lighting associated with the CSSI and measures proposed to minimise lighting impacts.</p>	<p>Section 6 details the key design elements within the precinct. Section 6.1 to 6.3 details the key design features of the station. Section 6.4 provides details of the public realm including details on proposed new landscape species and their appropriateness to the area.</p> <p>Section 6.5 details the podium façades on the southern development site</p> <p>Section 6.6 details the podium office façades on the southern development site</p> <p>Section 6.7 details the Retail building façade on the southern development site</p> <p>Section 6.8 details the various retail façade modules and their applications.</p>
<p>h. Details of where and how recommendations from the DRP have been considered in the plan.</p>	<p>Section 3.2 details the feedback from the DRP and where and how the recommendations have been considered.</p>
<p>i. The timing for implementation of access, landscaping and public realm initiatives.</p> <p>j. Monitoring and maintenance procedures for vegetation and landscaping (including weed control), performance indicators, responsibilities, timing and duration and contingencies where rehabilitation of vegetation and landscaping measures fail.</p>	<p>Section 7 outlines the implementation of the plan.</p> <p>Section 6.4.10 outlines monitoring and maintenance procedures for vegetation and landscaping.</p>
<p>k. Evidence of consultation with the community, local Councils and agencies in the preparation of on the SDPP(s) and how feedback has been addressed before seeking endorsement by the DRP.</p>	<p>Section 3.1 details the consultation that has occurred during preparation of the plan and how this feedback has been addressed. This is supported by the consultation evidence provided in Appendix A and Appendix B.</p>
<p>Elements covered by SDPP(s) must be complete no later than the commencement of operation of the Sydney Metro to paid services, unless otherwise agreed with the Secretary.</p>	<p>Refer to Section 7 which details implementation of the plan.</p>
<p><i>Note: The SDPP may be submitted in stages to address the built elements of the CSSI and landscaping aspects of the CSSI.</i></p>	<p>Refer to Section 1.3 for the scope elements considered as part of this SDPP.</p>
<p><b>Condition 102</b></p>	
<p>The SDPP must achieve a minimum visual impact rating of at least “Minor Benefit” as defined in the EIS, as amended by the documents listed in A1, for all design elements of the project, where feasible and reasonable. Where it can be demonstrated, to the DRP’s satisfaction, that a “Minor Benefit” is not achievable, then a “Negligible” visual impact rating must be achieved as a minimum.</p>	<p>Section 8 provides the visual impact assessment and identifies the rating achieved.</p>

## 2. DESIGN DEVELOPMENT PROCESS

The design for the Sydney Metro City & Southwest Chatswood to Sydenham project has developed from an initial design through to the detailed design (refer to flow chart below).

At each stage a range of consultation and stakeholder engagement activities have occurred.

This has also been supported by the development of design objectives, the Chatswood to Sydenham Design Guidelines and now this Station Design and Precinct Plan, all of which has been refined in consultation with the Sydney Metro Design Review Panel.



# STATION DESIGN AND PRECINCT PLAN – VICTORIA CROSS PROJECT

## SYDNEY METRO CITY & SOUTHWEST CHATSWOOD TO SYDENHAM PROJECT

This Station Design and Precinct Plan draws upon the design work that occurred prior to obtaining planning approval for context, and then details the design work and associated consultation activities that have occurred since planning approval was obtained (i.e. during the detailed design stage).

It is noted that this SDPP relates to Victoria Cross Metro Station design and surrounding Public Domain precinct which is subject to the Critical State Significant Infrastructure (CSSI) project approval SSI 15\_7400. The approval and design of any residual or over station development component is subject to that relevant planning approval and associated design process. The Station design has been designed concurrently with the Over station design to ensure the two designs are integrated and coordinated from an Integrated development perspective.

In regards to the retail outlets the CSSI (via the SDPP) provides approval for the retail shopfronts, facade, structure and base services. The SSDA will approve the use of the spaces located within the approved CSSI works.

The approval of individual fitout of the retail outlets will generally be via a Complying Development Certificate process. In the event of a tenancy requiring specialist licencing or other, for example a tenancy which requires a liquor licence, then approval will be sought via a Development Application process.

The design of the station and surrounding precinct has been driven by the customer experience, with decisions made with consideration toward the passenger journey and solutions crafted in consultation with the community, Sydney Metro, and specialty consultants.

Wayfinding to and through the station is reinforced through the provision of station entries in locations which are prominently visible from the surrounding public domain. The intention is for the station to become an integrated part of the burgeoning North Sydney CBD, linked to surrounding new office developments and current urban networks and green spaces through access points from Miller and Denison streets, integrating with the existing laneway network.

Within the station, intuitive wayfinding, enhanced through the incorporation of natural light, straightforward material usage and streamlined spaces, will enhance the customer journey. The goal is to provide a seamless pleasant customer experience whether it is the passenger's first time at the station, or if they are a daily commuter.

Refinement of the design is ongoing, with emphasis placed upon enhancing the visual appeal of the station to celebrate the journey and provide an inspiring experience, while providing for the varied needs of users who activate the station and precinct.



*The Metro Station development sites and location of station entries.*

## 3. COLLABORATION AND CONSULTATION

**The stakeholder and community consultation process for Sydney Metro City & Southwest has played an integral role in informing and scoping the design of the project since 2014.**

**The consultation and engagement activities that occurred to inform the Stage 1 design were documented in the Chatswood to Sydenham Environmental Impact Statement (EIS) and the Chatswood to Sydenham Submissions and Preferred Infrastructure Report (SPIR).**

Consultation, with government agencies, council, and the community has continued throughout the development of the Stage 2 detailed design and preparation of this SDPP. The SDPP has also been reviewed and endorsed by the Sydney Metro Design Review Panel. The consultation undertaken and how feedback has been addressed in the plan is detailed in this section.

### 3.1 CONSULTATION DURING PREPARATION OF THE STATION DESIGN AND PRECINCT PLAN

This SDPP has been prepared in collaboration and consultation with the following relevant stakeholders:

- North Sydney Council
- Interactive meeting with council and Sydney Water
- Department of Planning, Industry and Environment
- Sydney Water
- AusGrid
- Sydney Coordination Office
- NSW Fire and Rescue
- Jemena
- The local community

Collaboration and consultation activities undertaken during development of the detailed design and preparation of this SDPP include:

- Presentation to council on the OSD and through site link, Public Domain prior to lodgement of SEARS.
- Interactive Meeting with Council and presented the Metro preferred stormwater solution with the retention tank located in Council land east side of Miller Street.
- Engagement with Sydney Coordination Office.
- Introduction meeting with Ausgrid.
- Three engagement meetings with Sydney Water.
- Four introduction / coordination with Jemena.
- Review of construction traffic and management plan impact on Victoria cross and adjoining roadways with adjoining stakeholders.
- Two public drop-in consultation sessions were held on 23 and 25 May to solicit feedback and encourage participation of the local community with the design team.

Appendix A is the community consultation report which identifies how the feedback received during consultation has been addressed.

### 3.2 REVIEW BY THE DESIGN REVIEW PANEL

The Design Team has presented to the Design Review Panel (DRP) on six (6) occasions:

**25 February:** Introduction, Design Scope Delineation, Station Design Philosophies, Northern and Southern Station Entrances, Denison Street Concourse, Public Domain Design Philosophies, OSD Envelope, Podium and Through Site Link Design Philosophies, Metro Hub.

**18 March:** Northern Entrance, Southern Entrance, Public Domain South Site, Architectural Response – Podium, Tower Façade, Materials, Ground Floor Activation, Canopies, Miller Street Façade.

**9 April:** Northern Entrance Context, Massing and Façade, Public Domain North Site, Architectural Response – Podium, Coworking Podium Office Lobby and secondary entrance to OSD Lobby, Laneway Buildings Façade and Materiality, Architectural Response – OSD, Massing Concepts, Materiality, Façade Design & Shading, Approved and Proposed Concept Envelope Comparisons.

**7 May:** Northern Entry Building: Façade, Northern Building Public Domain.

**21 May:** Northern Entry Building Façade, CSSI Design Excellence Requirements, ISD Environmental Wind.

**6 June:** Northern Building Façade design shift update, OSD Façade, Southern Laneway buildings façade, Miller Street Awnings, North and South Building Public Domain

Each session resulted in the issue of a Comments and Actions Record, a summary of each item raised, and the responses provided, is contained in the table below.

On the 15th October 2019 the DRP provided written endorsement of this SDDP and that they support the scheme from a design excellence perspective.

The DRP provided feedback on a range of aspects of the plan. Refer to Appendix B.

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The following table illustrates the key issues raised by the DRP and how these issues have been addressed. For completeness DRP comments in relation to the OSD design have been included as the entire integrated development proposal was consistently presented to the DRP.

STAGE	RAISED ON	THEME	ACTION / ISSUE	TEAM TO RESPOND	RESPONSE	STATUS
DEEP – OSD Design	13/09/2016	Columns	Bates Smart presented the integrated OSD design for Victoria Cross. The Panel disliked the use of “V” columns at the ground plane as they limit visual permeability of Miller Street. More design work is required, including improving the design of columns and how they land.	OSD team	Further design work has been undertaken to improve the design of the columns and how they land. Subsequently, the concept 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, the wintergarden and concourse level spaces.  Further refinement of design, including the design of columns, will be undertaken throughout Stage 2 of design development.	Completed
DEEP – OSD Design	13/09/2016	Wayfinding, entry from south Miller Street	Bates Smart presented the integrated OSD design for Victoria Cross. The Panel noted that wayfinding needs to be addressed at the Miller Street entry, to enable the entry to be more visible for customers approaching from the south.  The Panel requested a review of the Miller Street frontage to increase the visual and physical prominence of the metro entry. It was also requested that the OSD team investigate alternate ways to provide direct access from south Miller Street to the concourse level - including the potential for the integration of a lift and stair adjacent to the through site link on Miller Street.	OSD team	Throughout the OSD Design phase, wayfinding has been addressed through development of design, awnings and Metro branding.  Alternative direct access to the south on Miller Street was investigated and presented to the Panel on 2/12/16. The stair and lift were considered to be a visual and physical barrier and unsupported from an urban design approach. In response to the DRP comments, the design included an accessible path of travel from the south of Miller Street to the Metro plaza and level entry to the Metro lift lobby. The Panel agreed at this meeting that the wayfinding for the scheme was clear and logical.  A further entry study was carried out by Bates Smart (18/1/2017). This concluded that an access from the south of Miller Street could be created a new connection from the MLC colonnade to the lower retail level.  The approach to wayfinding and design development for the Miller Street entry is to be further refined throughout Stage 2 of design development.	Completed
DEEP – OSD Design	13/09/2016	Wind impacts	Bates Smart presented the integrated OSD design for Victoria Cross. The Panel noted a need to ensure that potential wind impacts are addressed.	OSD team	A preliminary desktop wind review was carried out on the OSD Design by AECOM (23/12/16). The impact of the downdraft was reduced with the addition of awnings. In response to the study, glazed screens to the through site link have been reduced.  Wind studies were prepared and submitted with the Concept SSDA to inform the building envelope design and to make recommendation to mitigate potential ground level impacts (see Appendix N of the Victoria Cross OSD EIS). This matter will be further considered at the detailed SSD Application stage.	Completed
DEEP – OSD Design	13/09/2016	Building address, ground plane activation	Bates Smart presented the integrated OSD design for Victoria Cross. The Panel expressed some concern about the clarity of the commercial address.	OSD team	In response to the Panel’s feedback, the commercial address has been strengthened and altered to face Miller Street. A Metro entry study was undertaken by Bates Smart (18/01/2017). The analysis supported a northern metro entry, noting that this entry needed further design development to activate Miller Street as much as possible. Additionally, the concept SSDA design includes retail at the corner of Miller Street and Berry Street to support activation.  Opportunities for a strong commercial address and ground plane activation will be further explored in Stage 2 of design development.	Completed
DEEP – OSD Design	2/12/2016	Wind impacts	Bates Smart presented design development for Victoria Cross OSD. The Panel would like substantial wind studies for the built form to be undertaken.	OSD team	A preliminary desktop wind review was carried out on the OSD Design by AECOM (23/12/16). The impact of the downdraft was reduced with the addition of awnings. In response to the study, glazed screens to the through site link have been reduced.  Wind studies were prepared and submitted with the Concept SSDA to inform the building envelope design and to make recommendation to mitigate potential ground level impacts (see Appendix N of the Victoria Cross OSD EIS). This matter will be further considered at the detailed SSD Application stage.	Completed
DEEP – OSD Design, ISD Design,	2/12/2016	Eastern building façade	Bates Smart presented design development for Victoria Cross OSD. The Panel expressed concerned with the blank eastern façade, noting that this needs further design development work.	OSD team	Façade composition studies were carried out. The indicative scheme shows how the eastern façade could be resolved.  This has been noted as a matter for further consideration in Stage 2 of design development.	Completed
DEEP – OSD Design	2/12/2016	Heritage impacts, MLC Building	Bates Smart presented design development for Victoria Cross OSD. A heritage evaluation is to be done regarding the lower scale commercial element proposed to be attached to heritage-listed MLC building.	OSD team	A Statement of Heritage Impact for the OSD Design was undertaken by OCP Architects (September 2016). This concluded that the design respects the significant characteristics of heritage items in its vicinity through a range of design strategies, such as:  Providing an increased setback to Miller Street in order to maximise views north and south along Miller Street to the Rag and Famish Hotel and the MLC building;  Providing separation between the high-rise element of the proposed development and the MLC building in order to retain views of the northern elevation of the MLC building.  A Heritage Assessment was completed for the Concept SSDA design (see Appendix O of the Victoria Cross OSD EIS).  Stage 2 of design development will involve further development of the design response to the MLC building.	Completed
DEEP – Stage 1 Design	11/04/2017	Ground plane, imagery	Metron presented Stage 1 Design. The Panel requested 3D imaging of Metron station design to understand the experience at ground level.	Stage 1 Design Team	Basic 3D imagery of the Miller Street entry and Denison Street entry at the ground plane was presented to the Panel on 22 August 2017. Given that the Stage 1 design is substantially complete, 3D imaging of station design will be provided in the next stage of design development.	Completed

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DEEP – OSD Design, Stage 1 Design	22/05/2017	Integration of OSD Design and Stage 1 Design	Metron presented Stage 1 Design. The Panel questioned the relationship of the Stage 1 Design to the OSD Design and noted that OSD designs will need to be done to integrate and incorporate changes. The OSD team and Metron are to present on station and OSD integration for stations.	Stage 1 Design Team, OSD team	The Stage 1 and OSD teams both presented on integration of OSD and Stage 1 Design. An integrated design outcome is now assured through the change to the CSW delivery strategy and Integrated Station Development approach.	Completed
DEEP – Detailed SSD Design	17/10/2017	Through site link	Metron presented a design update for Victoria Cross. The Panel reinforced the importance of the Denison Street (western) end of the through site link being activated and animated, noting that the south facing aspect and potential wind conditions could affect the useability of the space. The Panel encouraged that further opportunities for suitable uses with high quality environmental amenity in the spaces of the link be reviewed in the next design stage.	Metron	RFT documents required an architectural report that described enhancements and improvements made to the Stage 1 Design on the built inform including an analysis of the access & entries, wind and pedestrian connectivity. This was responded to as part of the tender submission and assessed by the DEEP. Activation of the through-site link is to further develop at the detailed SSD Application Stage. The Retail Strategy, which will inform further design, aims to strive for destination-type uses which provide activation and animation to the full length of the link. Lendlease is to submit the retail activation plan by 20 December 2020 indicating their strategy for retail activation. This has been noted as a matter for further consideration in Stage 2 of design development.	Completed
DEEP – Detailed SSD Design	17/10/2017	Denison Street Entry	Metron presented a design update for Victoria Cross. The Panel acknowledged Metron's advice that pedestrian and security protection would be needed at the Denison Street entry as pedestrianisation of the street is not certain. The Panel encouraged the development of alternative options for security to support a pedestrianised Denison Street outcome.	Metron	A CPTED Report was prepared as part of the concept proposal (see Appendix W of the Victoria Cross OSD EIS). Recommendations of this report will be incorporated into the future design and will be further considered at the detailed SSD Application stage.	Completed
DEEP – Stage 1 Design + further design phases	20/02/2018	Design principles	Design Principles for Victoria Cross were presented to the Panel. The Panel supports the need for site specific principles, however requested an updated version which takes into account the following:  Draft words should be revised to differentiate between more general principles which would be relevant across all ISD sites, and specific controls or guidelines that would apply to particular sites. The Panel recommends that the site-specific principles capture constraints, opportunities and Sydney Metro's priorities for the site. The next iteration of the draft needs to use more specific language and potentially add metrics where appropriate. Specific components to be considered for Victoria Cross Design Principles include: <ul style="list-style-type: none"> <li>• Orientation of the site and resultant difficulties with solar access to the public domain</li> <li>• Prioritising provision of public seating in plaza areas</li> <li>• Prioritising connectivity and addressing pedestrian/vehicular conflicts, including 'future proofing' basement vehicular interconnectivity through to MLC building</li> <li>• Difficult topography</li> <li>• Recognising the current developing study by North Sydney Council for the Ward Street precinct</li> <li>• Improving graphics, including using the same base for all diagrams.</li> </ul>	Sydney Metro	The Victoria Cross OSD Design Guidelines were developed to guide the future development of the site (principles developed into guidelines). The Design Guidelines were submitted with the Concept SSDA (refer to Victoria Cross OSD EIS Appendix CC).  The Design Guidelines are to be revised prior to the lodgement of the first detailed development application (as per the Conditions of Consent for the Concept SSDA - December 2018). The revision is to incorporate the site-specific design principles and respond to the DRP's comments regarding these. The revision is to include (among other things) shared aims and objectives between the CSSI and OSD in relation to: <ul style="list-style-type: none"> <li>• User comfort and experience</li> <li>• Desired quality standards</li> <li>• Scope/range of considerations (e.g. wayfinding, safety and security, activation etc.)</li> <li>• Movement and connectivity</li> </ul> The Design Guidelines have been updated and tabled with the Panel on 16 April 2019 where the Panel endorsed the updated Design Guidelines.	Completed
DEEP – Stage 1 Design + further design phases	20/03/2018	Design principles	Sydney Metro presented an update of work on design principles for Victoria Cross.  The Panel was concerned that the presented work has not responded to the issues discussed on 20 February 2018 and recommended that the guidelines be further developed to address comments made at that time. See Minutes from 20 February 2018 for list of considerations.	Sydney Metro	The Victoria Cross OSD Design Guidelines are to be revised prior to the lodgement of the first detailed development application (as per the Conditions of Consent for the Concept SSDA - December 2018). The revision is to incorporate the site-specific design principles and respond to the DRP's comments regarding these.  The Design Guidelines have been updated and tabled with the Panel on 16 April 2019 where the Panel endorsed the updated Design Guidelines.	Completed

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DEEP – Stage 1 Design + further design phases	20/03/2018	Design principles	<p>The Panel recommends that future presentations include a diagram to assist the Panel understand the status of the project / task and expected outcomes of the presentation. The design principles need to be structured as a hierarchy of principles and controls that clearly outline Sydney Metro's broader objectives and then specific objectives for the Victoria Cross space, and detailed principles and graphics that respond to the opportunities and challenges of the site.</p> <p>This would include:</p> <ul style="list-style-type: none"> <li>• Presentation of a clear vision for the site</li> <li>• Recognition of constraints, whilst allowing flexibility for new ideas to emerge.</li> <li>• Where necessary, clearly articulated, prescriptive principles that ensure the outcomes required, detailing critical deliverables as well as elements that will not be supported – e.g., responding to difficult topography through use of platforms, feathered steps not supported as a design solution, integrating design into Miller Street and Denison Street, highlighting activation frontages, connectivity locations and at grade linkages.</li> <li>• Site specific graphics to illustrate the design objectives and principles for this space.</li> <li>• Aspirational metrics and benchmarking beyond the current reference design outcomes.</li> <li>• Benchmark graphics showing relevant examples – e.g. examples of surface finishes should show finishes for sloping areas as well as flat areas.</li> </ul> <p>The Panel suggests that the drafting of the principles is expressed in an approach similar to a design brief or a DCP.</p>	Sydney Metro	<p>The Victoria Cross OSD Design Guidelines are to be revised prior to the lodgement of the first detailed development application (as per the Conditions of Consent for the Concept SSDA - December 2018). The revision is to incorporate the site-specific design principles and respond to the DRP's comments regarding these.</p> <p>The Design Guidelines have been updated and tabled with the Panel on 16 April 2019 where the Panel endorsed the updated Design Guidelines.</p>	Completed
DEEP – Stage 1 Design + further design phases	20/03/2018	Information	<p>The Panel requested the following further information:</p> <ul style="list-style-type: none"> <li>• Diagram/flow chart of design process and where we are currently in this process.</li> <li>• A copy of the Victoria Cross Over Station Development Design Guidelines.</li> <li>• A copy of the information presented to the DRP.</li> <li>• A review of how the process that is adopted can ensure the adequate assessment of the stated design principles</li> </ul>	Design Team	<p>Information was provided to the Panel as requested.</p> <p>Note that the approach to design principles for Victoria Cross has since developed. The Victoria Cross OSD Design Guidelines are to be revised prior to the lodgement of the first detailed development application (as per the Conditions of Consent for the Concept SSDA - December 2018). The revision is to incorporate the site-specific design principles and respond to the DRP's comments regarding these.</p>	Completed
DEEP – N/A	17/04/2018	Interchange Access Plan	<p>Sydney Metro presented Interchange Access Plans (IAP) for Victoria Cross and Central.</p> <p>The Panel confirmed that the current work appears logical, noting that the Interchange Access Plan is a work in progress. Some suggestions are:</p> <ul style="list-style-type: none"> <li>• Review and validate indicative kiss and ride provision considering potential implications of Uber and ride share services.</li> <li>• Review the presentation graphics to improve clarity.</li> </ul>	Sydney Metro - Transport Integration team	To be addressed in next iteration of the IAP. Further versions will be presented to the Panel.	Open
DEEP – Procurement	15/05/2018	Design Excellence Evaluation Panel	<p>Design Managers Update</p> <ul style="list-style-type: none"> <li>• Interactive sessions with tenderers are underway.</li> <li>• DRP involvement in tender interactives to be scheduled. Metro to confirm dates for any Panel involvement.</li> </ul>	Sydney Metro	The Design Excellence Evaluation Panel for Victoria Cross was held on 05/06/2018, 19/06/2018 and 21/08/2018.	Completed
DRP – Design	15/01/2019	Design Excellence Evaluation Panel recommendations	Sydney Metro to prepare a formal hand-over briefing pack to give the Panel clarity on the Design Excellence Panel recommendations and amended contract conditions.	Sydney Metro	The hand-over briefing pack was provided to the DRP on 05/02/2019	Completed



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DRP – Design	15/01/2019	Initial presentation requirements	<p>The initial presentation from Lendlease should address the following aspects of the scheme:</p> <ol style="list-style-type: none"> <li>1. Clarify the interface between the Cox and Bates Smart design work noting that the Panel is interested in how the teams will ensure seamless integration particularly at the junction between the podium and tower.</li> <li>2. Design approach for the northern entry building including materiality, the graphic screen on the external façade and its three-dimensional qualities and opportunities to reconsider how the bike parking is accessed.</li> <li>3. The Metro Hub concept, practical considerations of how it would work and relationship to the sky lobby.</li> <li>4. The rationale and design approach of the laneway including how the scale, quality of the space and its microclimate will be ensured in the context of the tower and proposed changes to the co-working space.</li> <li>5. Form and materiality of the tower including cladding and sun shading mechanisms.</li> <li>6. Strategy for treatment of the public domain along Miller Street with a particular interest in access and usability of the passive areas and integration of the adjoining tenancies to ensure a successful active edge.</li> <li>7. Proposed weather protection with a particular interest in the effectiveness of canopies in a range of weather conditions.</li> </ol> <p>The Panel requests all information to be in a compare and contrast format to give clarity to the design development.</p>	Design Team (Lendlease)	<p>A comparison of the awarded scheme and Stage 1 design tender was presented to the Panel at the 5 Feb 2019 meeting.</p> <p>In addition to this, further development of the awarded design was presented to the Panel on 25 February 2019. As requested, the design team's presentations provided an initial response to these comments. The presentations included detail on how aspects of the design differ from the Stage 1 Design. Design development regarding the comments is ongoing.</p>	Completed
DRP – Design	5/02/2019	Seating at the knuckle of the northern adit	<p>Customer testing of the moulded seating design is recommended to ensure the design is fit for purpose without encouraging unintended outcomes such as itinerant sleeping, restriction of customer flows or a perception for use of the seat to intimidate passers-by</p>	Sydney Metro - Customer Team	Customer testing of moulded seats to be completed during Stage 2 Design Development	Ongoing
DRP – Design	5/02/2019	OSD Tower	<p>Handover pack (based on presentation given to the Panel) needs to provide clarity on the following items:</p> <ul style="list-style-type: none"> <li>• Changes to the tower envelope</li> <li>• SSDA approval</li> <li>• Design Excellence Evaluation Panel report</li> <li>• Design development expectations</li> <li>• Any agreed critical dimensions such as the 28m setback to MLC</li> <li>• Rationale for steps in the tower and datum points</li> </ul>	Sydney Metro	Information was provided to the DRP.	Completed

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DRP – Design	5/02/2019	Design development - areas for immediate focus	<p>The Panel would like to work with the Lendlease team on:</p> <ul style="list-style-type: none"> <li>Proposed approach to environmental performance noting a concern with over-reliance on performance glass across the industry</li> <li>The intent of the co-working concept and design implications</li> <li>Refinement of the tower form</li> <li>Strategies to improve connectivity between the metro station and OSD (both in scale and clarity of pathways of travel)</li> <li>Alignment to MLC at the Miller Street level noting a strong preference for retaining the setback in the Stage 1 design.</li> <li>Refinement of the Miller Street station entry (see notes below)</li> </ul>	Sydney Metro and Lendlease team	<p>The Design Team (Lendlease, Cox, Aspect Studios and Bates Smart) have presented to the DRP on each of the areas of design development focus as follows</p> <ul style="list-style-type: none"> <li>Proposed approach to environmental performance noting a concern with over-reliance on performance glass across the industry - tower facade palette presented to the panel on 25/2 &amp; sun shading analysis presented to the Panel on 9/4</li> <li>The intent of the co-working concept and design implications - co-working concept including scale and geometry was presented to the panel on 25/2 and reaffirmed on 9/4</li> <li>Refinement of the tower form - tower form presented to the panel on 25/2</li> <li>Strategies to improve connectivity between the metro station and OSD (both in scale and clarity of pathways of travel)</li> <li>Secondary OSD entrance from the through site link presented to the Panel on 25/2 and further developed on 18/3</li> <li>Alignment to MLC at the Miller Street level noting a strong preference for retaining the setback in the Stage 1 design.</li> <li>Narrative of the Metro Forecourt presented to the Panel on 25/2 and on 9/4 with the current alignment of the Southern retail building</li> <li>Refinement of the Miller Street station entry (see notes below) - Presented to the Panel on 25/2 and on 9/4</li> </ul>	Completed
DRP – Design	5/02/2019	Miller Street station entry	<p>Design refinement for the Miller Street station entry should address:</p> <ul style="list-style-type: none"> <li>The junction at MLC</li> <li>Expression of the laneway which is currently continuous on the southern side but less certain on the north</li> <li>Scale of the entry and other elements in relation to the tower including the architectural intent of the connection between the tower and podium</li> <li>Scale of ground floor to Denison Street of the higher scale of floors above</li> </ul> <p>The Panel notes that an updated render of the Miller Street entry is needed to better reflect the design intent / more clearly for the Panel to provide informed feedback and design direction.</p>	Design Team (Lendlease)	<p>The Design Team (Lendlease, Cox, Aspect Studios and Bates Smart) presented to the DRP on 25/2 on the Southern entrance on Miller Street with a focus on refining the podium, the public domain and the lane-way. Further comments from the Panel are addressed in the respective actions / issues from the session held on 25/2</p>	Completed
DRP – Design	25/02/2019	Tower Massing and Façade	<p>A comparison of the awarded scheme and Stage 1 design tender was presented to the Panel. This was an interim meeting held as an introduction to the design team and a first response by Lendlease to DEEP comments.</p> <p>The strategy for breaking up the mass of the tower should be integral to the design rather than an appliqué.</p> <p>The façade articulation should be informed by a response to environmental control.</p>	Design Team (Lendlease)	<p>The Design Team (Lendlease, Cox, Aspect Studios and Bates Smart) has considered the Panel's comment and presented further refinements to the Panel on 9/4 on the composition of the tower massing as a subtle differentiation of volumes. This principle was supported by the Panel.</p> <p>Further design development is ongoing with the Panel requesting to see more detailed resolution on the Eastern elevation adjacent to the abutment next to 65 Berry Street and the proposed facade detail on the Northern elevation.</p> <p>Further design development of the eastern façade was presented to the DRP on 20/08/2019 which successfully closed this item.</p>	Completed
DRP – Design	25/02/2019	Public Domain	<p>The Panel support the overall approach to the public domain and the opportunity to reinforce the Local Council's vision for the precinct. This should include a response to neighbouring buildings.</p> <p>The introduction of an area in front of the station defined as a Metro plaza and meeting space is supported. Each public domain space should be clearly defined (named) and articulated e.g. Miller St forecourt/ boulevard, Metro Plaza, Lane.</p> <p>The space between the station entry and MLC needs further study and should support the long-term vision and improved connection to MLC forecourt.</p>	Design Team (Lendlease)	<p>The Design Team (Lendlease, Cox, Aspect Studios and Bates Smart) has progressed the design development of the public domain along Miller Street. The distinct identities of the 'Metro Forecourt', 'Miller Street Green' and the 'OSD Forecourt' were presented to the Panel in creating the concept of Miller Street as a green spine. These concepts were presented to the Panel on 19/3 and supported by the Panel.</p>	Completed

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DRP – Design	25/02/2019	Laneway Character and Scale	The Panel support the scale of the laneway - the width 7.5m and asymmetrical height of each side, 6 and 4 storeys. Design development should reinforce the characteristics of a laneway as opposed to an arcade i.e. openness to sky, variety in long section, scale, intimacy and detail of materials. The degree of weather protection shown is considered appropriate. The Panel support the change in scale of fenestration from 1400mm openings, but the design should not lose the richness of the tender submission.	Design Team (Lendlease)	The Design Team (Lendlease, Cox, Aspect Studios and Bates Smart) presented to the Panel on 19/3 on: <ul style="list-style-type: none"> <li>improvements to lane-way character with the secondary OSD entrance having an improved identify by creating a subtle volumetric break between the metro entrance and the co-working space</li> <li>the facade of the co-working building to build a relationship with the OSD tower</li> <li>fenestrations of the lane-way south building</li> </ul> Further design development of this item was presented to the DRP on 20/08/2019 which successfully closed this item	Completed
DRP – Design	25/02/2019	Miller Street entry and canopies	The design development of the station entry and address to Miller St is supported but needs further work. The awnings height and size should be informed by the functional requirements of weather protection and public amenity. The station entry should be clearly identified. The simplified geometry around the entry void, improved run-offs, and use of station GRC cladding to define the entry is supported.	Design Team (Lendlease)	The Design Team (Lendlease, Cox, Aspect Studios and Bates Smart) presented to the Panel on 19/3 on a revised station entry and co-working lobby layout. Further design development of this item was presented to the DRP on 20/08/2019 which successfully closed this item	Completed
DRP – Design	25/02/2019	Northern Entry	It is understood that the façade to the northern entry building is a place holder. The design needs development to ensure it is of high quality and appropriate to its context. It may be possible to integrate public art.	Design Team (Lendlease)	Northern building was presented to the DRP on 20/08/2019 with progress acknowledged. Remaining open items captured in those minutes below.	Open
DRP – Design	19/03/2019	Northern entry	The revised location of bike parking and reduced overall building height are supported. More information is required on the following elements for the Panel to make informed feedback: <ul style="list-style-type: none"> <li>The relationship of the northern entry to its context to provide clear direction on the optimal external treatment. This should include a site plan showing how the building fits into adjoining sites / properties, view corridors and other key aspects of the context.</li> <li>Landscape elements including opportunities to replace street trees removed during construction.</li> </ul> The team are encouraged to approach the resolution of the external finish as an architectural challenge in the first instance. That is, to understand the ventilation and other technical requirements in determining the design response.	Design Team (Lendlease)	Northern building was presented to the DRP on 20/08/2019 with progress acknowledged. Remaining open items captured in those minutes below.	Open
DRP – Design	19/03/2019	Southern entry – skylight / daylight	The design approach and location of the skylights in the OSD lobby is supported. Any changes that adversely affect this aspect of the scheme should be referred back to the Panel.	Sydney Metro & Design Team	Design to be monitored for any changes to the skylight in the OSD lobby to the station concourse. Any changes should be referred back to the Panel.	Noted
DRP – Design	19/03/2019	Public Domain	The Panel supports the design approach presented for the Miller Street frontage. The design proposes a clarity and simplicity that gives a strong foundation. The proposal to integrate the glass line with the columns with the multiple expression of retail spaces between the OSD and station entries is supported. Ongoing design development is encouraged.	Design Team (Lendlease)	Further detailing to continue through Design Development.	Noted
DRP – Design	19/03/2019	Awning design, station identity and entry	The revised entry and co-working lobby layout are supported. The improved access between the station and commercial development is a positive change. The Panel notes that further refinement is ongoing in relation to the awning and expression of the metro station entry and looks forward to reviewing this element in more detail at future meetings.	Design Team (Lendlease)	Further design development of this item was presented to the DRP on 20/08/2019 which successfully closed this item.	Completed

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DRP – Design	19/03/2019		Overall, the design is heading in the right direction. The next presentation is to focus on the laneway. - Laneway solution and relationship to tower - Materiality of the public domain - Strategy for out of hours access.	Design Team (Lendlease)	Laneway design was again presented to the DRP on the 9/04/2019. Further design development of this item was presented to the DRP on 20/08/2019 which successfully closed this item	Open
DRP – Design	9/04/2019	Northern entry	The Panel supports the teams move towards a more sculptural built form, in preference to the previous perforated graphic screens. The design as presented is a work in progress, being a large box-like form with folded screen elements attached to it. A more integrated, abstract approach was discussed at the meeting.  The team are encouraged to review the design against appropriate benchmarks that could include Herzog & de Meuron Basel Signal Box, Madrid Caixa project and DCM Broadway building.	Design Team (Lendlease)	Northern building was presented to the DRP on 20/08/2019 with progress acknowledged. Remaining open items captured in those minutes below.	Open
DRP – Design	9/04/2019	Southern entry / Miller Street public domain	The simplified public domain concept along Miller St and concept of a carved-out space defined by landscape and aligned with the retail frontage is more resolved and supported in principle. Further study is required to demonstrate that the cross sections through the Miller Street frontage achieve appropriate clearances for large trees from traffic movements and the like.  The design should allow for the longer-term removal of the MLC café.	Design Team (Lendlease)	A cross section through the Miller Street frontage was presented to the Panel on 04/06/19 with the design of the miller street public domain further refined based on a further study of pedestrian movements, retail dining areas and seating edges.  See subsequent feedback for the open items	Completed
DRP – Design	9/04/2019	Laneway character and scale	The revised stair access to the laneway from Denison Street is supported in principle. More attention is needed to realise the potential of the laneway as a scale and use counterpoint to the major commercial tower. This includes a greater focus on the permeability of the frontages and achieving a sense of playfulness. Consistent with previous advice, wind studies are critical to confirm an appropriate micro-climate can be achieved.  Consideration should be given to use of the roof of the building to Denison Street as an outdoor terrace.	Design Team (Lendlease)	Further design development of this item was presented to the DRP on 20/08/2019 which successfully closed this item.	Completed
DRP – Design	9/04/2019	Miller Street podium design and entry	The Panel supports the additional height of the co-working building	Design Team (Lendlease)	Noted by the Design Team	Noted
DRP – Design	9/04/2019	OSD tower	The Panel notes the relationship of the revised tower to the planning envelope. Whilst the Panel had no design issues with the proposal, it was noted that any consequent planning approval risks are beyond the remit of the Panel.  The design refinements to the tower are supported in principle. More resolution is required to the eastern elevation abutment with adjacent office building and the detailed resolution of the tower's architecture at the Berry Street corner.  The general approach to sun shading is supported.	Design Team (Lendlease)	Further design development of this item was presented to the DRP on 20/08/2019 which successfully closed this item.	Completed
DRP – Design	16/04/2019	Victoria Cross OSD Design Guidelines	The Panel notes the amendments that have been made to the Victoria Cross OSD Design Guidelines in response to the condition and endorses the revisions.  The Panel further notes that some deviations from specific provisions of the Design Guidelines may be appropriate for the design as strict compliance would impact the ability to meet the intent or objective. For example, section 5.5, clause 4.	Sydney Metro	Compliance with the OSD Design Guidelines has been addressed in the Detailed SSD Design Report. The DRP advised on 18/06/2019 design approach to date has been consistent with the Sydney Metro Victoria Cross Design Excellence Strategy, benchmarks and Design Guidelines.	Noted

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STAGE	RAISED ON	THEME	ACTION / ISSUE	TEAM TO RESPOND	RESPONSE	STATUS
DRP – Design	7/05/2019	Northern building - design	<p>The updated design is a welcome positive response to the Panel's feedback of 9 April 2019.</p> <p>The Panel recommends the designers continue to develop the proposal concept to ensure that design excellence is achieved.</p> <p>While the design is continuing to develop, the Panel further encourages the designers to develop options that test the proposal as an abstracted, integrated sculptural form and to improve the detailing as a screen-clad box. The further design development should ensure:</p> <ul style="list-style-type: none"> <li>• more sculptural manipulation of the form</li> <li>• investigation of simpler, more vigorous interventions for the air intake and exhaust conditions</li> <li>• review of the apertures currently noted as 25mm dia. perforated screen to ensure it can be seen from distance</li> <li>• Development of panelisation and joint locations to emphasise the buildings sculptural form,</li> <li>• extending the façade system across the roof so that its form is not compromised when viewed from the many tall buildings that will overlook it or</li> <li>• prepare alternative options that ensure that the 5th façade as viewed form surrounding taller buildings is well considered.</li> </ul> <p>Further design work is required to demonstrate how the building will be constructed and detailed to emphasise the intended concept.</p>	Design Team (Lendlease)	Northern building was presented to the DRP on 21/05/2019, 04/06/2019 and again on 20/08/2019 with progress acknowledged. Remaining open items captured in the minutes from 20/08/2019 below.	Completed
DRP – Design	7/05/2019	Northern building - Miller Street threat protection	<p>Further review of the bollards along the Miller Street threshold is required to confirm these meet transport protection requirements without creating a hazard for customers.</p> <p>Analysis should also validate the capacity of the Miller Street footpath/public domain to support the anticipated pedestrian movements and location of proposed public seating areas</p>	Design Team (Lendlease)	Northern building was presented to the DRP on 21/05/2019, 04/06/2019 and again on 20/08/2019 with progress acknowledged. Remaining open items captured in the minutes from 20/08/2019 below.	Completed
DRP – Design	7/05/2019	Northern Building - Miller Street Community Space Opportunity	<p>The Panel supports the opportunity to create an active meeting place at the Miller Street northern edge. A small coffee cart or retail tenancy could add life and amenity to this location.</p> <p>Awning, walls and furniture in and around the building street threshold should be conceived as integrated components of the overall composition. Further review of the geometry of the space and CPTED implications of the edge wall and furniture is recommended</p>	Design Team (Lendlease)	Northern building was presented to the DRP on 21/05/2019, 04/06/2019 and again on 20/08/2019 with progress acknowledged. Remaining open items captured in the minutes from 20/08/2019 below.	Completed
DRP – Design	7/05/2019	Northern building - Miller Street canopy	<p>The canopy design at the station entry on Miller Street requires further detailing and resolution. The Panel accepts its solid and translucent glazed elements and suggests further work on how the canopy turns the corner and extends along McLaren Street.</p>	Design Team (Lendlease)	Northern building was presented to the DRP on 21/05/2019, 04/06/2019 and again on 20/08/2019 with progress acknowledged. Remaining open items captured in the minutes from 20/08/2019 below.	Completed
DRP – Design	7/05/2019	Integration of public art	<p>The Panel understands that the strategy for public art is developing in collaboration with Sydney Metro. Given the design intent of the northern building the Panel encourages public art to be developed as an integrated aspect of the design.</p>	Sydney Metro and Design Team (Lendlease)		Note
DRP – Design	7/05/2019	Northern station entry	<p>The curved wall-ceiling transition inside the station entry is an extension of the below ground detailing and consistent at each entry. This is incongruous with the approach to the external façade and needs to be resolved.</p>	Design Team (Lendlease)	Northern building was presented to the DRP on 21/05/2019, 04/06/2019 and again on 20/08/2019 with progress acknowledged. Remaining open items captured in the minutes from 20/08/2019 below.	Completed
DRP – Design	7/05/2019	Northern station entry – bike parking	<p>Investigate opportunities to activate the bike parking along the McLaren Street frontage by opening the address to improve the activation of this largely inert built form.</p>	Design Team (Lendlease)	Northern building was presented to the DRP on 21/05/2019, 04/06/2019 and again on 20/08/2019 with progress acknowledged. Remaining open items captured in the minutes from 20/08/2019 below.	Completed

STAGE	RAISED ON	THEME	ACTION / ISSUE	TEAM TO RESPOND	RESPONSE	STATUS
DRP – Design	21/05/2019	Northern building	<p>The Panel recognises the significant challenge of inserting a large building with predominantly inactive uses into a transitional fine-grained urban context. The design development presented at this meeting is acknowledged. However, the Panel remains concerned about the urban integration, scale, and materiality of the building.</p> <p>The comments below are intended to assist in resolving the design task.</p> <p><b>Urban Integration</b></p> <p>There is concern that persisting with a homogeneous approach to the building form and materiality will not achieve an acceptable scale and integration of this large building into its urban and heritage setting.</p> <p>The design team are encouraged to investigate a more varied material palette, including elements of brickwork taking cues from the adjacent Federation architecture.</p> <p><b>Built form</b></p> <p>The panel's feedback on 07 May suggested a more sculptural manipulation of the buildings form be investigated, by allowing its functional elements to be more overtly expressed as a way of eroding and breaking down its perceived mass and bulk. This comment is reiterated.</p> <p><b>Materiality</b></p> <p>Feedback on 07 May advised review of the scale of the perforated aperture treatment of the metal screens. This has not been addressed, and a fundamental concern remains about the merit of a layered, finely perforated screen covering an otherwise conventional building.</p> <p>The approach remains similar to the earlier printed landscape screen proposal. The panel encourages a more substantial departure from that idea.</p> <p><b>Roof treatment</b></p> <p>The Panel has previously advised that the roof should be considered as a 5th elevation to reinforce its three-dimensional sculptural qualities, either by continuing the screen across the roof or other device. This comment is reiterated.</p> <p><b>Summary comments</b></p> <p>The key concerns are:</p> <ul style="list-style-type: none"> <li>• Unconvincing integration with the urban setting</li> <li>• The expression of the screen elements is not proving to be convincing as an architectural strategy</li> <li>• The suitability of the perforated screens to meet the required ventilation performance criteria</li> <li>• Refinement of the panelisation jointing system was not demonstrated.</li> </ul> <p>Generally, the panel recommends that the designers more carefully re-consider the context, scale and opportunities of being more expressive of the buildings primary functions before determining the prescriptive result.</p>			
DRP – Design	21/05/2019	Miller Street bollards (north entry)	Further evidence is needed to demonstrate the suitability of the proposed threat protection on Miller Street.	Design Team (Lendlease)	Northern building was presented to the DRP on 04/06/2019 and again on 20/08/2019 with progress acknowledged. Remaining open items captured in the minutes from 20/08/2019 below.	Completed
DRP – Design	21/05/2019	Miller Street – community space opportunity	Design refinements to the detailing of the community space at the northern building are noted. Further details are needed for final endorsement of this element.	Design Team (Lendlease)	Northern building was presented to the DRP on 04/06/2019 and again on 20/08/2019 with progress acknowledged. Remaining open items captured in the minutes from 20/08/2019 below.	Completed

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STAGE	RAISED ON	THEME	ACTION / ISSUE	TEAM TO RESPOND	RESPONSE	STATUS
DRP – Design	21/05/2019	Northern building – Miller Street canopy	The Panel notes the further work undertaken on the canopy. However, it does not yet present as a well-resolved element of the integrated building form. The canopy design will need to be re-visited together with the primary built form resolution, as discussed above.	Design Team (Lendlease)	Northern building was presented to the DRP on 04/06/2019 and again on 20/08/2019 with progress acknowledged. Remaining open items captured in the minutes from 20/08/2019 below.	Completed
DRP – Design	21/05/2019	Northern station entry	Panel feedback on 07 May highlighted an incongruity between the external façade design and the curved wall-ceiling transition that forms part of the internal station language. This remains unresolved.	Design Team (Lendlease)	Northern building was presented to the DRP on 04/06/2019 and again on 20/08/2019 with progress acknowledged. Remaining open items captured in the minutes from 20/08/2019 below.	Completed
DRP – Design	21/05/2019	Bike parking	The design presented has responded to the feedback from 7 May to improve the activation of the McLaren Street frontage.	Design Team (Lendlease)	Note	Note
DRP – Design	21/05/2019	Wind Studies	The Panel notes that the wind study results demonstrate that the design meets the criteria set by Lendlease. Notwithstanding, the Panel requests Sydney Metro to seek independent expert advice to: <ul style="list-style-type: none"> <li>• Determine that the test points criteria and results are appropriate to the place aspirations.</li> <li>• Confirm that the criteria are consistent with industry standards and are suitably applied.</li> </ul>	Sydney Metro		Open
DRP – Design	21/05/2019	Preparation for SDPP submission	Station Design and Precinct Plan The Panel supports the work being done to simplify the Station Design and Precinct Plan template and improve its useability. The draft SDPP should be sent to the Panel for review at the earliest opportunity in advance of the next meeting. DRP comments spreadsheet The Panel supports the collation of feedback as proposed. The spreadsheet should include a column for the Panel to formally accept / endorse resolution of the items.	Design Team (Lendlease)	The SDPP has been issued to Sydney Metro who will provide to the DRP. This table is an adaptation of the spreadsheet with this response column addressing how items have been closed.	Completed
DRP – Design	21/05/2019	Public art	The Panel was advised that the public art program development is lagging and recommends this is addressed so that opportunities for integration with the design are not compromised.	Sydney Metro	Note	Note
DRP – Design	04/06/2019	DRP feedback and design response spreadsheet	Sydney Metro collated DRP feedback and the subsequent design responses since 2016 in a comprehensive spreadsheet. The Panel accepts that comments from each design stage are closed for that stage but notes that enduring issues need to be acknowledged. The commentary also needs to demonstrate satisfactory evidence that issues have been closed.	Design Team (Lendlease)	This table is an adaptation of the spreadsheet with this response column addressing how items have been closed	Completed
DRP – Design	04/06/2019	Tower façade – fins and environmental performance	The proposed treatment of the tower façade using expressed fins in the mid and upper rise sections was presented. This included detail of how the fins differ across the elevations. The Panel accepted that the proposed fins would create a dominant vertical expression over horizontal banding. The building corners do not yet demonstrate a satisfactory design quality and requires further study ensure design excellence is achieved. Further details are also to be presented on the anticipated shading of the low-rise section from existing buildings to understand the extent to which the podium façade will be exposed and therefore need solar control to lower levels. The environmental performance of the proposed façade treatment should be subject to independent validation. This is beyond the remit of the Panel.			

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DRP – Design	04/06/2019	Tower façade – east elevation	<p>The Panel considers that the eastern façade treatment is inconsistent with the other three elevations. Consideration should be given to:</p> <ol style="list-style-type: none"> <li>Strategies to absorb the lifts behind the façade (overruns to be resolved).</li> <li>Continuing the articulated boxes around this façade including repeating the expression of the upper most recessed horizontal level and the vertical recess on the west façade.</li> </ol>	Design Team (Lendlease)	Further design development of this item was presented to the DRP on 20/08/2019 which successfully closed this item.	Completed
DRP – Design	04/06/2019	Miller Street frontage and podium design	<p>Options for the treatment of the Miller Street frontage were presented.</p> <p>The Panel confirms its preference for the option that provides public circulation beyond the retail seating zone noting a concern about the adequacy of weather protection. In response, consideration should be given to extending the upper awning along the frontage.</p> <p>See comments (06) in relation to the public domain.</p>	Design Team (Lendlease)	Further design development of this item was presented to the DRP on 20/08/2019 which successfully closed this item.	Completed
DRP – Design	04/06/2019	Laneway scale and character	<p>The Panel provides in principle support for a roof top bar within the volume of the building as currently proposed along the laneway. While the use offers benefits to activating the place, potential amenity impacts to residents are acknowledged and would need to be addressed in any detailed proposal.</p> <p>Strategies to break up the volume of the building on the south side of the laneway were presented. The Panel supports a joyous, playful approach which could be achieved through either the rectilinear or circular expressions being considered.</p> <p>Elevations of the proposal from the south west remain outstanding. This is important to understand the relationship between the station entry, laneway buildings and the adjoining MLC building.</p>	Design Team (Lendlease)	Further design development of this item was presented to the DRP on 20/08/2019 which successfully closed this item.	Completed
DRP – Design	04/06/2019	Public domain – Miller Street (south)	<p>Sections through the Miller Street frontage were presented.</p> <p>The Panel supports the public domain strategy and treatment along Miller Street. However, any changes in level in the public domain must be designed to avoid trip hazards.</p>	Design Team (Lendlease)	Changes in level in the public domain have been designed to avoid trip hazards. This has been addressed in the SDPP.	Completed
DRP – Design	04/06/2019	Northern entry	<p>Three options for the northern entry building were presented. The Panel's previous feedback had expressed a preference for an organic box that responded to the requirements for ventilation and to the urban context / local built form.</p> <p>The following feedback is provided on the options presented:</p> <ol style="list-style-type: none"> <li>The revised entry canopy that leads into the concourse is supported.</li> <li>The use of a brick base assists to achieve a connection to local materiality.</li> <li>The simpler expression and honesty of the building's purpose evident in Option 3 is preferred. The Panel would support further expression of its functional requirements either through an irregular roof form or by breaking / eroding the roof (particularly at a corner) as determined by the location of mechanical equipment.</li> <li>The Panel reiterates the need to respect the urban, fine grain context of the site. The building's success will be dependent on the quality of final detailing which will need to demonstrate appropriate sophistication.</li> <li>The Panel supports the continuation of facade theming across the roof.</li> </ol>	Design Team (Lendlease)	Northern building was presented to the DRP on 20/08/2019 with progress acknowledged. Remaining open items captured in those minutes below.	Completed



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STAGE	RAISED ON	THEME	ACTION / ISSUE	TEAM TO RESPOND	RESPONSE	STATUS
DRP – Design	18/06/2019	Vic Cross Integrated Station Development	<p>Lendlease has presented their proposal for the Victoria Cross Integrated Station Development to the Sydney Metro Design Review Panel on 25 February, 19 March, 7 May, 21 May and 4 June 2019 (minutes included in Appendix A).</p> <p>The Panel notes the statutory requirements for the planning approval documentation which require the Panel's endorsement of the design submission against the Design Excellence Strategy principles, benchmarks and Design Guidelines.</p> <p>The Panel provides in principle support for lodgement of the Stage 2 DA. This is based on the designs as presented on 4 June 2019 (extracts included in Appendix B). The Panel notes that the Stage 2 DA does not apply to the station design, northern entry and any other CSSI elements.</p> <p>Based on the designs reviewed by the Panel, Lendlease's design approach is endorsed as having the potential to deliver a strong and positive contribution to North Sydney that could achieve design excellence. The design approach to date has been consistent with the Sydney Metro Victoria Cross Design Excellence Strategy, benchmarks and Design Guidelines.</p> <p>The Panel notes that further refinement of some design elements is still required to meet the design excellence expectations. These are reflected in the minutes in Appendix A.</p> <p>This Statement does not give the Panel's endorsement for the achievement of design excellence at this time. This cannot be made until the Panel has had the opportunity to review the full Stage 2 application and is satisfied that the outstanding matters identified are satisfactorily resolved.</p>	Design Team (Lendlease)	Full stage 2 application documentation will be made available to the DRP by Sydney Metro.	Note
DRP – Design	20/08/2019	OSD tower corners	<p>The Panel supports the resolution of the OSD tower corners. The presentation has demonstrated an acceptable response to the outstanding action</p>	Design Team (Lendlease)	OSD tower corner solution to be reflected in the stage 2 SSD application.	Closed
DRP – Design	20/08/2019	OSD East façade	<p>The Panel accepts the rationale for the expression of the verticality of the lift cores as presented. The presentation has provided an acceptable response to the outstanding action.</p>	Design Team (Lendlease)	OSD east façade solution to be reflected in the stage 2 SSD application.	Closed
DRP – Design	20/08/2019	Sun shading of low-rise façade	<p>The Panel accepts the environmental performance strategy for the low-rise section of the OSD elevation to Miller Street based on the analysis of sun penetration.</p> <p>The Panel is satisfied to leave resolution of materiality and colour of the soffits with the design team (architects).</p>	Design Team (Lendlease)	Sun shading solution to low rise façade to be reflected in the Stage 2 SSD application.	Closed
DRP – Design	20/08/2019	Miller Street frontage and canopy	<p>The Panel accepts that all reasonable options have been investigated to achieve weather protection along the Miller Street frontage.</p> <p>The proposed resolution is supported as the optimal response noting that sun access to the Miller Street public domain is a higher priority than weather protection. The Panel is also satisfied that the design has incorporated an alternative pathway through the development.</p>	Design Team (Lendlease)	Miller street frontage and canopy design to be reflected in the SDPP and submitted to DPIE pursuant to the CSSI approval.	Closed
DRP – Design	20/08/2019	Laneway	<p>The Panel supports the design approach to the laneway as presented.</p> <p>Previous feedback that the outcome on Miller Street would be enhanced by the longer-term removal of the MLC café is reiterated. The Panel acknowledges that this is beyond the Lendlease scope and a matter for Sydney Metro.</p>	Design Team (Lendlease)	Laneway design to be reflected in the SDPP and submitted to DPIE pursuant to the CSSI approval.	Closed

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STAGE	RAISED ON	THEME	ACTION / ISSUE	TEAM TO RESPOND	RESPONSE	STATUS
DRP – Design	20/08/2019	Northern building	The Panel acknowledges the design development work that has occurred on the northern building. While the Panel's feedback has substantially addressed the roof, treatment remains unresolved. Roof plans and 1:20 sections are required to demonstrate that the metal cladding has an appropriate return that has sufficient depth and achieves the aspiration for three dimensional sculptural qualities.	Design Team (Lendlease)	Further refinement of the roof design is currently underway. The design details required on the refinement of the Northern Entrance building roof and façade will be presented and closed out with the DRP in the first quarter of 2020.	Open
DRP – Design	20/08/2019	Planning approval documentation	The draft SDPP was tabled for the Panel's review. The Panel supports submission of the Stage 2 SSDA. The Secretariat will work with GA NSW to confirm the documentation is consistent with the design excellence requirements on the Panel's behalf.	Design Team (Lendlease)	Stage 2 SSD Application to be lodged with Sydney Metro for Landowner's consent prior to submission to DPIE.	Completed
DRP – Design	20/08/2019	DRP comments tracking	A draft spreadsheet tracking DPR comments and design team responses was tabled for review. The Panel confirmed support for the format. Further review is needed to ensure close items are clearly tied to specific DRP comments.	Sydney Metro	This table is an adaptation of the spreadsheet with this response column addressing how items have been closed.	Completed
DRP – Design	17/09/2019	SDPP - Visual impact assessment including method	The Panel supports with qualifications the visual impact assessment subject to the comments / feedback below being addressed:	Sydney Metro	By way of a specific response to the DRP's comments on the visual impact assessment the following comments are made against each issue.	Closed
			The Panel understands that there are specific requirements for visual impact assessment but notes that the images presented without any colour, render or landscape treatment does not assist the task of assessing visual impact on the setting.		The assessment refers to fully rendered reference images which include indicative colours, materials and finishes. The intention of the photomontages is to illustrate massing and scale relationships. Combined these have been used to assess the visual impact	
			The Panel notes that the evaluation terms do not align with the definitions in the assessment framework. This does not assist interpretation of the assessment.		The terminology used to describe the visual assessment is consistent with the methodology provided and the EIS.	
			While the visual impact assessment is accepted, the evaluation of some views is questioned. For example, the assessment that View 2 results in no perceived change.		The assessment has determined that there would be 'no perceived change' in the amenity of View 2. This is a magnitude of change level. The combination of 'sensitivity' and 'magnitude of change' result in an impact level of 'negligible'.	
			Sydney Metro is encouraged to work with GA NSW to review the methodology with a view to optimising the benefits of the visual impact assessment process.		The methodology used in the EIS is consistent with the guidance provided in the: <ul style="list-style-type: none"> <li>EIA-N04 Guidelines for Landscape Character and Visual Impact Assessment, Roads and Maritime Services, 2018</li> <li>The Guidance Note for Landscape and Visual Assessment, Australian Institute of Landscape Architects, 2018.</li> </ul> Based on the above, the method used is appropriate for visual impact assessment of the project and the method prescribed in the approval conditions.	
DRP – Design	17/09/2019	Interchange Access Plan	The update to the Interchange Access Plan is accepted.	N/A		Closed
DRP – Design	15/10/2019	Minutes	The minutes from the meeting of 17th September 2019 were reviewed and endorsed.	N/A		Closed
DRP – Design	15/10/2019		The Panel noted that Jenny Davis has resigned from the Heritage Council and is no longer a Panel member.	Sydney Metro		N/A
DRP – Design	15/10/2019		The Panel reviewed and updated the protocols for capturing design endorsement and support within DRP records of advice.	Sydney Metro		Closed
DRP – Design	15/10/2019		The Panel were updated on the status of design across the project.	N/A		N/A

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STAGE	RAISED ON	THEME	ACTION / ISSUE	TEAM TO RESPOND	RESPONSE	STATUS
DRP – Design	15/10/2019		The Panel endorses submission of the Stage 2 SDDP (Note endorsed out of session - 8 October 2019).	N/A		Closed
DRP – Design	15/10/2019		The Panel discussed the Victoria Cross OSD SSDA Stage 2 DA documentation for submission. The panel endorses that the design achieves design excellence appropriate for a Stage 2 DA submission.	N/A		Closed
DRP – Design	15/10/2019	Next Meeting	19th November 2019	N/A		N/A



*Artist Impression of Corner of Berry and Miller Street, OSD main entrance.*

### 3.3 INTERCHANGE ACCESS PLAN

TfNSW is currently working with the Greater Sydney Commission, NSW Government Architect and North Sydney Council to develop the preferred place making vision for the environs surrounding Sydney Metro at Victoria Cross. The vision will guide transport planning and investment in the North Sydney CBD – and interconnected areas – over the next 20 years and beyond. The vision will support and facilitate the outcomes envisaged by the Greater Sydney Region Plan and Future Transport 2056.

A key component of the vision is the Integrated Access Plan (IAP), which is a series of public domain work packages to be completed as part of the Victoria Cross Integrated Station Development (VCISD) project. These works will occur beyond the boundaries of the VCISD to deliver improved pedestrian amenity and safety, improved access for cyclists to and through the CBD, convenient interchanges between bus and rail services, and management of kerbside access to support business activity across the day, including night time activation.

These works and will include:

- signalised pedestrian crossing enhancement at Miller Street / Berry Street;
- signalised mid-block marked foot crossing of Miller Street;
- signalised pedestrian crossing enhancement at Miller Street / McLaren Street;
- the provision of new bus stops in Miller Street, north of McLaren Street; and
- Miller Street bus stops changes between Berry Street and the Pacific Highway.

Sydney Metro will continue to work with Transport for NSW, North Sydney Council, Lendlease and other stakeholders in a collaborative manner to ensure there is an integrated transport solution for North Sydney.

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## 4. DESIGN OBJECTIVES, PRINCIPLES AND STANDARDS

**The development of the design and SDPP has been guided by a range of design objectives, principles and standards.**

**The Sydney Metro City & Southwest Chatswood to Sydenham Design Guidelines (June 2017), as included in the planning approval documents for SSI 15\_7400, provide guidelines for the spatial and functional design of the urban and public domain in each station precinct as well as the urban form of associated project elements.**

The Sydney Metro City & Southwest Chatswood to Sydenham Design Guidelines identifies the five project design objectives to help meet the transformational and world class aspirations of the project. These are supported by design principles which describe the intent of the objectives for the design of the stations, station precincts and the wider metro corridor. The project design objectives and supporting principles, as reviewed and refined by the Design Review Panel, are detailed in Section 4.1.

Sections 4.2 to 4.7 detail the design principles identified in Condition E101(a) and how they have been addressed in this SDPP.

## 4.1 PROJECT DESIGN OBJECTIVES

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

Principle – Sydney Metro places the customer first. Stations are welcoming and intuitive with simple, uncluttered spaces that ensure a comfortable, enjoyable and safe experience for a diverse range of customers.

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

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

Principle – Sydney Metro is a transit-oriented project that prioritises clear and legible connections with other public and active transport modes within the wider metropolitan travel network that intersect with this new spine.

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.

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

Principle – Sydney Metro is a landmark opportunity to regenerate and invigorate the city with new stations and associated development that engage with their precincts, raise the urban quality and enhance the overall experience of the city.

Achieved through the creation of large-scale civic spaces which reinforce the ambitions of North Sydney’s Council’s public domain strategy, 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.

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

Principle – Sydney Metro’s identity is stronger for the unique conditions of centres and communities through which it passes. This local character is to be embraced through distinctive station architecture and public domain that is well integrated with the inherited urban fabric of existing places.

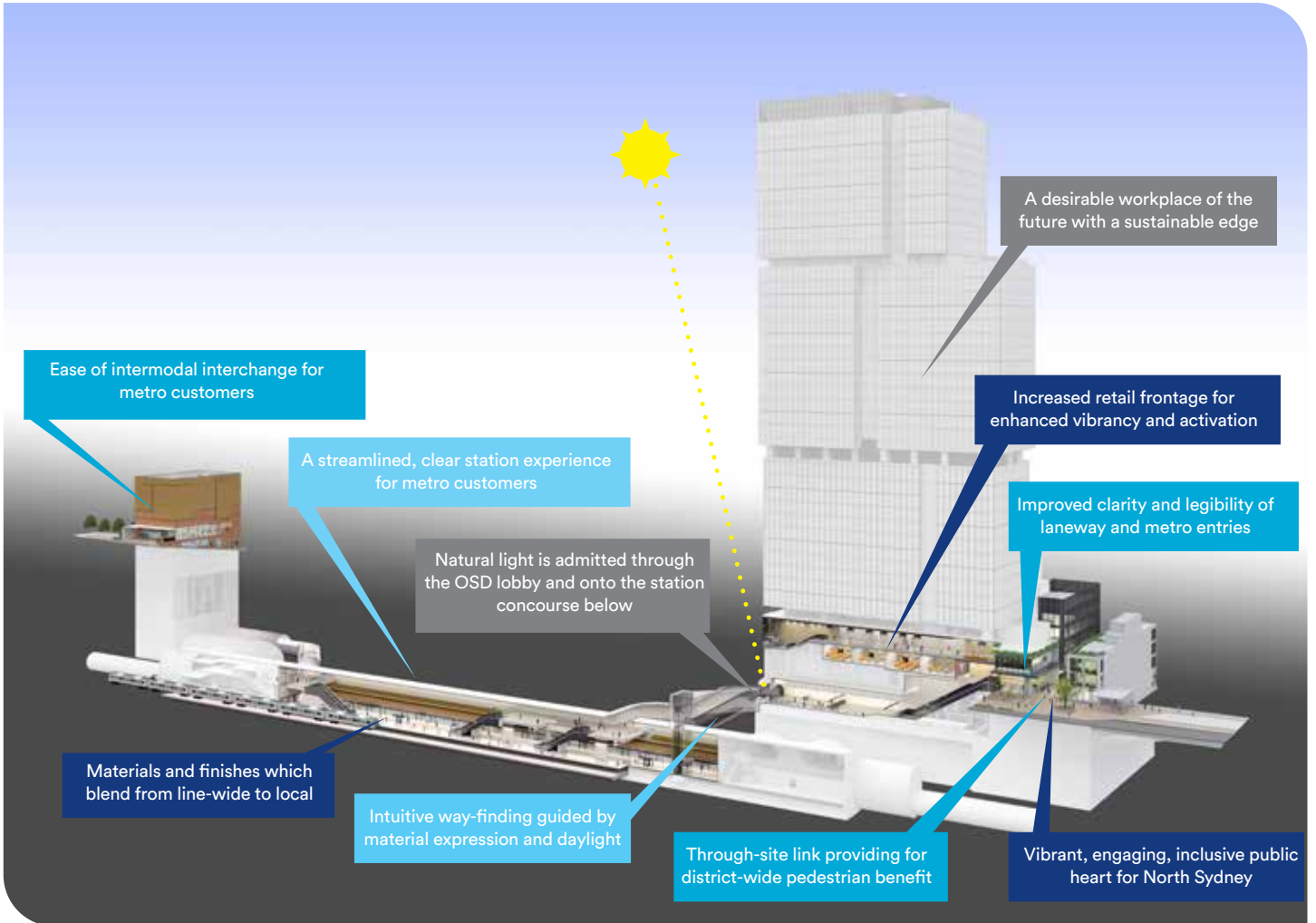
Achieved through the establishment of universally accessible links to transport and public gathering spaces defined by plantings, hardscape and public art that is referential to the historic and contemporary contexts of the district and serves an array of active and passive users for recreation, gathering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

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

Principle – Sydney Metro is a positive legacy for future generations. A high standard of design across the corridor, stations and station precincts, that sets a new benchmark, is vital to ensuring the longevity of the Metro system, its enduring contribution to civic life and an ability to adapt to a changing city over time.

Achieved through the use of passive design strategies and the provision of access to natural light into the Metro station through innovative design solutions, the creation of an inviting, safe, user-friendly, accessible transport experience which will encourage patronage.

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*Victoria Cross Metro Station and Over Station Integrated Development*



## 4.2 MAXIMISING AMENITY OF PUBLIC SPACES AND PERMEABILITY AROUND STATION ENTRANCES

The following design principles and guidelines were identified in the Chatswood to Sydenham Design Guidelines to ensure that the amenity of public spaces and permeability around station entrances is maximised.

Design Principle	SDPP Design Response
<p>The design must create welcoming, secure and well maintained public domain spaces and station buildings with an attractive ‘sense of place’.</p>	<p>There is a 14m setback from Miller Street which is dedicated to the reinforcement and continuation of the existing Miller Street “green spine” – reinforcing North Sydney Council’s vision of Miller Street as a green, civic boulevard running North/South through the heart of the urban centre. Within this 14m zone, a series of planters with edge seating treatments step in line with the grading on Miller Street.</p> <p>The Eastern edge of the plaza is activated with retail food and beverage uses and outdoor dining spilling out into the public domain. The base of the tower presents to the public domain at a two storey civic scale – defining the public domain as a new “urban room” with lawn areas for seating, trees for shading, and wide pathways for pedestrian flow. Soft landscaping is minimized immediately around the station entrance to maximise visual prominence of the station entry and provide clear and direct pedestrian access.</p>
<p>The stations are to be integrated with the urban design of the adjoining precinct to provide direct and safe accessibility to the station entry.</p>	<p>A new through-site link connecting between Miller and Denison Streets has been created immediately adjacent the proposed new Southern entrance.</p> <p>The new link connects Miller Street with Denison Street and the new North Sydney Council Central Laneways Masterplan – a new network of pedestrianized streets, shared ways, and through site links between Berry Street to the North, Brett Whitely Place to the South, Miller Street to the West, and Walker Street to the East.</p> <p>This laneway network delivers excellent pedestrian connectivity in all directions providing direct and safe accessibility to the adjacent precinct.</p>
<p>Station plazas are to be designed as an extension of the internal station environment providing shelter, comfort, safety and security for customers and contributing positively to customer journey experiences. These spaces are to reflect the local public realm context and character.</p>	<p>The Southern station entrance has been designed as a seamless and natural extension of the context and public domain at street level, which gradually transitions through materiality and colour into the station areas beneath.</p> <p>Our intention has been to create a station building which is an integral piece of North Sydney – reflecting the local character and context of the precinct - yet also achieves an efficient and streamlined customer focused design in station areas below.</p> <p>The diagram on page 43 displays our design concept – linking from “Transport” at platform level to “Local” at street level – with subtle and gentle transitions through the concourse and vertical transportation spines between, creating a seamless transport experience for customers but integrating the new infrastructure into both the transport network and broader precinct. The public domain finishes on Miller Street extend into the southern entry, the entry is also covered with large awnings to provide protection from wind and rain.</p>

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Design Principle	SDPP Design Response
Public spaces should be created which allow for spontaneous uses and activities by their occupants. The design should consider opportunities for temporary events, pop ups, retail spaces and the night time economy.	<p>Five new retail food and beverages outlets are provided adjacent to the southern Metro entry fronting Miller Street. These retail outlets will significantly improve activation of the public domain each with public seating which spill out adjacent to walkways.</p> <p>The new lawns on Miller Street have been designed as flexible outdoor spaces which can host future pop up events, market stalls, food trucks, or other programmed or temporary events.</p> <p>A new pedestrian laneway lined with retail food and beverage and a 3 storey entertainment building containing restaurants and a rooftop bar will create vibrant dining and entertainment precinct extending the life of North Sydney well beyond 5pm on weeknights and into evenings and weekends.</p>
Integration of station precincts with the surrounding urban structure is to facilitate cross and through movements, enhancing precinct permeability and access to the transport interchange functions of the locality.	<p>The northern entry to the Metro station provides further access for customers within the region to have access to the Metro and other transport modes such as buses within the locality. The building also provides public bicycle parking which is accessible for all Metro users.</p> <p>A through site pedestrian link is also provided on the South entry to connect Miller Street to Denison Street.</p>
Entry spaces are to be well lit, bright and welcoming to enhance customer experience providing a safe, open environment that has good permeability and clear sight lines from inside and outside the station.	All station entries are clearly identifiable from the street, with clear sightlines from inside and outside the station through clear glass façades.
The design must provide adequate space to meet customer demands, including during peak periods and long-term patronage demands. Where constrained, this may be met by extending the public domain into the station forecourt.	The station entries are carefully designed to meet Sydney Metro's pedestrian traffic flow requirements with suitable queuing zones to lifts and escalators and forecourt areas at both entrances.
The design must provide legible, intuitive spaces to enhance customer journeys through efficient navigation and interchange.	Refer to Section 6 of this Plan.
A system of appropriate pathway surfaces, widths and gradients is to provide safe and equitable pedestrian access throughout the public domain and to link transport modes.	<p>All station entries are provided with appropriate, safe an equitable pedestrian access.</p> <p>New public domain spaces created as part of the SDPP will provide appropriate designated and graded pathways linking the variety of public spaces and other transport interfaces.</p>
Location, scale and articulation of external walls and fences are important elements of the public realm. Their design is to be an integral part of the urban design of the station areas and corridor sites to minimise excessively long unarticulated lengths, inactive, bland and unappealing frontages.	The Victoria Cross Integrated Station development public domain does not consist of large scale walls and fences. The public domain largely consists of low height seating and edges suitable for public and private seating.
<p>Station public spaces are to be designed with a consistent hierarchy of landscape treatments. The treatment of the spaces is to reflect local character and context, integrate with their settings and provide attractive space and streetscapes.</p> <p>The landscape design is an important component of a positive, high quality and appealing urban realm identity for Sydney Metro stations and structures.</p>	The northern station entry is provided with an outdoor urban room which allows customers or public to use this space for informal meetings and waiting areas for pick ups. A signature Jacaranda tree provided at this entry enables the space to become a meeting point.
Public art is to be integrated into the station and building designs to enliven and enrich the public realm and contribute to this sense of place.	Public art is to be integrated at both station entries. Large feature walls in prominent locations of the entries have been nominated to facilitate this integration.

### 4.3 LOCAL ENVIRONMENTAL, HERITAGE AND PLACE MAKING VALUES

The following design principles and guidelines were identified in the Chatswood to Sydenham Design Guidelines to ensure that the design responds to the local environmental, heritage and place making values.

Design Principles	SDPP Design Response
<p>The design and location of public artwork is to be reflective of the distinctive character of each place.</p>	<p>Refer to Appendix D for the Victoria Cross Artists brief for invited competition. This brief outlines the requirements and objectives of the public art with consideration of the Victoria Cross Metro Precinct.</p>
<p>Consideration should be given to integrating heritage interpretation with public art.</p>	<p>The public art brief refers to heritage indigenous, heritage non-indigenous within the vicinity of the Victoria Cross site. The MLC building (listed as an item of local heritage significance in North Sydney LEP) is also referenced in this document for consideration.</p>
<p>Canopies and entrances are to respond to the built form and character of the surrounding context in terms of scale, setbacks and character, as well as heritage context where relevant.</p>	<p>The metro entrance with its associated canopy is located at the key interface between the through site link and Miller Street public domain where it will become the heart of the new precinct. The design has an appropriate civic presence through its massing and spatial clarity, while being integrated with the warm, human scale, vibrant and tactile character of the precinct.</p>
<p>Where Sydney Metro Intervenes in or interfaces with heritage places, design excellence is to be sought to support inventive, interpretive and contemporary responses to heritage values of that place. The design should take into consideration siting, scale, form, materials and colour and details of the heritage items and place.</p> <p>The design should identify opportunities for heritage conversation or contribute to the celebration of local identity in station design. A positive precinct image is to be developed around the heritage values or a place or by the quality of the existing urban context.</p>	<p>The northern entry building is located at the threshold between the North Sydney CBD and lower density residential precincts of North Sydney and Crows Nest. The building design uses poly chromatic masonry as the human scale. The upper parts of the building form are clad in perforated metal screening which in colour, detailing and texture is resonant with the terracotta and masonry material prevalent in the surrounding heritage precinct.</p>
	
<p>Urban Design Strategies which are focussed on the local environmental values relating to the extension and enhancement of the Miller Street Green Avenue, creation of Mid Block Connectivity and Access and the creation of a new focal point or heart for North Sydney</p>	<p>The proposal integrates into the North Sydney Council’s local environmental value of improving community connectivity via interconnected laneways via the provision of a pedestrian link from the Miller Street Civic Boulevard to the new Denison Street pedestrian shared way. This mid block connection then will also provide links to other laneways and ultimately connection through to Walker Street.</p> <p>The proposal establishes a legible new public heart in the centre of North Sydney enhancing and activating the commercial core of North Sydney. A new activated Public Plaza which addresses Miller Street and incorporates new high-quality retail uses and landscaping will extend the Miller Street Green Avenue.</p>

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Design Principles	SDPP Design Response
<p>The design must provide a comfortable environment that provides enough personal space and amenity.</p>	<p>The public domain design provides for new high quality and generously proportioned spaces for the North Sydney Community to utilise. The design at the Southern Entrance creates a series of open grassed spaces with stepped seating edges that allow the spaces to be used in a variety of ways. These grassed terraces are bookended by two groves of trees with integrated seating. The Northern Entrance incorporates a new public space fronting Miller Street that will act as a gathering space and seating area for customers and the community.</p>
<p>Customer weather protection outside the stations is provided to ensure good levels of comfortable and useable spaces at ground level</p>	<p>Both the northern and southern station entries have fixed awnings which provide good wind and rain protection. An upper level canopy is also provided along the Miller Street frontage at the southern entrance which provides additional protection for pedestrians and users of the public domain and retail spaces.</p>
<p>Stations and precincts are to be easy, safe and accessible, for all Public Domain, a system of appropriate pathway surfaces, widths and gradients is to provide safe and equitable pedestrian access throughout the public domain.</p>	<p>The new public domain design to both the northern and southern entrances resolves complex gradient changes along the Miller Street edge which currently does not provide easy safe and accessible paths of travel for customers and pedestrians. In particular the multiple level changes and gradient slope along the Miller Street frontage has been carefully considered and resolved to provide equitable access to all the retail operations, grassed terraces and along the length of the frontage from the MLC building to the corner of Berry Street.</p>
<p>Provide hard and soft landscapes that establish a civic quality, reflect the existing urban character that is appropriate to local conditions.</p>	<p>The proposal creates high quality public domain spaces at both the Northern and Southern Entrances that integrate into the surrounding North Sydney spaces, provide a strengthened avenue of trees to Miller Street and additional community spaces.</p>
<p>The local character is to be embraced through distinctive station architecture, a positive precinct image is to be developed around the qualities of the existing urban context.</p>	<p>The proposal reflects a design solution that is sympathetic to the surrounding fabric and minimises the visual impacts of the new built form elements. The southern building incorporates a podium design which is at an appropriate human scale and integrates different characters and architectural treatments to create a fine grained scale at street level. Warm masonry materials including brick and precast concrete are also used throughout the podium referencing the masonry character of the federation buildings found in the precinct. The northern building incorporates a pallet of materials, scale and detailing that reflects the character of the surrounding precinct.</p>

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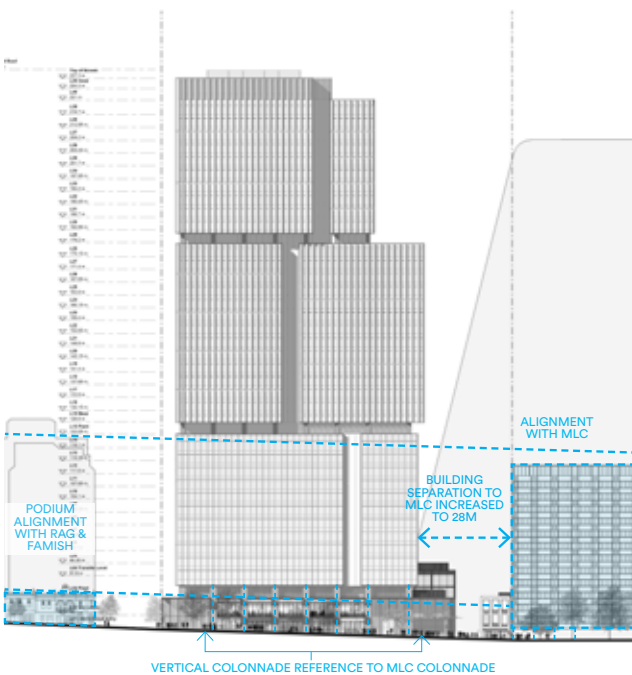
**Design Principles** | **SDPP Design Response**

The design should identify opportunities for heritage conservation or contribute to the celebration of local identity in station design. A positive precinct image is to be developed around the heritage values of a place or by the quality of the existing urban context.

There are a number of local heritage items that exist within proximity to the Victoria Cross Station development. The design considers each to ensure sensitive built form relationships are established between neighbouring buildings. The existing MLC Building completed in 1957 and designed by Bates Smart was the first high rise commercial office building in North Sydney and the first building in Sydney to adopt the use of curtain wall façade. The proposal responds to the heritage legacy of the MLC by:

- Increasing the building separation between the proposed commercial tower and the northern façade of the MLC. The proposed scheme creates a separation of 28m, an additional 10m from the initial design proposal.
- Creating a massing and scale relationship which aligns with the height of the heritage items by setting back level 15 of the OSD by 1.5metres, thus creating a positive scale relationship along the Miller Street streetscape.
- Creating a more sympathetic relationship with the existing vertical colonnade at the base of MLC, by amending the expressed column grid fronting Miller Street from a “Y” shape in the initial design to simple vertical column in the proposed design.

The Rag & Famish Hotel is an early surviving example of hotel design in North Sydney, dating to the late 19th century. The Hotel lies immediately to the north of the proposed development. This building is unusual insofar as it presents a two storey scale to Berry Street, while surrounded by dense urban towers. To create a positive and direct scale relationship with this heritage item, the proposal intentionally reinforces a clear two storey scale at the base through articulation, scale, materiality and use.



*Proposed eastern elevation: Building separation and alignments with heritage context.*



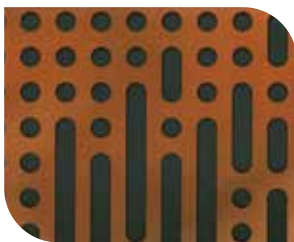
*Rag and Famish.*



*MLC Building 1958 (Bates Smart).*

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*Artist Impression of the North Station Entrance at Miller and McLaren streets, using materials and scale to integrate with the surrounding heritage context.*

#### 4.4 URBAN DESIGN CONTEXT

The urban and public domain design has been developed with reference to the existing urban context and infrastructure as well as planned initiatives in the locality.

Our proposal seeks to deliver the following benefits to the precinct:

1. Enhancing the North Sydney experience for the community by linking the Miller Street Civic Boulevard with the new Denison Street pedestrian sharedway, completing the new network of laneways linking Miller Street with Walker Street in accordance with North Sydney Council’s Laneways Masterplan.
2. Supporting the transformation and activation of North Sydney through the future extension of the commercial core along Miller Street from Pacific Highway via the southern entrance, north of Berry Street towards the Ward St precinct and to the northern entrance.
3. Directly connecting to the existing detached ‘Civic’ centre of North Sydney comprising council chambers, library, oval, and schools via the proposed new northern entrance.
4. Connecting with the wider community by providing logical, clear and direct connections into the Metro network from communities currently beyond comfortable walking distance of North Sydney station.
5. Enhancing the transport experience of customers by offering streamlined intermodal connections to the following:
  - Bus stops on Miller Street.
  - Taxi Zone located on MacLaren Street.
  - Kiss and Ride located on McLaren Street adjacent northern entrance.
  - Bicycle storage located within northern entrance.
6. Perhaps most importantly, creating a legible new public heart in the centre of North Sydney in the form of a new public plaza addressing Miller Street. The plaza will become a new Place for North Sydney – a place of vibrant activity on evenings and weekends which connects customers, communities and workers in a single public and democratic environment.



*Artist Impression of the Miller Street plan, highlighting the plaza along Miller Street, through-site link, Metro Station entrance, and retail activation.*

## 4.5 COMMUNITY SAFETY, AMENITY AND PRIVACY

Safety has been and will continue to be actively considered at all stages of design of the project, with the commitment to safety outlined in Section 1.6 of the Chatswood to Sydenham Design Guidelines.

The following design principles and guidelines were identified in the Chatswood to Sydenham Design Guidelines to ensure that the design provides community safety, amenity and privacy.

Design Principle	SDPP Design Response
<ul style="list-style-type: none"> <li>The safe movement of customers, staff and general public through the station areas will be facilitated through many aspects of physical design, including the provision of adequate circulation space, clear designated routes, good lighting and wayfinding with minimal obstructions.</li> </ul>	<p>Safety has been and will continue to be considered at all stages of design of the project, with the commitment to safety outlined in Section 1.6 of the Chatswood to Sydenham Design Guidelines.</p> <p>The design provides for enhanced community amenity with the public domain responding to the aspiration to provide active street frontages, facilitate a range of uses and improve the streetscape amenity on Miller Street, Berry Street and McLaren Street as part of the overall site.</p>
<ul style="list-style-type: none"> <li>Station and station precinct design will identify and reflect current architectural and engineering best practice with respect to safety.</li> </ul>	<p>To the northern end of the southern portion of the site the current build out of the kerb alignment removes risks associated with the current drop-off bay and provides maximum pavement widths around the OSD entry. In a similar arrangement, to the southern end of the site a large paved plaza allows for clear sight lines into the Metro foyer, creating a clearly legible and inviting entry.</p>
<ul style="list-style-type: none"> <li>The design will ensure the station and surrounding precinct provide a safe and secure environment and contribute to the overall public safety of urban places throughout the day and night.</li> </ul>	<p>The public domain design includes carefully designed edges which provides security and hostile vehicle mitigation devices into the urban fabric so as to allow the public domain to be clean and clutter free, while providing security and safety to all the station and precinct users.</p>
<ul style="list-style-type: none"> <li>Safety issues are to be embedded in the design development process and optimised through the application of relevant Crime Prevention through Environmental Design (CPTED) principles and guidelines.</li> </ul>	<p>The building design and form at the ground plane adjacent to the Metro entries is carefully considered to minimise recesses which would pose a security threat to passengers and customers after hours. Ample glazing at station entries also provides visual connectivity and natural light to enhance safety.</p>
<ul style="list-style-type: none"> <li>The design must provide a comfortable environment that provides sufficient personal space and amenity and is well lit with effective and appropriate microclimate amenity for all users.</li> </ul>	<p>The local environmental climate at the station entries have been modelled to ensure that it meets business walking criteria. Large awnings over the entries provide wind and rain protection for passengers.</p>
<ul style="list-style-type: none"> <li>Station entry orientation and design are to minimise adverse micro climate effects, including wind tunnel impacts. The urban heat island effects should be minimised through light coloured finishes, roofs and pavements, green walls, roofs, plantings and shade trees.</li> </ul>	<p>The station entries are designed such that they are visible from Miller Street. The light-coloured interior finishes of the station entries are clearly prominent through the glass façades, providing clear sight lines within and outside of the station.</p>



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Design Principle	SDPP Design Response
<ul style="list-style-type: none"> <li>Customer weather protection outside Sydney Metro stations is provided to ensure good levels of comfort are maintained and to provide useable spaces at ground level.</li> </ul>	<p>Both the northern and southern Metro entrances have awnings over public domain spaces and entries. These are in the form of fixed awnings.</p> <p>An upper level canopy provided along the Miller Street frontage provides wind protection from the tower and some additional weather protection for the pedestrian and public domain spaces.</p> <p>Pedestrians also have the option of utilising an internal access way through the OSD sky lobby, connecting the through site link adjacent to the Metro entry to Berry Street during business hours.</p>
<ul style="list-style-type: none"> <li>A high level of amenity and security in waiting areas is to be provided.</li> </ul>	<p>A plaza space at the southern end of the site creates a forecourt for the Metro entry and OSD secondary lobby, resulting in an inviting and clearly legible entry to the building. Within the forecourt space tree planting in large stepped planters creates an inviting space with seating proposed amongst the trees.</p>



*Artist Impression of Southern Metro Entrance and Through Site Laneway from Miller Street*

## 4.6 SUSTAINABLE DESIGN AND MAINTENANCE

Section 1.7 of the Chatswood to Sydenham Design Guidelines outlines the commitment to sustainability and acknowledges that Sydney Metro would achieve new benchmarks in sustainability infrastructure delivery. The design must ensure best practice sustainable design solutions are adopted for the public domain, stations and buildings to minimise environmental impacts and benefit customers and local communities.

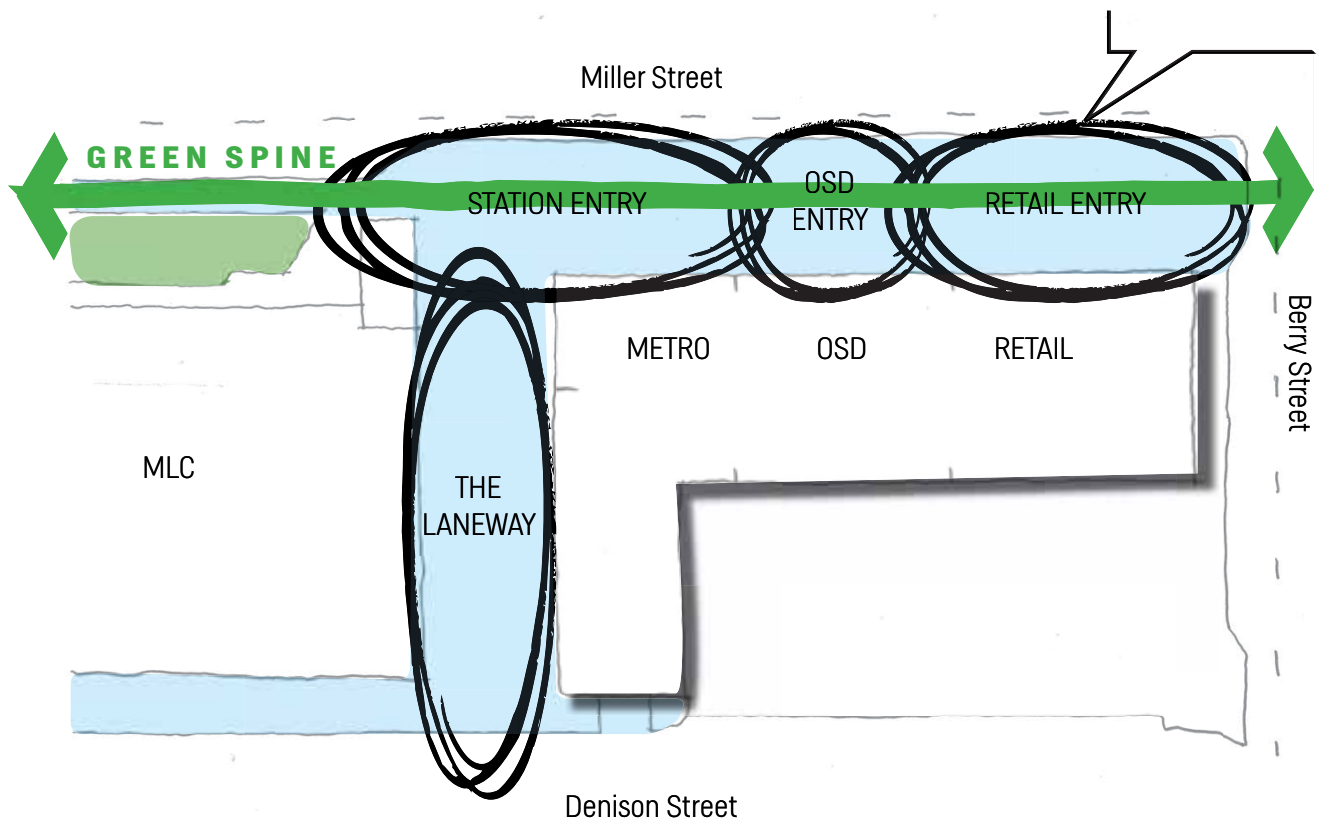
All design elements have been designed to achieve:

- An 'excellent' rating using the Infrastructure Sustainability Council of Australia (ISCA) Infrastructure Sustainability (IS) rating tool.
- A 5-star rating using the Green Building Council of Australia (GBCA) Green Star Sydney Metro rating tool.

The following sustainability initiatives have been considered in the design:

- Adopt energy efficient and low carbon design solutions.
- Incorporate passive design solutions to optimise solar access, introduce daylight and maximise natural ventilation.
- Develop a low maintenance design.
- Ensure resilience to climate change.
- Provide water and energy efficient services.

In addition, the overall design has considered the Sydney Metro City & Southwest Sustainability Strategy 2017-2024.



*A "green spine" formed by plantings along Miller Street will provide water sensitive greenspace in the public domain.*

#### 4.7 RELEVANT STANDARDS AND GUIDELINES

The following urban design and infrastructure standards and guidelines have been considered in developing the above design principles and the SDPP:

- Sydney Metro Chatswood to Sydenham Design guidelines.
- Sydney Metro City & Southwest Sustainability Strategy.
- Crime Prevention through Environmental Design.
- Sydney Metro Design Requirements.
- Building Code of Australia (BCA).
- Disability Discrimination Act (DDA).
- North Sydney LEP and DCP.
- North Sydney Council's Sydney Metro Planning Study.
- Australia's Strategy for Protecting Crowded Places from Terrorism 2017.

The following design guides and standards have been utilised to inform the development of the landscaping design that is detailed within the SDPP.

- North Sydney Council Public Domain Style Manual and Design Codes. February 2019.
- North Sydney Council Street Tree Strategy.
- North Sydney Public Domain Strategy Place Book.
- AS 1428.1 Design for access and mobility - General requirements for access - New building work.
- AS 4282 Control of the obtrusive effects of outdoor lighting.
- DSAPT 2002 Standards for disabled access to public transport.
- ANZCTC – “Hostile Vehicle Guidelines for Crowded Places” – ANZCTC (Commonwealth of Australia 2017).
- HVMG – Hostile Vehicle Mitigation Guide (HVMG) CPNI (Centre for the protection of National Infrastructure - UK).

#### 4.8 MINIMISING PROJECT FOOTPRINT

The following design principle and guidelines were identified in the Chatswood to Sydenham Design Guidelines to provide direction in the development of the design solutions that sought to minimise the projects footprint.

##### **Provide integrated public art to aid placemaking and enhance local amenity.**

The station design will incorporate a distinctive artwork element which will contribute to the culture and design of the new Metro station. The artwork will be a suitably scaled element to be experienced in the busy public spaces and will enhance the local amenity and respond to the place.

##### **Station plaza's are to be designed as an extension of the internal station environment. These spaces are to reflect the local public realm context and character.**

The stations plaza areas and public domain designs respond to aspirations to provide active street frontages, facilitate a range of uses and improve the streetscape amenity on Miller Street, Berry Street and McLaren Street. The plaza areas are large expansive spaces which provide adequate space for pedestrian movement, seating and dwelling spaces.

A series of green terraces are located along the Miller Street frontage. which provide opportunities for a range of seating options and styles within stepped gardens, include a central turf area giving a focal point to the central green space, containing facilities such as bicycle parking and retail spaces.

The opportunity this creates will enhance the experience of the community and Metro customers as it provides new high quality public spaces, which seamlessly connect the wider precinct to the Metro station. The public domain materials extend into the Metro Entry internally to enhance the user experience to create a truly connected and intuitive public domain and metro identity.

The green Civic Spine is made up of a number of key spaces which offer the opportunity for the community and customers to use it in various ways across the day and through the evening. It performs as both a node and a meeting place - providing direct, linear and visible access to the wider North Sydney CBD precinct.

Street tree planting is provided within the terraces which are stepped to mitigate existing level changes, while providing equitable access to both the Metro entry and adjoining building and retail entries via a series of walkways along the building facade.

**Ensure best practice sustainable design solutions are adopted and achieve a high level of performance using sustainable design rating system.**

The design of the station and precinct has been considered holistically to promote sustainable design outcomes. This will be guided and evidenced by the achievement of an independently verified 5-star rating using the Green Building Council of Australia (GBCA) Green Star Sydney Metro rating tool.

The following sustainable design initiatives contribute to the Green Star rating:

- Energy efficient air cooling and ventilation that takes into consideration potential future impacts of climate change.
- Latest LED light fittings for low energy consumption, smart control and long operational life
- Improved stormwater management.
- Water efficient fixtures and fittings in public amenities
- Construction materials with reduced embodied energy and increased recycled content.
- Facilities to manage operational waste effectively and maximise recycling potential
- An open and activated public realm and building fabric that regulates environmental factors like shade, daylight, natural ventilation, stormwater and rainwater flow
- Place design and spatial curation that promotes a vibrant, socially inclusive and empowered community within and around Victoria Cross.

**Circulation systems are to respond to context and reinforce the character of precincts, so they are easy and efficient to navigate.**

The Metro will be a key landmark in North Sydney, with large numbers of people using it every day. The public realm will include focal points to assist with local area wayfinding, and a variety of seating areas for people to pause for short or longer periods of time, creating quiet moments in the daily rush.

The positioning of seating courts and cafe dining areas acknowledge the key movement routes through this part of the site and are accessible but do not create obstructions. They will each have their own subtle character, while forming part of the broader civic and green spine.

The public domain has been designed to provide clear, legible and comfortable spaces for all people, that are connected via a number of major pedestrian paths which have been designed to ensure equitable access for all. Expansive plaza areas and pedestrian routes are provided with the primary circulation route incorporating a 4.2m wide paved area to allow pedestrians to easily connect to areas further up and down Miller street whether they be passing through from other areas of North Sydney or arriving or departing the Metro station.

These pedestrian routes are proposed to be made up of high quality materials which align with the North Sydney Council Technical Guidelines and will be an extension of the existing city fabric. Open and clear sightlines to the Metro Entries, retail interfaces and OSD lobby entry ensure the spaces are well connected and easily identified.

Large numbers of people will use the new southern Metro entry, particularly those working in or visiting North Sydney. It is expected that they will disperse across the various movement routes opened up as part of the project works. A large percentage are anticipated to use the pedestrian corridor in front of the retail terraces, lending to the lively atmosphere that this area is expected to have.

**Integrate the station entries and precinct buildings to create a human scaled environment integrated into the surrounding context.**

The Northern entry building and its overall form has been designed to integrate into the surrounding context in order to minimise its visual footprint. Influencing the design of the overall form is the rich historical context of the primarily residential building stock of the North Sydney region from the Edwardian and Victorian periods of architecture. This context is rich in material, texture and colour. It represents a handmade care reflecting human scale and fine detail. As a counterpoint to the clean light lines and forms of the station, the entry is set within a richly detailed polychromatic masonry base that nestles into its context.

Complimenting this textural approach is the use of richly layered metal facades that interpret the variety of textures, shades and layers experienced with the roofscapes of North Sydney’s residential architecture.

The Southern Entry responds to the 2-3 storey scale of the surrounding federation era buildings by creating a similar human scaled podium base to support the future over station development and the adjoining low scale retail and commercial office buildings. These “podium buildings” have their own character and architectural treatments, creating a fine grain scale at street level. The laneway buildings consist of a low scale hospitality building in brick, and a metallic co-working building. The podium that forms the base of the tower has three treatments to respond to the surrounding context; an office lobby on the corner with Berry St, a Metro station entry at the southern end, and a retail section opposite the new public domain and landscape area. Canopies at the upper level reinforce the human scale separating the podium from the future over station development, while referencing the Rag & Famish canopy. Warm masonry materials including brick, and precast concrete are used throughout the podium, referencing the masonry character of the Federation buildings.

The design proposal creates a collection of low-human-scaled buildings defining two new public spaces, a retail laneway connection from Miller Street to Denison Street, and a landscaped setback to Miller Street Special Area. These podium buildings each have their own character, creating a fine grain scale at street level.

Through adoption of these design principals the overall footprint of the project has been minimised, noting that the physical footprint for the southern entrance and northern entrance buildings, public domain and associated operational spaces have been able to be maintained as being consistent with that defined in the Chatswood to Sydenham EIS and the subsequent Victoria Cross and Artarmon Substation Modification Report which supported the CSSI approval and modifications.

# 5. DESIGN OPPORTUNITIES

## 5.1 OPPORTUNITIES FOR LANDSCAPING AND BUILDING DESIGN TO MITIGATE VISUAL IMPACTS

The existing highly utilised MLC lawns and boulevard street planting are a vital component of North Sydney's CBD public domain where soft sunny landscape is otherwise absent. We propose extending the MLC lawns and concept of the boulevard planting north along Miller Street to Berry Street to create a new series of urban plazas interspersed with new green lawns, thus reinforcing Miller Street as the new 'Green + Civic Spine' within North Sydney while creating additional soft and hard landscaped areas enjoying excellent solar access.

The design will integrate a human scaled environment to the urban fabric of North Sydney, the project will offer an improved amenity for the local residents and CBD working population, by punctuating large areas of open space with smaller landscaped areas and a series of stepped plazas along Miller Street.

Additional street plantings clusters are provided as markers at the OSD entry forecourt and the station entry forecourt. Street trees previously removed from construction along the Miller Street kerb will be replaced to ensure the green canopy along Miller Street is replenished.

Revealing and interpreting place through known forms and patterns in and around the precinct will serve to enhance the new sense of place. The proposal seeks to improve the legibility of the street and site as a whole whilst minimising the need for way-finding, signage, line markings and bollards through the use of appropriate public domain materials and urban elements.

Visible rail infrastructure and operational facilities are minimal essentially all being contained in underground non publicly accessible areas. In regard to the Northern Entrance building a number of landscaping and building design opportunities have been identified in the SDPP to mitigate any visual impact of the above ground operational facilities.

This includes:

- Incorporating a building façade which is clad in perforated metal screening in colour, detailing and texture which is resonant with the materiality prevalent in the surrounding heritage precinct.
- Provision of public domain facilities which includes a feature tree at the forecourt, different seating elements and plantings which all contribute to mitigating the visual impacts of the northern entry building on ground level.

## 5.2 OPPORTUNITIES FOR PUBLIC ART

A key design principle for the project is to ensure public art is integrated within the design of stations and other corridor structures to aid place-making and to enhance local amenity and celebrate local character.

The Sydney Metro City & Southwest Public Art Master Plan identifies the need for a distinctive, readily communicable and memorable identity public art program, through the creation of the cohesive program brand 'MetroCulture'.

The program would provide six categories of art, including 2D works, suspended works, sculptural works, lighting installations, functional artworks and digital works, which will:

- Respond to themes
- Respond to place
- Use form, material and colour effectively
- Provide an uplifting experience for the customer
- Develop the Storylines theme
- Consider day and night time activation

Opportunities for public art at Victoria Cross Metro Station include:

- Primary station entry at South Concourse
- Denison Street station entry at retail link portal
- North Station Concourse

For more information regarding the public art strategy and opportunities for public art at station entries, refer to the Victoria Cross Metro Art Artists' Brief for Invited Competition, attached as Appendix D.

## 5.3 OPPORTUNITIES IDENTIFIED IN THE HERITAGE INTERPRETATION PLAN

The Heritage Strategy for Victoria Cross has identified the following Themes and Opportunities for Heritage.

For Victoria Cross Metro, the key themes that are part of the Stationwide approach apply. These are:

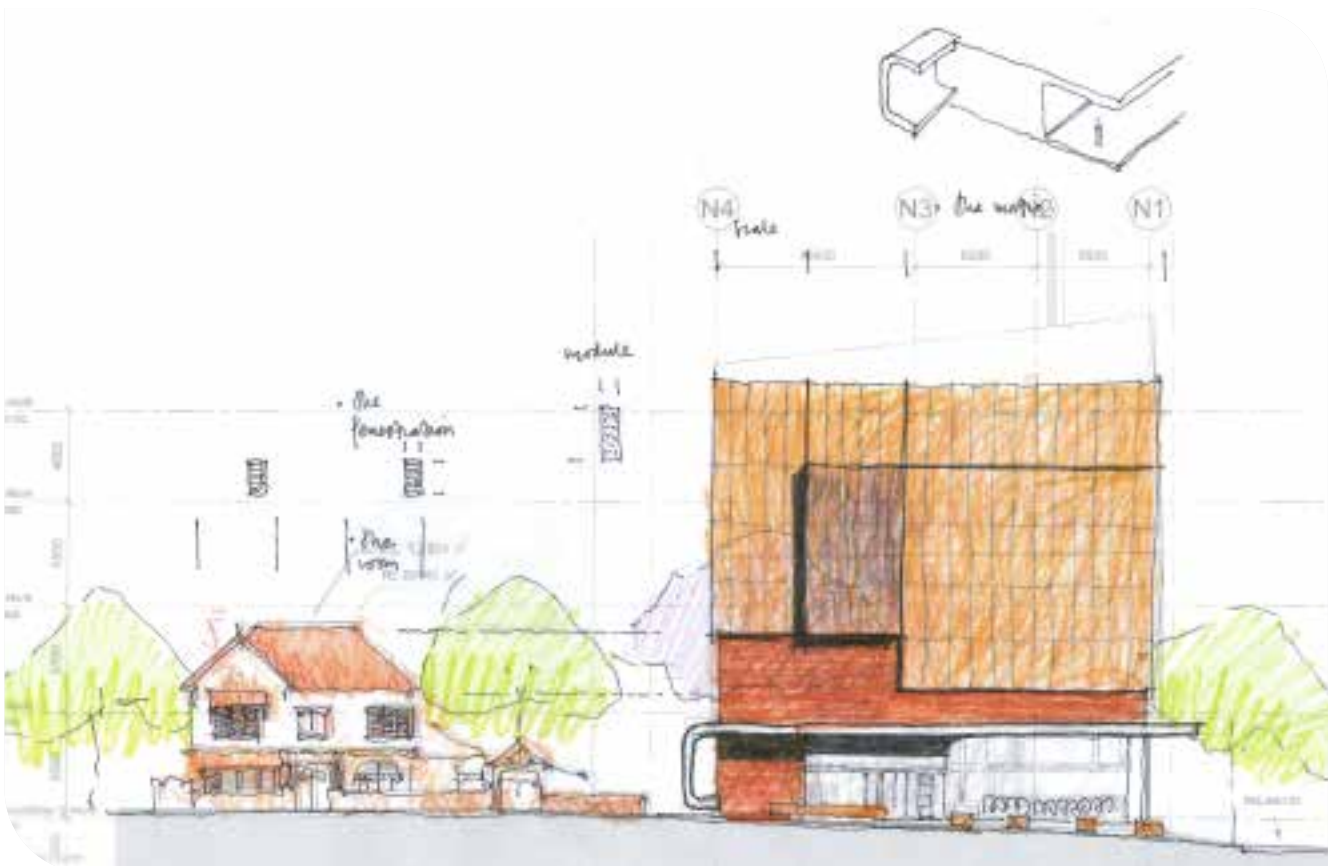
- **Transport and infrastructure** – which links the new transport system to the historical transport of the area.
  - **Included in this theme** – trams and trains; Sydney Harbour crossing and associated tunnelling and archaeology.
- **Local stories** – including North Sydney as an extension of Sydney's CBD after construction of the Sydney Harbour Bridge.
  - **Included in this theme are** – North Sydney as a suburb and its changes and the Rag and Famish Hotel.

## 5.4 OPPORTUNITIES FOR INCORPORATING SALVAGED HISTORIC AND ARTISTIC ELEMENTS

The Heritage Interpretation Plan does not identify any salvaged items from the site of any major significance nor items that may be readily interpreted into the new development.

The only item identified for possible re-use of interpretation is an Victoria era awning bracket assembly which as removed from the 187 Miller Street property prior to its demolition to make way for the station development.

The bracket assembly is not able to be readily interpreted into the new design however, there may be some potential for the brackets to be interpreted into some elements of the landscaping public realm which will be considered in the final design of the landscape elements.



*The massing, scale, and material expression of the North Station Entrance has been composed to respond to the adjacent heritage context.*

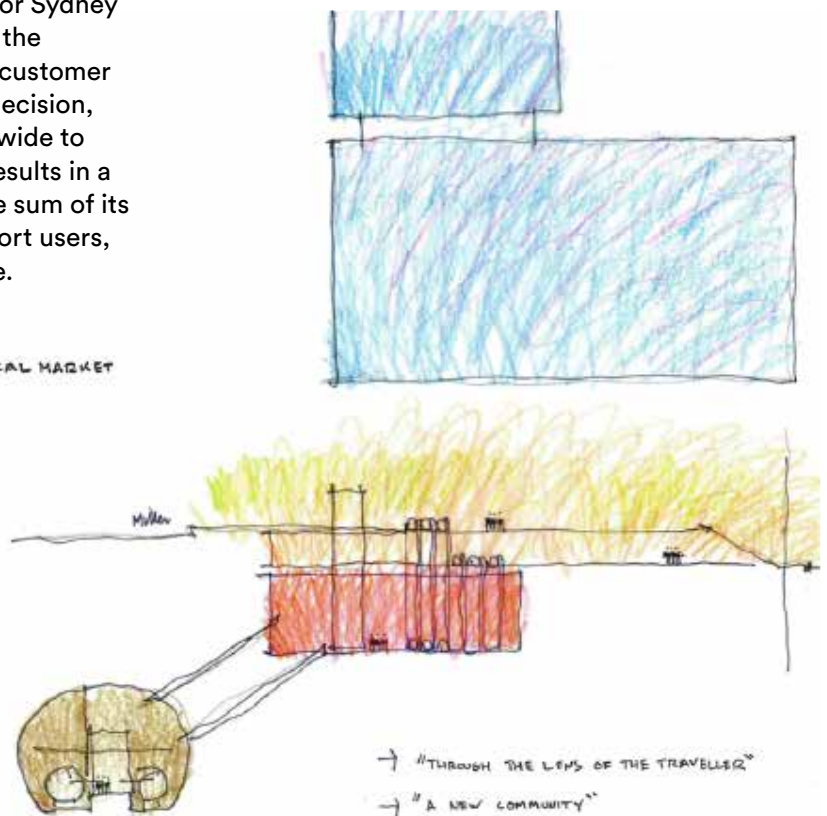
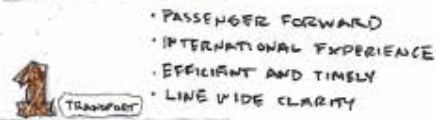
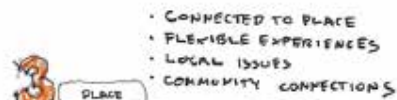


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# 6. DETAILS OF THE STATION DESIGN AND PRECINCT PLAN

## 6.1 VICTORIA CROSS METRO STATION AND INTEGRATED STATION DEVELOPMENT (ISD) DESIGN FEATURES

To ensure that the design of the station and precinct provides a superior transport experience for Sydney Metro passengers and the general public, the design solution has been crafted with the customer experience at the centre of every design decision, integrating the Metro journey from a line-wide to local experience of place. The approach results in a product which offers more than simply the sum of its parts, enhancing the experience of transport users, office workers, residents, and visitors alike.



### Customer Experience Design Principles.

**Zone 1 Transport** – Users filter out of the station and into the Victoria Cross precinct, rising from the metro platform, with its line-wide identity, following natural light which filters into the station concourse via light wells. The subterranean zone is characterised by material richness; as passengers journey toward the surface, material colours lighten as more natural light is admitted into the space.

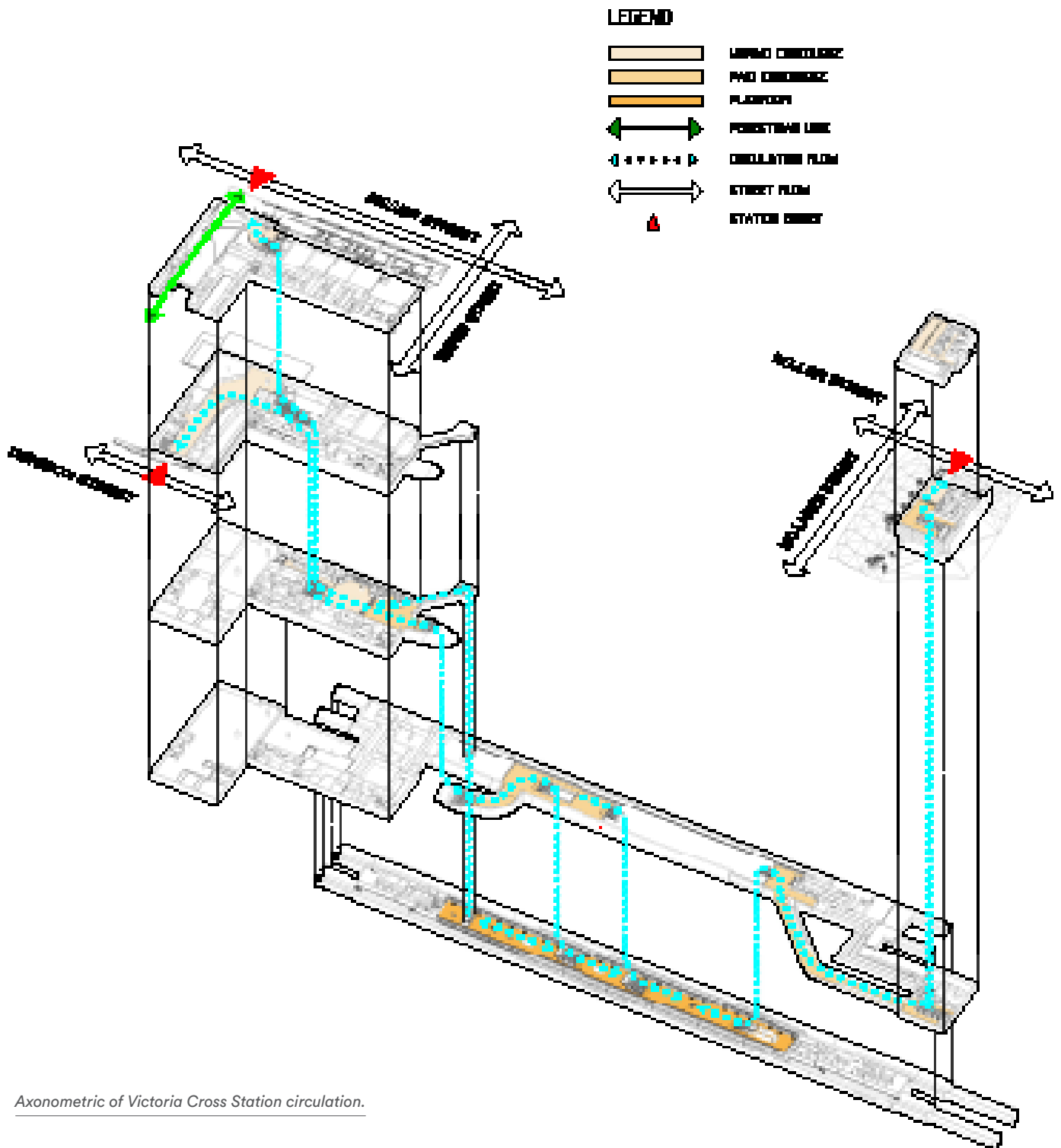
**Zone 2 Orientation** – At the concourses, the designed experience begins to indicate the precinct context, defining the North Sydney experience. Materials carry up from platform level, creating cohesion between zones, while a brighter palette subtly guides customers toward the public domain. The concourses, brightly daylit, have ample space to accommodate decision making outside of main circulation paths. Intuitively located vertical transport eases navigation.

**Zone 3 Place** – At the public domain level, the station seamlessly integrates with the surrounding neighbourhood, offering gathering spaces and retail which will be a driving force in establishing Victoria Cross as the heart of this new precinct within the North Sydney CBD. The local context is embraced and flows into the station, with scale and material selections which echo and exist in harmony with the surrounding neighbourhood context.

**Zone 4 Work** – Above the public domain, the OSD office tower takes cues from the user-centric nature of the ground plane, providing office workers with a connected workplace while providing a distinctive addition for Victoria Cross easily identifiable throughout the CBD. While visually independent from the station, the tower utilises material palettes found throughout the precinct, providing a link across the entire site.

**Intuitive integration** – Customers will find the Victoria Cross Metro Station easy to navigate. While their reasons for arriving to the district vary, impacting their familiarity with navigating the station and precinct, the design is crafted to facilitate ease of use regardless of whether it is a patron’s first time at the station, or a regular part of their daily commute.

The diagram opposite outlines the path to the surface taken by those who alight at Victoria Cross Metro Station. Paths have been optimised to shorten the journey and allow for intuitive navigation and ease decision making at key points along the way. The next three pages illustrate the journey from platform to public domain.



*Axonometric of Victoria Cross Station circulation.*

## 6.2 THE SOUTHERN ENTRANCE

To illustrate the design features of Victoria Cross Metro Station and precinct, artist impression vignettes of the customer experience of the design highlight the attributes which define the project, through the lens of the customer.

**Arriving at Victoria Cross by Metro** – Customers alighting at Victoria Cross encounter a light-filled, sinuous station cavern with a complementary palette of durable materials that provide a clear identity. The use of the system-wide kit-of-parts, supplemented with materials to unite each element to the station, will bring cohesion to the overall Metro system and will improve navigation.



*The view of the station cavern looking south towards the Mezzanine.*



*The view from the platform toward the mezzanine leading to the South Concourse.*

**Streamlining the journey for customers** – From the platform, customers quickly orient themselves with signage incorporated into an information bar running the length of the platform above the passenger screen doors. The integration of wayfinding into this element minimises visual clutter, while the material selection and lighting reinforce the direction of the passenger journey: lighter colours lead upward to the public domain.

**Consistency and clarity enhancing legibility for customers** – For ease of orientation along the journey from the platform to the public domain, consistent lighting and vertical transportation strategies yield clarity. Recessed lighting in the cavern, adit and concourse ceilings, walls and floors, makes spaces glow, while key decision-making locations have enhanced light levels; vertical transport is coloured charcoal, making it easy to identify throughout the station.

**Natural light guides wayfinding** – As customers travel from the southern adit toward the main station concourse at Miller Street, natural light guides the journey toward the surface. A large lightwell draws sunlight into the concourse and down the escalator shaft, enhancing the customer experience and reducing the need for wayfinding signage, improving the visual appearance of the station by reducing clutter.



*Light streams down the escalators leading from the South Concourse to the south adit.*

**Ease of access for customers** – For customers exiting the southern concourse, the configuration of the vertical transportation to the public domain has been arranged to maximise intuitive use and ease of access. The double-height space allows customers exiting to Miller or Denison streets to clearly see their destinations atop the escalators, while the glass lift enclosure provides further transparency for safety.



*Escalators leading up to the public domain of Miller and Denison streets from the South Station Concourse.*

**Creating the Victoria Cross identity** – The majority of Metro customers who pass through Victoria Cross each day will utilise the southern concourse, accessed from Miller and Denison streets. From arrival at the station, the customer experience will be shaped by prominently positioned public art pieces, lending character, interest and ultimately familiarity to the passenger journey.



*The South Station Concourse, with gate line and portal to the escalators leading to the platforms.*

**Drawing in Denison Street** – When the Metro station opens, Denison Street will have transformed into a major hub of pedestrian activity, populated by office workers during the day and area residents on evenings and weekends. An undercroft with integral signage will draw customers into a wide retail concourse which is illuminated by natural light drawn in from the adjacent double-height Miller Street Station entrance.



*The entrance to the Metro Station via the Denison Street Retail Link.*

**Inspiring spaces for customers** – Customers who enter the station via Denison Street and pass down the active retail concourse will encounter the light-filled double-height transport lobby which serves as a hub, visually linking the entries from Miller and Denison streets to the south concourse. The space allows for easy orientation and inspires with its volume, material variety, public art and abundant daylight.

**Creating a defined Metro entrance** – At the intersection of the Through Site Link and Miller Street, customers find the main entrance to the Victoria Cross Metro Station. Crafted to stand out within the overall development our design clearly defines the south entrance to strike a balance between creating a distinctive station entrance and having it form an integrated part of the surrounding retail public domain and over station development.



*The main Victoria Cross Metro Station entrance from the primary plaza fronting Miller Street. Integrated with the public domain and the new through site link.*

### 6.3 THE NORTHERN ENTRANCE

**Using a common architectural language** – The northern station entrance incorporates the same design principles found at the southern station entrance, including high levels of daylight and a simplified, standard language of signage reinforced with a minimal material palette. Art is deployed within the concourse and is visible from the public domain, adding distinctive identity and visual interest.

**Creating a neighbourhood station** – Area residents, students from nearby schools and customers using the secure bicycle storage accessed off the street-adjacent plaza will experience enhanced public amenity at the northern station entrance. The scale of the entrance has been optimised to dovetail with the context of the district while accommodating the service needs of the Metro station, and a sweeping awning provides continuous street edge weather.



*The northern entryway to the Victoria Cross Metro.*

## 6.4 PUBLIC DOMAIN

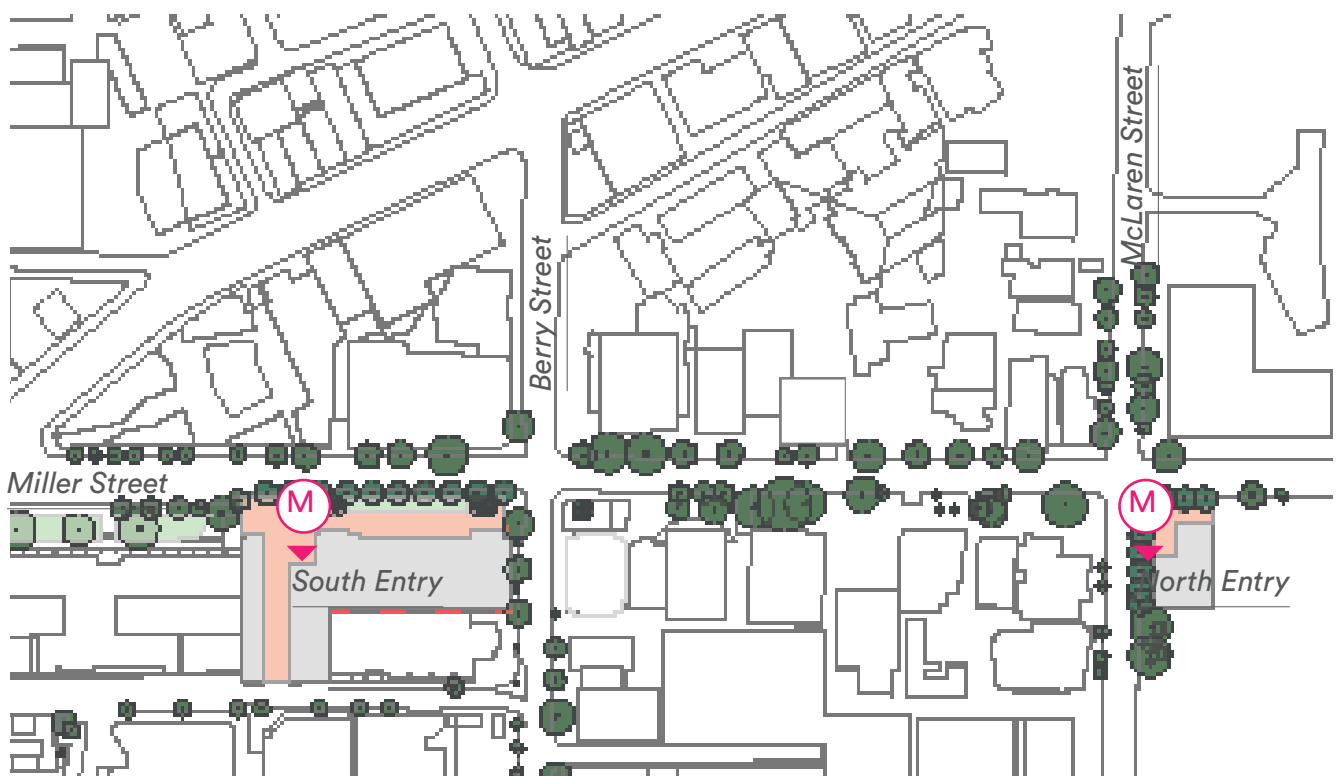
The Sydney Metro Integrated Station Development provides a catalyst for significant upgrades and activation to the public domain and streetscapes in the North Sydney CBD. It is a unique opportunity to contribute to the revitalisation of the centre by providing high quality public domain that is vibrant, safe, interesting and socially engaging.

Through upgrading and strengthening pedestrian and commuter connectivity, and improving public amenity, it will increase the attraction of North Sydney CBD as a place to work, study and visit.

It will be a people centred place that is civic in character and continues the attractive green leafiness that is typical of the neighbourhood.

Featuring public seating, street trees, and outdoor dining it will provide a place to eat, gather, meet and relax – becoming the new social heart of North Sydney.

The Victoria Cross Integrated Station Development comprises two sites in North Sydney. The project site for the southern Metro entry is located on the corner of Miller and Berry Streets. The northern Metro entry building is located two blocks to the north, on the corner of Miller and McLaren Streets.



Precinct Plan



6.4.1 Public domain design objectives and principles

Metro City & Southwest  
 Design Objectives:

Urban Design Objectives:

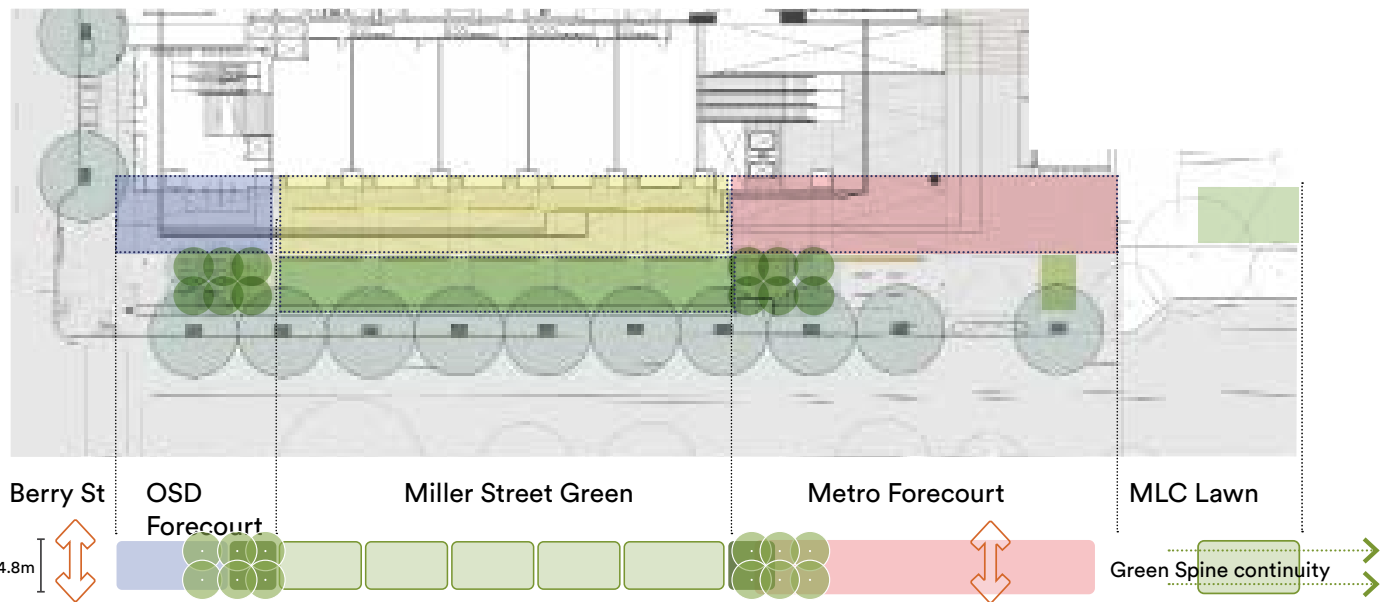
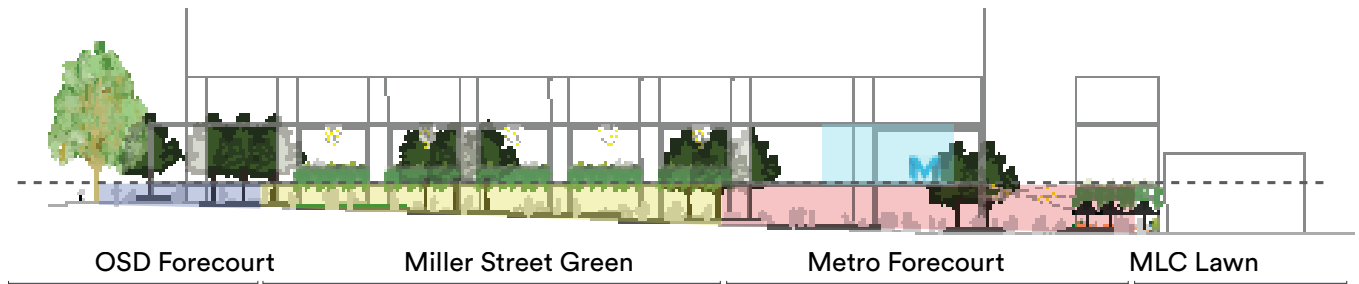
The design of the public domain is based on the following principles:

<p>1. Ensuring an easy customer experience</p>	<p>Safety</p>	<p>Create safe, intuitive and uncluttered public realms with regard to crime prevention and public safety (CPTED) principles.</p>	
<p>2. Being part of a fully integrated transport system</p>	<p>Customer Centric</p>	<p>Provide a welcoming and enjoyable arrival and exit experience to all users</p>	
<p>3. Being a catalyst for positive change.</p>	<p>Accessible</p>	<p>Provide equitable, direct and legible access for all users from inter-modal transport into and throughout the public domain.</p>	
<p>4. Being responsive to distinct contexts and communities</p>	<p>Connected</p>	<p>Enhance and consolidate existing circulation routes throughout the station precinct and surrounding civic nodes</p>	
<p>5. Delivering an enduring and sustainable legacy for Sydney</p>	<p>Activated</p>	<p>Create attractive and vibrant urban plazas and streetscapes to be inhabited day and night</p>	
<p>5. Delivering an enduring and sustainable legacy for Sydney</p>	<p>Diverse</p>	<p>Provide a range of spaces from open to the intimate to cater for community events and overlays</p>	
<p>5. Delivering an enduring and sustainable legacy for Sydney</p>	<p>Identity / Place</p>	<p>Create high-quality, benchmark precincts with a strong sense of place for a lasting contribution to local and city life</p>	

**6.4.2 Key components of public domain**

The public domain area of the project site will include several key component areas, defined by their use, nature and materiality. These include:

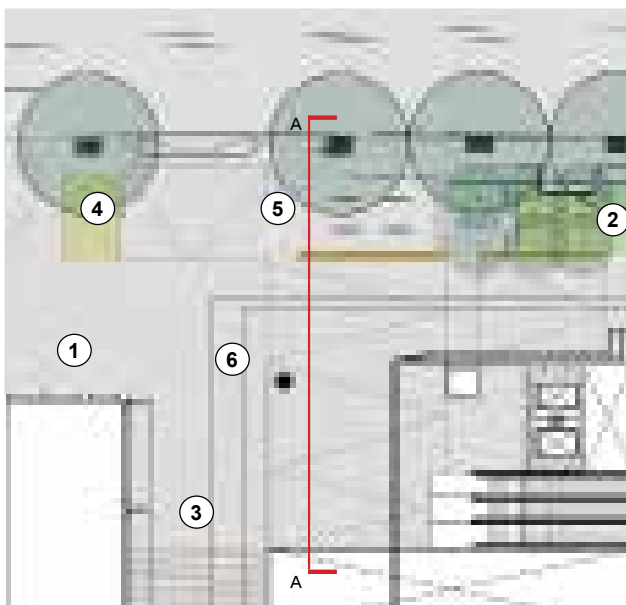
-  Miller Street Civic Green Spine
-  Metro Forecourt and Identity
-  Miller Street Retail
-  OSD Forecourt



**6.4.3 Metro entry forecourt**

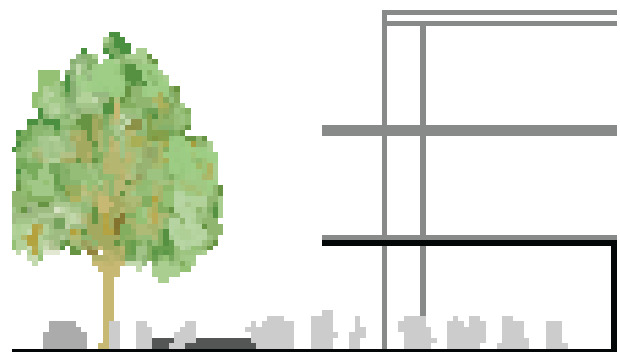
The southern Metro entry will be a key landmark in North Sydney, with large numbers of people using it everyday. The public domain will include focal points to assist with local area wayfinding, and a variety of seating areas for people to pause for short or longer periods of time, creating quiet moments in the daily rush.

The positioning of seating courts and cafe dining areas acknowledge the key movement routes through this part of the site and are accessible but do not create obstructions. They will developed to each have their own subtle character, while forming part of the broader civic and green spine.



*View to southern Metro entry*

- ① Outdoor cafe dining
- ② Grass terraces
- ③ The laneway
- ④ Focal seating node
- ⑤ Forecourt seating
- ⑥ Southern Metro entry



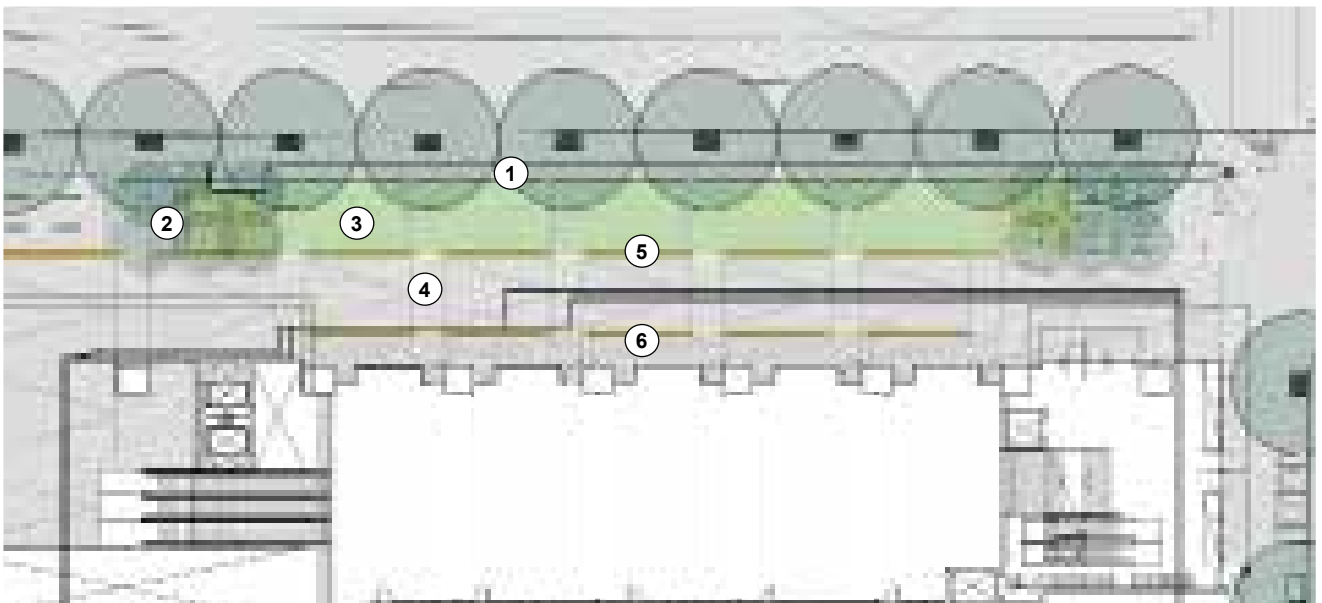
*Section A-A*

### 6.4.4 Miller Street green

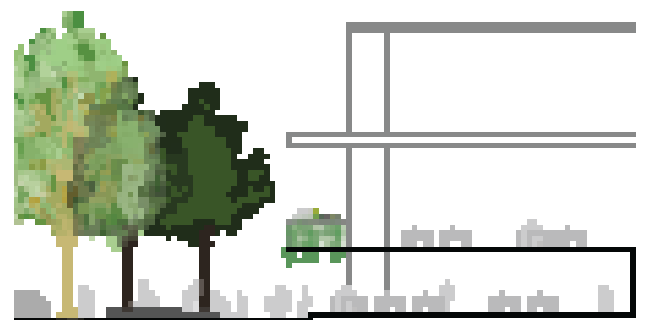
The grassed terraces form the spine of the Miller Street Green, turning towards the active dining edge of the Over Station Development.

The levels of the terraces interact directly with the dining terraces, creating the opportunity for people with takeaway to spill out and enjoy the green respite on offer. The changing levels between the front of the building have been negotiated by integrating levels of stepped seating-height edges, which create many opportunities for using the space in different ways.

The grass terraces are book-ended by two shady groves of trees which cover both a lush and attractive planted area, and a quiet paved seating courtyard.



- ① Seating edge
- ② Seating forecourt
- ③ Grassed terraces
- ④ Key walkway
- ⑤ Retail seating edge
- ⑥ Retail terrace



Section B\_B

**6.4.5 Retail interface**

The relationship between the retail dining and the grassed terraces of the Miller Street Green is an important one as it informs how lively, loved and used this space will be.

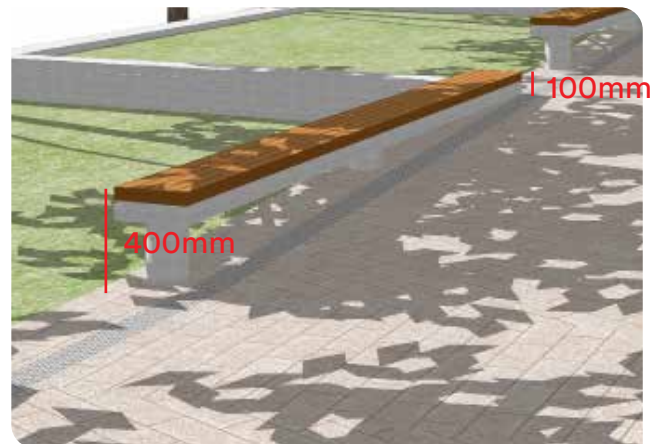
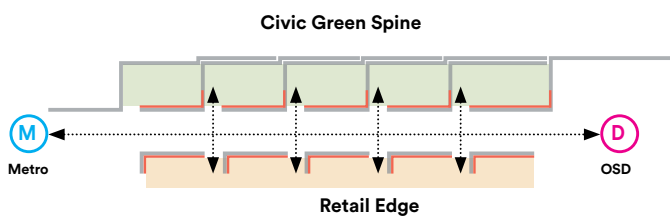
Each of the dining terraces corresponds through level access with the adjacent grassed terraces, created the potential for pop-up spill out dining and other possible activations. This will also ensure a soothing green lookout for the diners.

A common suite of edge detailing will also reinforce this as one integrated space.

The multiple level changes have been carefully considered to ensure a safe and practical environment for visitors that is free of trip hazards.

On each retail terrace a 400mm height seating bench provides protection to the edge of the terrace exposed by the ramped walkway. Entry to each of the terraces is restricted to the level landing area which corresponds with each doorway. These benches also provide containment to the loose furniture that will be placed on each dining terrace.

On the opposing side of the walkway the grass terrace is defined by a floating bench edge which provides a consistent 400mm seating edge to each grassed terrace, and a minimum 100mm edge to the walkway side. Access to each of the grassed lawn area is also confined to the open level access point.

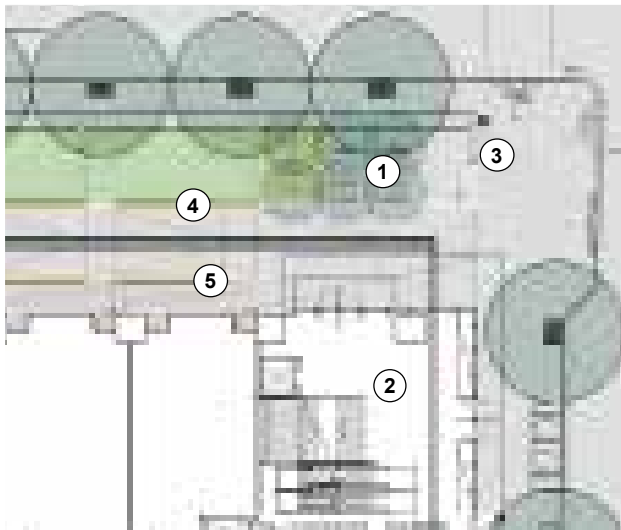


*Views to Miller Street Green and retail dining terraces*

### 6.4.6 OSD forecourt

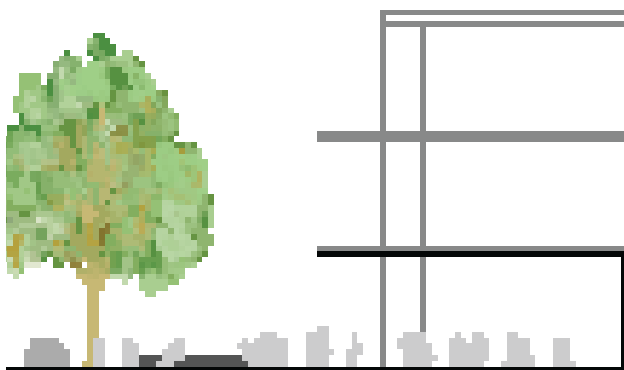
The forecourt area to the OSD Sky Lobby is a key part of the project. This area enjoys many hours of sunshine during the day, making it an attractive space for people to sit and enjoy the outdoor space in the afternoons.

Seating in forecourt area will be shaded by deciduous trees in the summer and will be warm in winter. Generous passageways and space allows for the ease of pedestrian movement to the retail dining areas, southern Metro entry and intersections at both Miller and Berry Streets.



*View to OSD sky lobby entry*

- ① Seating forecourt
- ② OSD sky lobby
- ③ Bicycle racks
- ④ Distinctive seating
- ⑤ Retail seating edge



*Section C\_C*

### 6.4.7 Northern Metro entry building

The interior lining of the metro is carried through in the form of a structured awning framing the entry of the northern building.

On the northern boundary of the site the awning will fold down to form an integrated wall and seating element, creating an active edge to the building forecourt whilst also offering a visual buffer to adjacent site.

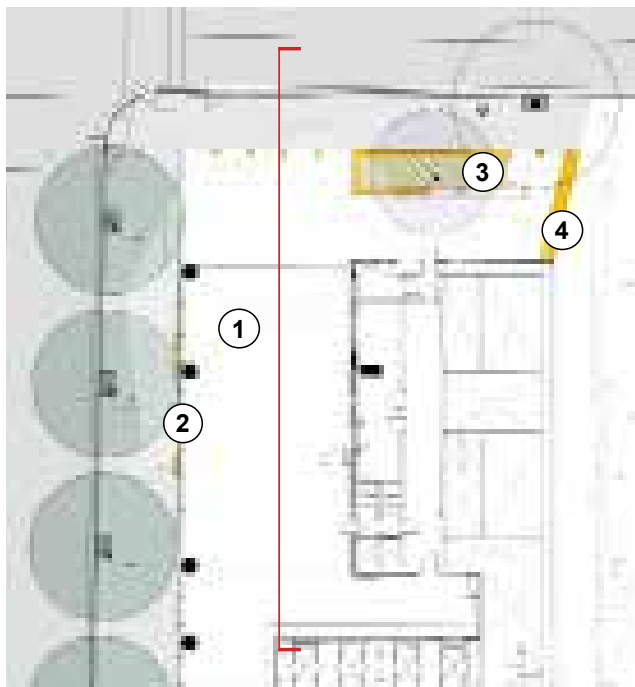
On McLaren Street, a brick ledge creates a bench seating outside the public bicycle parking store.

The brick finishes at the base of the building is coherent with the material prevalent in the surrounding local context.

A feature tree within the forecourt area will act as a visual marker to the northern metro entry building and mark this as a destination within the surrounding area. The tree will also provide shade to the different seating elements within the forecourt.



Artist Impression of the Northern Entry building from corner of Miller and McLaren Streets



- ① Northern Metro entry
- ② Entry to bicycle storage
- ③ Feature seating with planted plinth
- ④ Folding edge with integrated seating

#### 6.4.8 New street tree planting

Strengthening the existing avenue of trees along Miller Street is a key objective of the public domain works. Several existing trees are proposed for removal due to their condition, or conflict with the levels of the proposed new site works.

Removing these will allow for a new regular avenue of trees to be planted along Miller, Berry and McLaren Streets to provide a consistent canopy which is in keeping with the existing character of these streets.

Plane Trees (*Plantanus x acerifolia*) are proposed along Miller and Berry Street, these trees are consistent to the existing trees species planted.

*Smaller clusters of deciduous Zelkova planted within the forecourts will lend a civic feel the southern public domain areas, as well as seasonal interest.*

A large flowering Jacaranda tree will form the focal point of the Northern Metro building forecourt as will act as a landmark and recognisable point of interest.

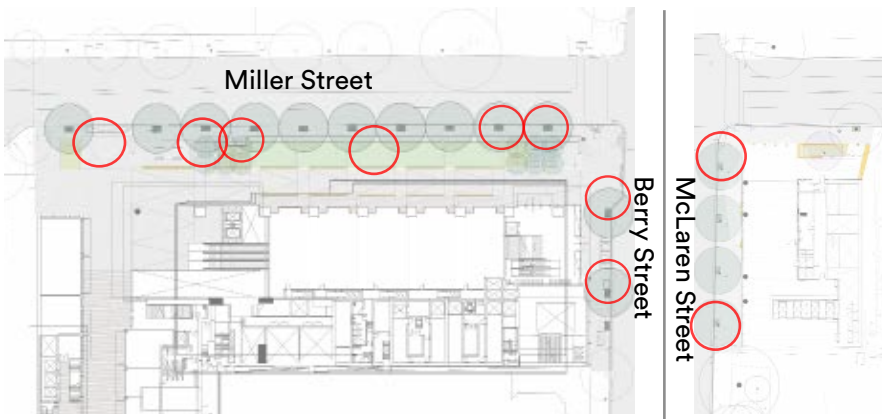
The use of *Plantanus x acerifolia* has been selected as it is the consistent street tree along Miller, Berry and McLaren Streets and are the species of tree to be removed due to construction works in these locations. The Jacaranda tree forms part of the North Sydney Council Street Tree Strategy and has been selected as a feature tree due to its local character and use. It has been selected as it is a deciduous tree and will allow for better amenity throughout the year. Native deciduous trees are not common, and are not always suited to all environments as they tend to be more suited to tropical climates. This is also applied to the use of *Zelkova serrata* where a deciduous tree was required in a confined location along the Miller Street Civic Green. Where possible, draught tolerant native species have been used for low planting to Miller Street. The public domain uses the North Sydney Council Public Domain Style Manual and Design Codes 2019 for all tree pit and planting design and installation including plant size requirements.

The tree species selection and installation aligns with the North Sydney Council Public Domain Style Manual and Design Codes 2019. The species that are proposed have been selected based on reinstatement of existing tree species that are to be removed, as well as tying into the local precinct character. Additionally, the species being proposed have also been selected due to the performance requirements relating to shade and sun access throughout the year in the planting locations, as well as drought and urban environment tolerance.

By providing the selected species based on the above, the trees and planting are best placed to perform to their full potential and effectively integrate into the existing character and streetscape.



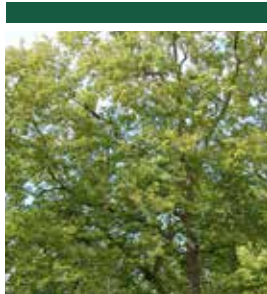
**STATION DESIGN AND PRECINCT PLAN – VICTORIA CROSS PROJECT**  
**SYDNEY METRO CITY & SOUTHWEST CHATSWOOD TO SYDENHAM PROJECT**



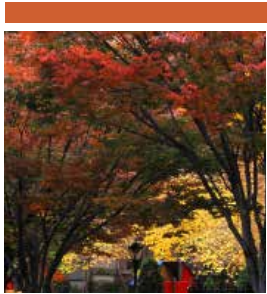
*Existing trees to be removed*



*Proposed new tree planting*



*Platanus x acerifolia 400L*



*Zelkova serrata 1000L*



*Jacaranda mimosifolia 400L*

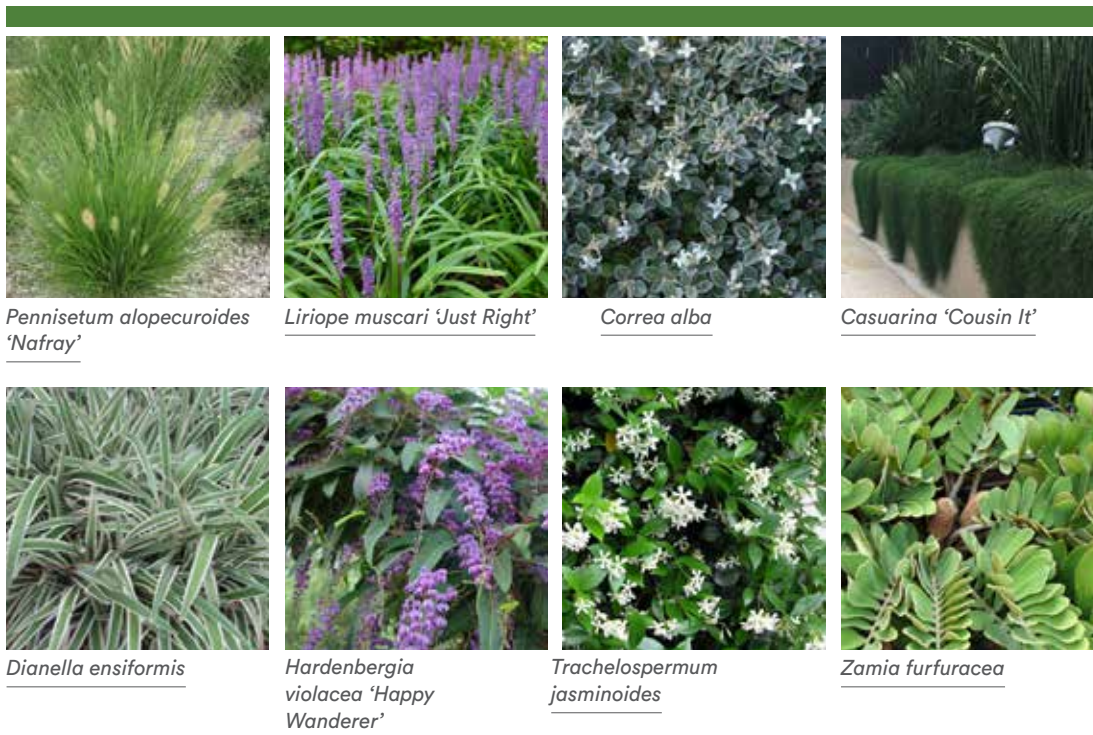
### 6.4.9 Shrubs and groundcovers

Low planting under the clusters of trees in the southern project site will extend the lush green character of the civic spine further along Miller Street. These plants have been selected for their suitability to the local climate and for their visual interest. Having a variety of textures, colours and flowering times will ensure these planted areas remain attractive all year round.

New understorey planting will also be planted in the raised plinth in the forecourt of the Northern Metro entry and will be in keeping with the planting palette in the southern portion of the site, including predominantly native low shrubs, groundcovers and grasses.



### Proposed new understorey planting



#### 6.4.10 Monitoring and maintenance of landscaping

The landscaping has been designed to optimise long-term maintenance. Irrigation shall be provided on an ongoing basis at primary and secondary plazas of stations.

Landscape maintenance would be continuous throughout operation of the project. The operator would be responsible for maintaining the landscaping in their licenced maintenance area to a high standard of health and appearance.

The following horticultural practices shall be carried out to ensure plants are maintained in a vigorous condition:

- Watering: generally ensure that all planting is receiving sufficient water to ensure vigorous growth and maintained in a healthy condition.
- Weed and pest control: eradicate all grass, weeds and pests from within planted area manually or with approved weedicides and insecticides and remove from site and use measures to prevent reinfestation.
- Monitoring all plants and trees for pest and disease on a monthly basis.
- Fertilising as appropriate to the species.
- Replacement of plants: treat or replace damaged plants and replace unhealthy or stolen plants to ensure minimum planting densities maintained.
- Re-mulch as necessary to maintain mulched areas to the specified depths.
- Litter and debris: ensure that the site is kept clean, free of litter, and general debris at all times.
- Pruning of vegetation for safety with regards to operations of rail line, safety of public domain and CPTED surveillance.

A detailed landscape maintenance procedure and schedule will be developed during detailed design.

## 6.5 PODIUM FAÇADE – MILLER STREET

The intention has been to strengthen the Green Spine of Miller Street with a sensitive new insertion which is civic in character, order and rhythm, yet humane, vibrant and activated. A high level awning creates a two storey scale, reinforcing the sense of an ‘urban room’. The intention is both for the public domain to flow into the building, and activation from within the building to spill out and enliven the new place.

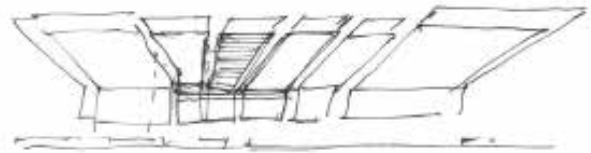
At the ground level, maximum frontage has been allocated to retail food and beverage uses with outdoor seating to provide an active edge to the plaza. Above the new restaurants, a second floor of activation spills out from cafe lobby, lounge and reception areas within the OSD lobby on level 02.

The tower is grounded via columns on a regular 9m grid, clad in a warm coloured pre-cast concrete. The columns interrupt the high level awning to create a series of individual 2 storey bays, each with potential to have a unique identity and character expressed by the retail. At the northern end, a 2 storey high glazed lobby with deeper canopy expresses the new office lobby on the corner of Berry Street.

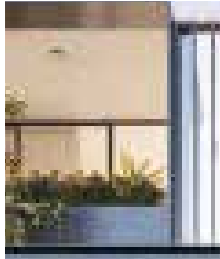
To the south, a new through site laneway is heralded by a prominent metro station entry to the north, and a vibrant retail and entertainment building to the south.

L-R Below:

1. The Bryant, New York City, USA, David Chipperfield
2. Iris, Bondi Junction, Sydney, Bates Smart
3. 105 Phillip Street, Parramatta, Sydney, Bates Smart
4. Bank of America Tower, New York City, USA, Cook+Fox



*Conceptual Sketch of Miller Street Podium*



6.5.1 Miller Street materials and precedents

The ‘Miller Street Spine’ is civic in character, with order and rhythm, yet humane, vibrant and activated. As such, materials have been selected to reinforce this. Across Sydney, we recognise that our civic buildings are generally built from sandstone blocks.

The warm coloured polished precast columns create order and rhythm at the base of the tower and reference the warm tones we associate with the historic buildings within the wider Sydney context.

The shop fronts and façade framing to the entry lobbies inherit a subtle dark bronze tone complimenting the warm tone of the columns. A series of expressed awnings provide improved amenity to the OSD entry, Metro entry, ground floor retail and retail balconies. Black palisade balustrades to the retail balconies and integrated planter boxes create a sense of human scale.



1. Full height clear performance glazing.



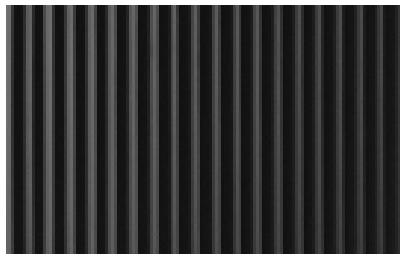
2. Warm Finishes – Timber, bronze aluminium, etc



3. Bronze aluminium cladding.



4. Warm coloured pre-cast.



5. Charcoal aluminium louvres.



6. Dark grey steel palisade balustrades.



### 6.5.2 Miller Street retail

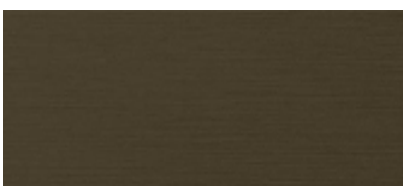
Two levels of activation are achieved fronting the new public domain. At ground level, covered outdoor seating spills into the pedestrian realm while on level 02, covered balconies provide breakout and seating areas to support the office lobby lounges, cafe, and metro community metro hub.

Warm, humane materials consisting of bronze, pre-cast concrete, and warm finishes, complement the human scale to create a warm natural feel.

The high level canopy provides both wind, rain and sun protection to the environment beneath the tower, as well as creating an intimate human scale fronting the plaza.



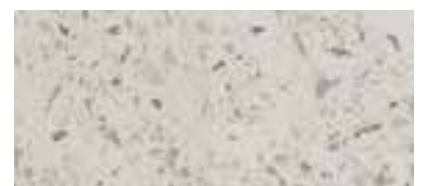
Miller Street Retail and Green Spine.



1 / Bronze aluminium cladding.



2 / Warm Finishes – Timber, bronze aluminium, etc

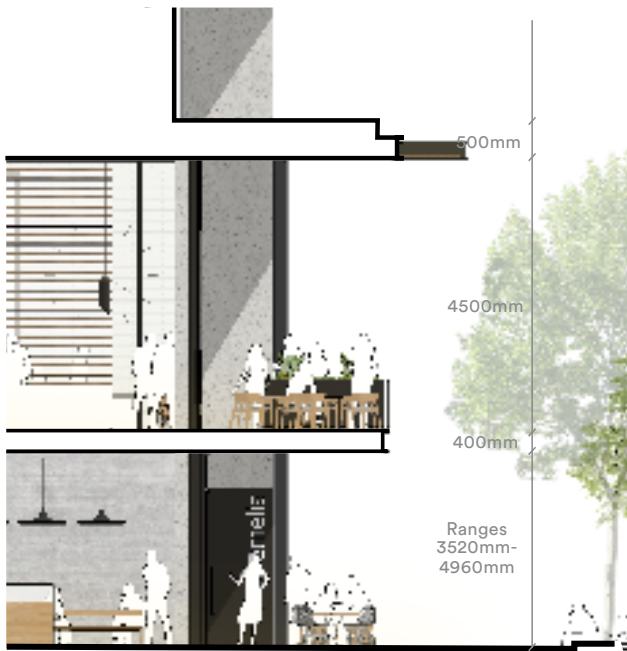


3 / Warm coloured pre-cast

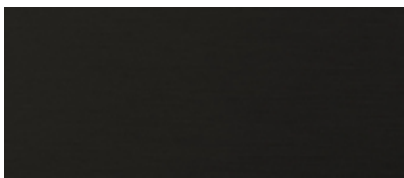
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L-R Below:

- 1. International Towers, Barangaroo, Sydney, RSHP
- 2. Shop Front, Taichung Taiwan
- 3-4. International Towers, Barangaroo, Sydney, RSHP



*Indicative Section(L) and Elevation (R) of the Miller Street Retail.*



**4** / Dark grey steel palisade balustrades.

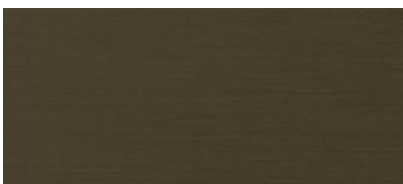
**5** / Glazed operable shop fronts.

### 6.5.3 OSD lobby

The OSD lobby will be highly visible from the corner of Miller and Berry Streets. The two storey awning returns to the ground at the east, clearly defining the lobby space while also supporting the ‘urban room’ principle which frames the public domain and allows inside and outside to flow into one. The desire has been to create a new beating heart in the centre of North Sydney which extends the life of the commercial core beyond 6pm on weekdays and into the weekends, creating a democratic new ground plane with vibrant activation and a human scale to create a new sense of place.



*OSD Lobby from the corner of Miller and Berry Street.*



**1** / Bronze aluminium cladding.



**2** / Warm Finishes – Timber, bronze aluminium, etc



**3** / Warm coloured pre-cast.



6.5.4 Metro Station entrance

The two storey metro entrance is located at the key interface between the through-site link laneway and Miller street public domain where it will become the heart of the new precinct.

The design commands an appropriate civic presence through its massing, while being integrated with the warm, humane and tactile character of the precinct.



Southern Metro Entry from Miller Street.



4 / White GRC cladding / Refer to COX's documentation for detail.



5 / Clear glazing.



6 / Dark grey steel palisade balustrades.

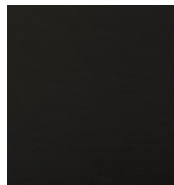
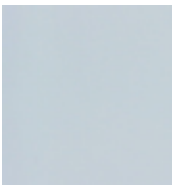
## 6.6 PODIUM OFFICE FAÇADE

A vibrant pedestrian laneway is created lined with cafe and casual food and drink offerings and a two storey destination restaurant and bar offering. Our intention has been to create a beating new heart for North Sydney which extends the life of the commercial core beyond 6pm weekdays and into evenings and weekends to create a vibrant new town centre benefiting local residents, metro users, and office workers alike.



L-R Below:

1. 55 Miller Street, Pyrmont Sydney, Bates Smart
2. 10 Gresham Street, London, UK, Foster and Partners
3. Angel Building, Islington, London, UK, AHMM
4. Quatermile, Edinburgh, UK, Foster and Partners



1. Clear performance glazing, curtain wall façade system

2. Charcoal tone aluminium

3. Charcoal aluminium cladding.

4. Charcoal aluminium profile façade members.

5. Charcoal aluminium louvres.

6. Full height clear glazing, dark aluminium vertical mullions

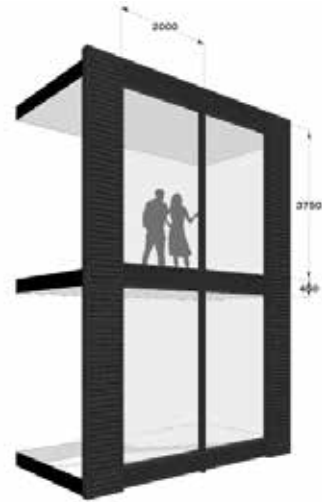


Artist's Impression of the Laneway looking towards Miller Street. Southern Retail Building (L) and Podium Office Building (R).

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The materiality references the tower fin façade system, but introduces a human detail scale with a 1800mm module. This contrasts to the white masonry façades system on the southern laneway building, generating an authentic and active laneway expression.

The diagrams on the following page opposite show the modularisation of the podium office building which is articulated as positive “pop-outs” from the building form. This creates a harmonious and robust façade skin that holds the northern side of the laneway and speaks to its commercial use.



Indicative Podium Office Building Façade



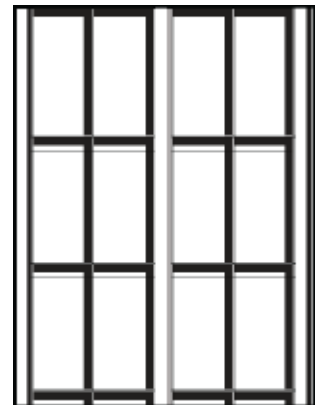
1. Simple rectangular window proportion echoes tower proportion



2. Recessed glass - shading + office privacy



3. Multiple simple proportions



4. Metal curtain wall

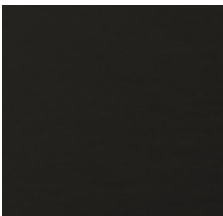


Section through the Laneway depicting the Podium Office Building.

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*Perspective Section depicting the Podium Office Building.*



① / Bronze aluminium cladding.



② / Charcoal aluminium frames.



③ / Clear glazing  
/ Curtain wall façade system.



④ / Fixed canopies  
/ Aluminium frame canvas cover.



⑤ / Clear glazed bi-fold doors  
/ Dark steel frame

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*Artist's Impression of the Laneway looking towards Miller Street.*



*Artist's Impression of the Lower Metro Entry from Denison Street.*

## 6.7 RETAIL BUILDING

The laneway character is fine grain, varied and dynamic. As such, materials have been selected to reinforce this. For the retail building we are proposing a white brick façade with black steel framed window boxes.

The high contrast between the negative and positive façade systems along the opposing buildings creates a sense of laneway and reflect the differing program contained within.

The brick work creates a fine grain scale whilst the window boxes create a human scale. The façade is further humanised with the introduction of planter boxes.



1. White brick



2. Façade window charcoal aluminium planter boxes



3. Charcoal Steel feature Stair



4. Clear glazed bi-fold doors, dark steel frame



5. Charcoal Aluminium Window Frames



6. Façade window charcoal aluminium planter boxes



7. Fixed Canopies charcoal frame



8. Auction Room Cafe, Melbourne (Six Degrees)



9. Nomad Sydney (Rebecca Littlemore)



10. Saint Cloche, Sydney (Redgen Mathieson)



11. Common Galaxia, Melbourne (Sunkland)

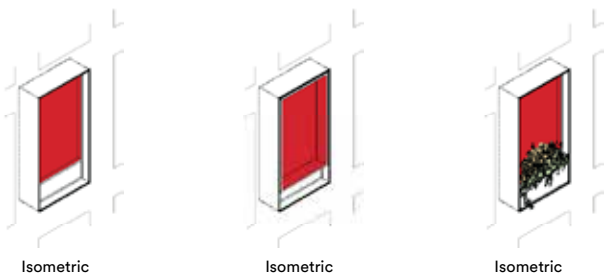


12. AU79 Cafe Melbourne (MIM Design)

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The diagrams below show the modularisation of the southern façade system which are expressed as negative recesses within a white masonry wall. There are three module types within the façade that are randomly dispersed to create playful and active frontages, conducive to a retail function.

The combination of flush and recessed windows generate movement and interest. Elements of greenery soften the building frontage and adds a human elements to a typically hard-scaped building typology.



Isometric

Isometric

Isometric



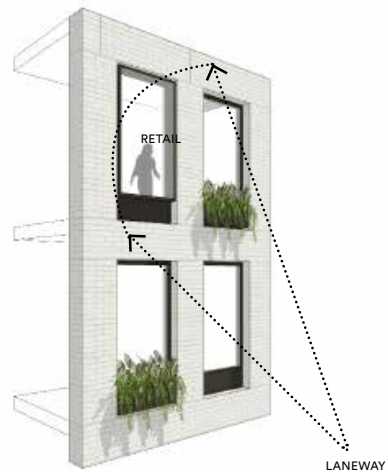
Simple rectangular window proportion



Multiple simple proportions



Retail façades



Indicative Retail Building Façade



*Section through the Laneway looking South towards the Retail Building.*

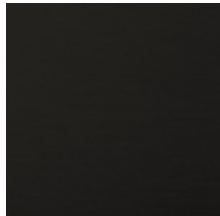
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*View from the Southern Metro through the Laneway towards Denison Street.*



① / White brick



② / Charcoal aluminium window frames  
/ Operable glazing



③ / Charcoal aluminium Planter boxes



④ / Fixed canopies  
/ Aluminium frame with canvas cover



⑤ / Clear glazed bi-fold doors  
/ dark steel frame colour



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*View through the Laneway towards Denison Street.*



*Artist's Impression of the Laneway and Retail Building looking towards Denison Street.*

## 6.8 RETAIL FAÇADES

The retail façades for the Victoria Cross Integrated Station Development have been designed to accommodate the operational requirements of future tenants. A combination of infill elements ('modules') framed by either base building structure or a portal framing system have been designed to allow flexibility in retail use of tenancies throughout the precinct and to provide visual diversity to the ground plane streetscape.

Utilisation of the variety of glazing 'modules' will ensure the retail façades at Victoria Cross are in keeping with the intent of the Sydney Metro ISD Design Guideline Principles and are responsive to the nuanced character zones within the precinct. The module options and their application are depicted in the following pages.

Glazing 'modules' may include a combination of solid panels, fixed glazing panels, horizontal sliding panels, sliding to stack glazing, vertical sliding glazing, concertina panels and bi-folds. Modules where glazing is the primary material, will utilise low iron glass.

A retail signage zone will be provided to all retail tenancies within the Victoria Cross Integrated Station Development. Signage design will be responsive to the location and character of retail tenancies and will be integrated as part of the shopfront design process.



*Nomad Sydney (Rebecca Littlemore).*



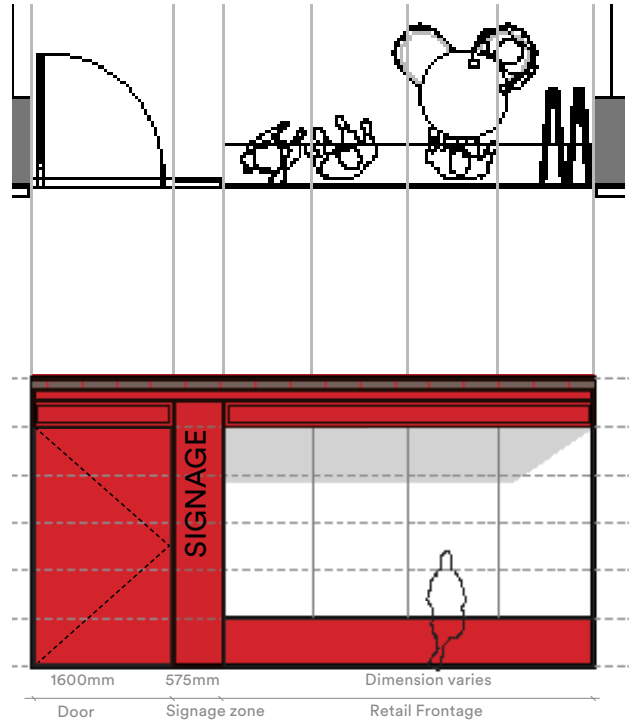
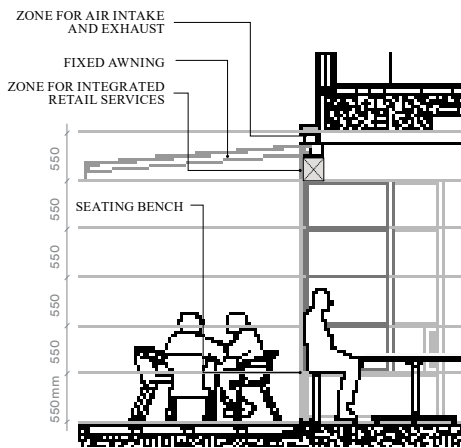
*AU79 Cafe Melbourne (MIM Design).*



*Artist Impression of view looking through the through site Laneway looking towards Miller Street.*

**6.8.1 Seat height ledge shopfront**

There are a range of different shopfront types which can be 'plugged in' to the ground floor façades of the north and south laneway buildings. The adjacent images on this page depict seat height the fully operable shopfront with standardised signage zone. This set enables patrons to be seated facing the pedestrian thoroughfare.



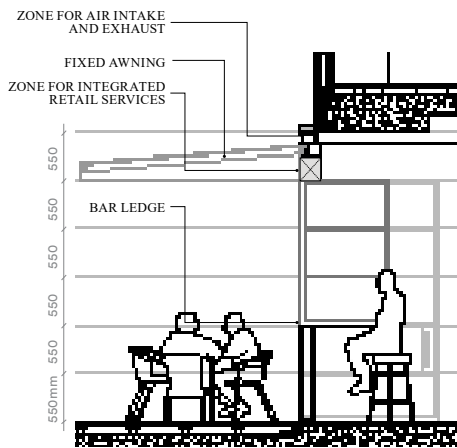
*Seat Height Ledge Shopfront - Plan Section And Elevation (NTS)*



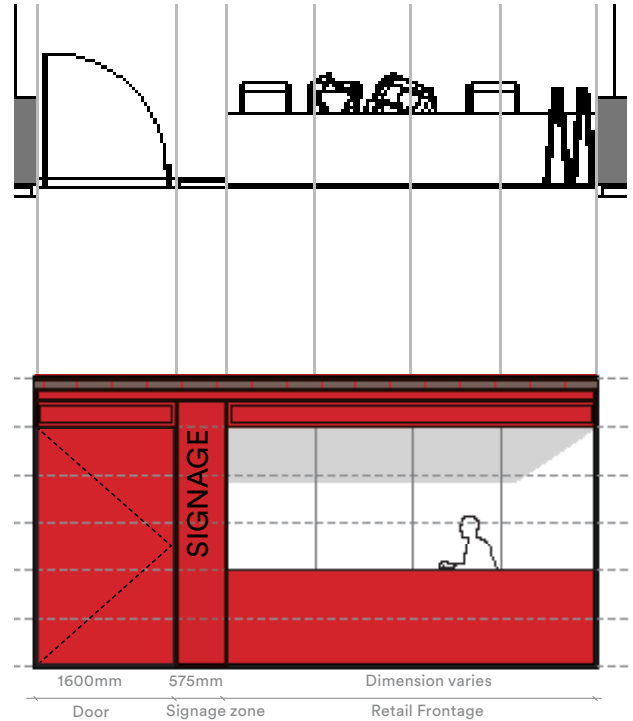
*Artist Impression of Southern Laneway Building looking towards Denison Street.*

### 6.8.2 Bar height ledge shopfront

There are a range of different shopfront types which can be 'plugged in' to the ground floor façades of the north and south laneway buildings. The adjacent images depict the bar height shopfront with standardised signage zone. Patrons are able to sit facing the pedestrian thoroughfare, engaging with the new precinct.



Bar Ledge Shopfront - Plan Section And Elevation (NTS).



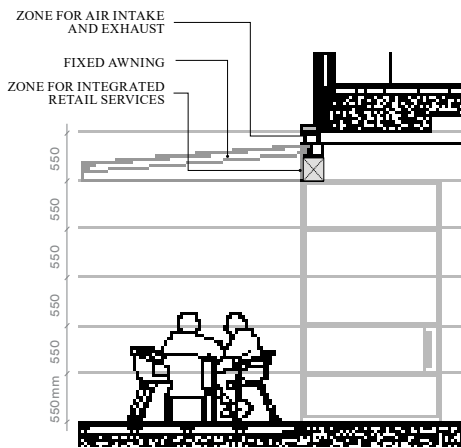
Auction Room Cafe, Melbourne (Six Degrees).



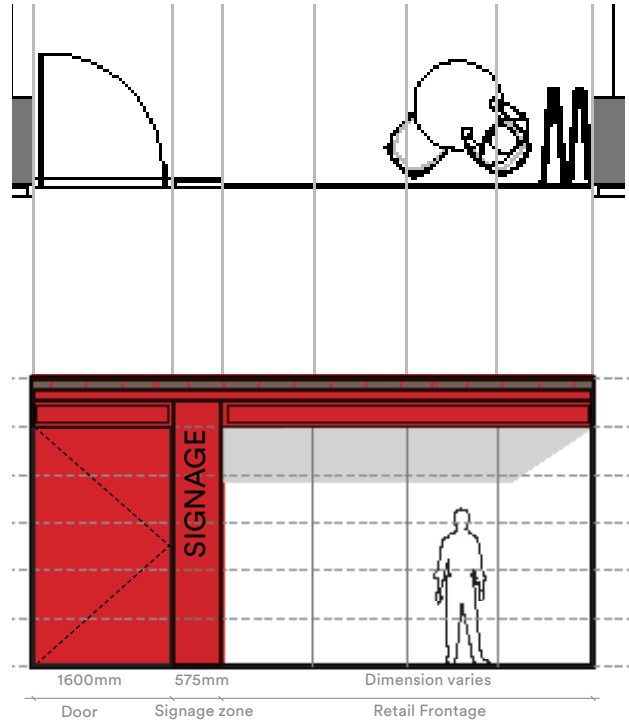
Gasoline Alley Coffee, New York (Manifold Architecture).

**6.8.3 Fully operable shopfront**

There are a range of different shopfront types which can be 'plugged in' to the ground floor façades of the north and south laneway buildings. The adjacent images on this page depict the fully operable shopfront with standardised signage zone. This operable façade enables indoor and outdoor spaces to flow seamlessly helping to activate the precinct.



*Fully Operable Shopfront - Plan Section And Elevation (NTS).*



*Wild Sage Barangaroo, Sydney (RSHP).*



*Saint Cloche, Sydney (Redgen Mathieson).*

## 6.9 LIGHTING DESIGN

### Lighting distribution

The appropriate distribution of lighting will vary from space to space, but illumination of vertical surfaces and ceilings shall be utilised to give a perception of brightness. An even distribution of light can enhance clean spaces, but light pattern can also be used to create visual interest and enhance materiality.

### Interplay with natural lighting

Natural light has an important link to the external environment, bringing a quality of colour and direction to a space. The lighting design will enhance daylight by balancing light levels and complementing the colour of daylight throughout the day.

### Light pollution and glare

The following will be implemented where appropriate to minimise the adverse impact of lighting:

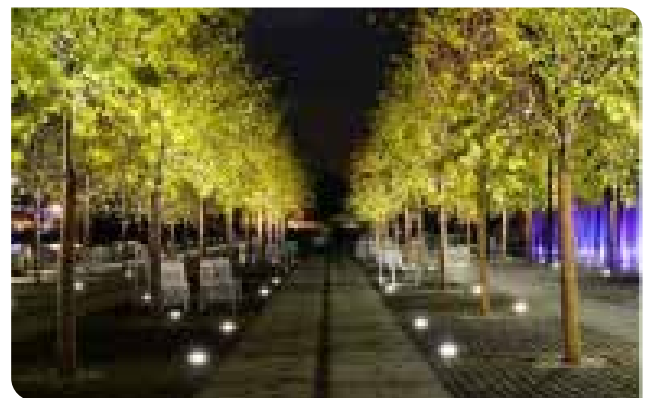
- Luminaire directed to focus light on the application, to avoid “wasted light”.
- Effective lighting control strategy implemented to turn off lights when they are not required.
- Appropriate luminaire accessories such as glare shields, baffles and lenses incorporated to control the light and minimise glare.

### Sustainability and maintainability

The selection of appropriate light sources and light control to conserve energy will be adopted where possible. Lighting technology with long life, fit for purpose and low energy (e.g. LED technology) will be selected which can be replaced without impact to train operations.

### Standards

Refer to Section 4.7 for relevant standards applicable to lighting.



*Inground uplighting to trees.*



*Integrated lighting from lower awnings for functional light.*



*Integrated low level lighting.*

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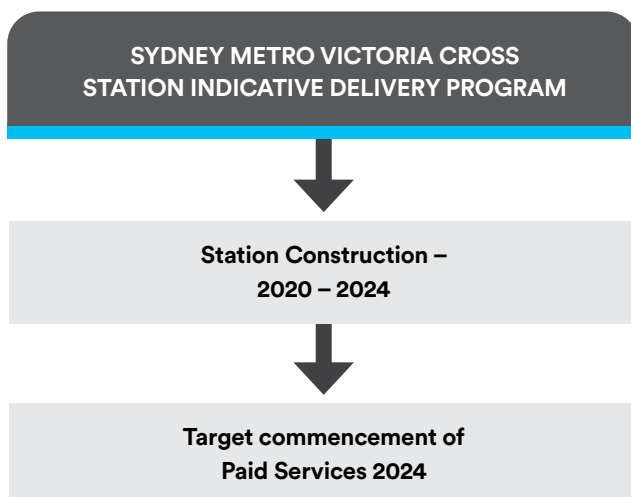
# 7. IMPLEMENTATION

## 7.1 TIMING

Condition E101 states that the:

*...Elements covered by the SDPP(s) must be complete no later than the commencement of operation of the Sydney Metro to paid services, unless otherwise agreed with the Secretary.*

The elements outlined in this SDPP will be delivered in accordance with the following project stages.



The project works relating to access, landscaping and public realm works will be integrated into the overall program of works. The landscaping and public realm works will be completed in stages to match the completion of the station and over-station works. In general, at station completion in the third quarter of 2023 the new public realm areas providing access into the station at the Miller Street and Denison Street levels will be complete along with the through site link that provides access from Miller Street through to Denison Street. The entire public realm works to the Northern Entrance will also be complete at this time. Public domain works to the north of the Station entrance on Miller Street will be completed in two further stages due for completion by December 2023 and March 2024.





*Artist Impression of OSD Entry*

# 8. VISUAL IMPACT ASSESSMENT

## INTRODUCTION

IRIS Visual Planning + Design were commissioned by Lendlease to undertake an independent visual assessment of the Victoria Cross Station Design as contained in the draft Victoria Cross Station Design Precinct Plan, July 2019 (SDPP). This assessment is to respond to the Sydney Metro project approval condition 102, which refers to the requirement for an assessment in accordance with the methodology contained within the Sydney Metro Chatswood to Sydenham, City & Southwest Environmental Impact Statement (EIS).

This condition requires the achievement of a minimum visual impact rating of at least 'minor benefit' as defined in the EIS for all design elements of the project, where feasible and reasonable. It also requires that where it can be demonstrated, to the DRP's satisfaction, that a 'minor benefit' is not achievable, then a 'negligible' visual impact rating must be achieved as a minimum.

To respond to this condition, the following assessment considers the views identified in the EIS for the south station entry, and the views identified in the subsequent approval modification for the north station entry (Victoria Cross Station and Artarmon Substation Modification Report, 2016).

This assessment considers the visual impacts of the operational station design only. It excludes the consideration of over station development which is subject to separate approval.

The EIS and modification report identified a minimum visual impact rating for eight (8) identified viewpoints as a range of the views for both the Northern and Southern site. The impact rating for each of the viewpoints is identified in this section.

**METHOD**

As required by the approval condition, the following visual assessment uses the methodology contained within the Sydney Metro Chatswood to Sydenham, City & Southwest Environmental Impact Statement (EIS). This is a viewpoint assessment which includes the following steps:

- Identify the visual sensitivity of the view (refer to Table 1.1).
- Identify the level of modification expected in the view (refer to Table 1.2).
- Assign an impact level (refer to Table 1.3).

**Table 1.1 Visual Sensitivity Levels**

Visual sensitivity	Description
National	Heavily experienced view to a national icon, e.g. view to Sydney Opera House from Circular Quay or Lady Macquarie’s Chair, or a view to Parliament House Canberra along Anzac Parade.
State	Heavily experienced view to a feature or landscape that is iconic to the State, e.g. view along the main avenue in Hyde Park, or a view to Sydney Harbour from Observatory Hill.
Regional	Heavily experienced view to a feature or landscape that is iconic to a major portion of a city or a non-metropolitan region, or an important view from an area of regional open space, e.g. views to Central Station from Belmore Park, a Sydney CBD skyline view from Prince Alfred Park.
Local	High quality view experienced by concentrations of residents and/or local recreational users, local commercial areas and/or large numbers of road or rail users e.g. view from Miller Street.
Neighbour- hood	Views where visual amenity is not particularly valued by the wider community.

**Table 1.2 Visual Modification Levels**

Visual sensitivity	Description
Considerable reduction or improvement	Substantial part of the view is altered. The project contrasts substantially with the surrounding landscape.
Noticeable reduction or improvement	Alteration to the view is clearly visible. The project contrasts with the surrounding landscape.
No perceived reduction or improvement	Either the view is unchanged or if it is, the change in the view is generally unlikely to be perceived by viewers. The project does not contrast with the surrounding landscape.

Table 1.3 Day Time Visual Impact Levels

		Visual sensitivity				
		National	State	Regional	Local	Neighbourhood
Visual Modification	Considerable reduction	Very high adverse	Very high adverse	High adverse	Moderate adverse	Minor adverse
	Noticeable reduction	Very high adverse	High adverse	Moderate adverse	Minor adverse	Negligible
	No perceived change	Negligible	Negligible	Negligible	Negligible	Negligible
	Noticeable improvement	Very high beneficial	High beneficial	Moderate beneficial	Minor beneficial	Negligible
	Considerable improvement	Very high beneficial	Very high beneficial	High beneficial	Moderate beneficial	Minor beneficial

The following limitations and assumptions were made in the course of undertaking this study:

- This assessment was undertaken as a desktop study.
- Assumptions regarding the design detail have been based on the draft Victoria Cross Station Design Precinct Plan (July 2019).
- Artists impressions were prepared by Virtual Ideas to represent the character of the SDPP design in the photographs from the EIS and modification assessment. The original images have been taken with a range of focal lengths and have not been survey verified.

## PROJECT SCOPE

This Station Design and Precinct Plan (SDPP) presents an urban and placemaking strategy for the following project scope elements:

- Victoria Cross Metro Station, inclusive of station cavern, north and south access, north services building and station entrance, south concourse and ticketing facilities, and south station entrance from Miller Street.
- A primary public plaza located along Miller Street between the MLC Building and Berry Street, including landscaping and hardscaping treatment.
- A through-connection site link connecting between Miller and Denison streets at mid-block between Berry Street and Brett Whiteley Place.
- A retail concourse providing station access via the South Station Concourse from Denison Street.

- Commercial office lobby space for the over station development (OSD) fronting Miller and Berry Street and retail and restaurant spaces along Miller Street.
- A secondary public plaza located at the corner of Miller and McLaren streets, adjacent to the North Station entrance and concourse, including landscaping and hardscaping treatment.

These elements are located on two surface sites:

- Northern Site at the north-eastern corner of the Miller and McLaren Street intersection.
- Southern Site (main station entry) at the south eastern corner of the Miller and Berry Street intersection.

The character and components of the project at these two sites are further described in the following paragraphs.



Site Location Plan

## CHARACTER AND COMPONENTS OF THE PROJECT

The Northern Site consists of a station entry and services building, with the following features:

- A public plaza located at the corner of Miller and McLaren streets, adjacent to the North Station entry, including urban furnishings and soft landscape treatments.
- The massing and scale of the building relates to the adjacent heritage buildings on Miller Street.
- An awning structure framing the station entry at second storey height, to respond to the adjacent heritage buildings on Miller Street.
- Use of materials (such as brick) and a scale to respond to the surrounding heritage context.
- The use of large glazed panels to create some transparency at street level.
- Perforated metal screening to clad the upper part of building, using colour, detailing and texture to reflect the terracotta and masonry materials which characterise the surrounding heritage precinct.
- A feature tree within the forecourt area will act as a visual marker to the northern metro entry building and provide shade to the different seating elements within the forecourt.
- Removal of two (2) London Plane street trees on McLaren Street and reinstating it with four (4) new London Plane street trees.
- Removal of one (1) London Plane tree on the western boundary and replacing this with a feature Jacaranda tree.



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The Southern Site of a station entry and public plaza, retail concourse and commercial office lobby, with the following features:

- A distinctive station entrance with double storey glazed entry and visually prominent identification signage.
- A public plaza and ‘Civic Green Spine’ located along Miller Street, between the MLC Building and Berry Street, including urban finishes and landscape treatments about 14-metres wide.
- A mid-block retail laneway between Miller and Denison streets to Brett Whiteley Place.
- A commercial office lobby space for the over station development (OSD) fronting Miller and Berry Street.
- Retail facing Miller Street with high level canopies and two levels of activation fronting the new public domain.
- New street trees along the street frontage of Miller and McLaren streets.
- There would be a mix of textures materials consisting of brick, precast concrete, and aluminium cladding.



*Artist Impression of proposed Southern Site.*

## NORTHERN SITE

### Viewpoint 1: View Northeast across intersection of McLaren And Miller Streets



Viewpoint Location Plan, Northern Site.



Viewpoint 1: View northeast across intersection of McLaren and Miller Streets, proposed view.



Viewpoint 1: View northeast across intersection of McLaren and Miller Streets, existing view.

### Visual impact identified in the Victoria Cross Station approval modification:

- Visual impact during operation - minor beneficial visual impact. Visual impact of SDPP design:
- A new station entry plaza would be visible at street level, on the corner of Miller and McLaren Streets, in the centre of the view.
- A new plaza would extend along the frontage of the site on Miller Street, with an awning along length of the entrance creating a human scale street frontage.
- The station entrance would address the corner and include a visually open and transparent entry space.

- The use of brick and masonry at the station entry would which reflect the colour and textures of the adjacent heritage precinct.
- The above station services building would have a less articulated façade, somewhat visually broken-up with metal screening.
- The fig tree along Miller Street would be replaced with a feature tree within the station forecourt area, providing a visual feature and visually softening the view to the station entry.
- The two street trees along McLaren Street would be replaced, forming a new regular avenue of trees, restoring the leafy character of this view.
- The built form would have a mass and scale that steps up from the adjacent built form, and address this prominent corner site.

Overall, there would be a noticeable improvement in the amenity of this view, which is of local visual sensitivity, resulting in a minor beneficial visual impact.

This impact is consistent with the assessment in the Victoria Cross Station Modification and achieves the 'minor beneficial visual impact' level required by the approval condition 102.



## NORTHERN SITE

### Viewpoint 2: View southwest from Civic Park



*Viewpoint 2: View southwest from Civic Park, existing view.*



*Viewpoint 2: Southwest from Civic Park, proposed view*

#### Visual impact identified in the Victoria Cross Station approval modification:

- Visual impact during operation – negligible visual impact. Visual impact of SDPP design.
- The new station entry plaza along Miller Street would be glimpsed in the centre of the view, filtered through street trees on Miller Street.
- The new services building would be set back from the street and rising so that it would be seen above the existing vegetation along Miller Street.
- The scale of the new services building would be visually compatible with the backdrop of high rise development seen above the parkland and street trees.
- This visibility would increase during winter when the London planetrees lose their leaves, as would views to the existing built form along Miller Street.

Overall, due to the limited visibility of the site and project from this location and the visual absorption capacity of this existing view, there would be no perceived change in the amenity of this view, which is of local visual sensitivity, and a negligible visual impact.

This impact is consistent with the assessment in the Victoria Cross Station Modification. While this impact does not achieve the ‘minor beneficial visual impact’ level required by the approval condition 102, a ‘negligible’ visual impact level is a desirable outcome for the project from this more distant location.

## NORTHERN SITE

### Viewpoint 3: View south along Miller Street



*Viewpoint 3: View south along Miller Street, Existing View*



*Viewpoint 3: View south along Miller Street, proposed view*

#### Visual impact identified in the Victoria Cross Station approval modification:

- Visual impact during operation – minor beneficial.

#### Visual impact of SDPP design:

- The new station entry and plaza along would be seen at street level along Miller Street, in the centre of the view, stepped back from the ‘Garston’ building.
- Views to the ground and second level would be partially blocked by the ‘Garston’ building and filtered by new street trees proposed for Miller Street.
- The station building would step up in height from the adjacent heritage building, and rise above the adjacent heritage building.
- This would, however, be seen within the context of existing high-rise buildings, which would be seen in the background, above the new station entry and services building.

- The setbacks and filtering effect of existing and proposed trees would allow the new station entry to be absorbed into the existing view.

Overall, this would result in a noticeable improvement in the amenity of this view, which is of local visual sensitivity, and a minor beneficial visual impact.

This impact is consistent with the assessment in the Victoria Cross Station Modification and achieves the ‘minor beneficial visual impact’ level required by the approval condition 102.

## NORTHERN SITE

### Viewpoint 4: View west along McLaren Street



Viewpoint 4: View west along McLaren Street, existing view



Viewpoint 4: View west along McLaren Street, proposed view

#### Visual impact identified in the Victoria Cross Station approval modification:

- Visual impact during operation – minor adverse visual impact

#### Visual impact of SDPP design:

- The new station entry and services building would be seen on 50 McLaren Street, in the middle ground of this view.
- From this angle, the view would be mainly be to the services portion of the building, which would include some blank and service character areas on the eastern most third of the façade.
- While the sloping landform along McLaren Street would accentuate the tall, eastern façade of the building, which would be taller at this point due to the landform, the design uses several architectural devices to reduce the scale of the building and create visual interest.
- This would include some articulation and activation of the building edge with a public bicycle parking facility breaking up the built form, and above this the station level would include glazed areas, increasing the visual transparency of the façade, and providing some articulation and shadow lines

- The lower levels of the building would use a combination of materials to visually break down the scale of the building, including brickwork which has a visual texture, and using colour to express horizontal lines which reflect the levels of the building. These materials are further broken up with glazing at the station and bicycle parking facilities.
- Above street level, there would be perforated panels which are staggered and provide some further texture and shadow, providing visual interest and breaking down the scale of the built form.
- The station and services building would be set back from the southern property boundary and filtered by additional planting and street trees.

Overall, this would result in no perceived change in the amenity of this view, which is of local visual sensitivity, and a negligible visual impact.

This impact is an improvement on the impact identified by the assessment in the Victoria Cross Station Modification. This is due to the use of several architectural devices including materials, line, shape and form as well as the activation of the southern façade to improve the street view. As the architectural treatments are to be balanced with the services function of this area of the building, a ‘negligible’ visual impact is considered to be a reasonable outcome from a visual amenity perspective.

### Views from high rise residential buildings to the south and east

Visual impact identified in the Victoria Cross Station approval modification.

Visual impact during operation – negligible visual impact Visual impact of SDPP design:

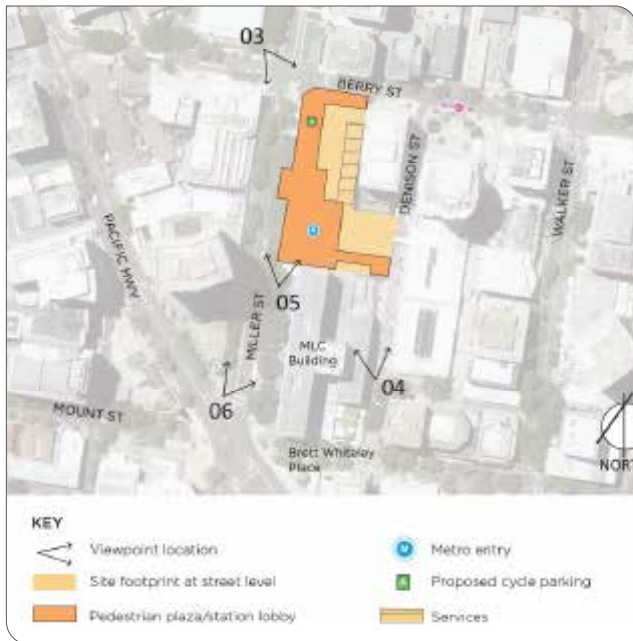
- A new four-storey services building at 50 McLaren Street would be seen from nearby high rise apartment and office buildings.
- The building would be set back from both Miller and McLaren Streets, and rise to a height which steps up from the heritage character streetscapes of Miller Street (north of McLaren).
- The services building incorporates several architectural devices to reduce the visual mass and scale of the building which has a partly services function. This includes the use of a combination of materials to visually break down the scale of the building, including brickwork on the lower levels, the use of colour to express horizontal lines along the lower levels of the building, glazing at the station and bicycle parking facilities, and perforated panels on the upper levels which are staggered. The perforated panels would provide some further texture and shadow, visually breaking down the scale of the building, while the brickwork and glazing would provide visual interest.
- There would be new trees along McLaren Street which would further visually integrate and soften the building's southern facade.
- Services and ventilation discharges may be visible on the roof of the station and services building from some elevated properties.

Overall, this would result in no perceived reduction in the amenity of this view, which is of neighbourhood visual sensitivity, and a negligible visual impact.

This impact is consistent with the assessment in the Victoria Cross Station Modification. While this impact does not achieve the 'minor beneficial visual impact' level required by the approval condition 102, a 'negligible' visual impact level is a desirable outcome for the project from adjacent elevated locations.

**SOUTHERN SITE**

**Viewpoint 3: View southeast across the intersection of Berry and Miller Streets**



*Viewpoint Location Plan, Southern Site.*



*Viewpoint 3: View southeast across the intersection of Berry and Miller Streets, existing view*

**Visual impact identified in the EIS:**

- Loss of the historic Victorian shopfront.
- The removal of street trees and replacement with new street trees.
- A wide landscaped pedestrian plaza would be seen in the middle ground of the view and extending south along Miller Street.
- The plaza would be framed to the east by retail frontages extending from Berry Street.
- Street level development would be set back from the alignment of the adjacent heritage listed MLC building to the south.
- A plaza space is created and would increase the visual prominence of the station entry.

Overall, this would result in a considerable reduction in the amenity of this view, which is of local visual sensitivity, and a minor adverse visual impact.



*Viewpoint 3: View southeast across the intersection of Berry and Miller Streets, proposed view*

### Visual impact of SDPP design:

- A wide landscaped pedestrian plaza would be seen in the middle ground of the view, extending south along the eastern side of Miller Street, including grassed terraces shaded by trees.
- The street trees along Berry and Miller streets would be replaced, forming a new formal avenue of trees, maintaining the leafy character in this area.
- A double storey scale over station development entry would be seen in the centre of view, set back from the street corner.
- The entry would include glazed panels and be defined by an awning which would visually differentiate the over station entry from the adjacent streetscape.
- The two storey height of the over station development entry would reflect the scale of the heritage listed 'Rag and Famish' hotel, located opposite the station on the corner of Berry Street.
- The regular concrete columns would unify the street level and first floor facades creating a visual rhythm that breaks up the visual scale of the built form.
- The articulation of the ground and first floor façade would extend south along Miller Street.

Overall, this would result in a noticeable improvement in the amenity of this view, which is of local visual sensitivity, and a minor beneficial visual impact.

This change from the impacts identified in the EIS are due to the setbacks and increased certainty as to the quality of the architecture. While the heritage building has been lost from the streetscape, and some mature street trees will be removed, several architectural devices have been used to visually address the corner, reflect the scale of the remaining heritage building on the opposite corner ('Rag and Famish') and create a human scale to the architecture facing Miller Street. The quality of the urban plaza and new streetscape treatments would be an improvement on the former view.

## SOUTHERN SITE

### Viewpoint 4: View north along Denison Street



*Viewpoint 4: View north along Denison Street, existing view*



*Viewpoint 4: View north along Denison Street, proposed view*

#### Visual impact identified in the EIS:

- A pedestrian connection to the transit plaza would be seen on the southern portion of the site.
- Ground floor development would be seen beyond this entry, restoring the predominant building setback established by the adjacent buildings.
- This development would transition this space somewhat from a character of service access to a more public entry space.

Overall, this would result in a noticeable improvement in the amenity of this view, which is of local visual sensitivity, and a minor beneficial visual impact.

#### Visual impact of SDPP design:

- A retail laneway between Denison and Miller Streets would be seen in the middle ground of view, and would include two levels of street and podium activation.
- The façade would be divided into modules, visually breaking up the mass and scale of the built form at street level and creating a human scale to the view.
- The building would have some vertical and horizontal articulation, awnings, and rooftop terraces which would further break down the visual mass adding texture and interest to this view.

Overall, this would result in a noticeable improvement in the amenity of this view, which is of local visual sensitivity, and a minor beneficial visual impact.

This impact is consistent with the findings of the assessment in the EIS and achieves the 'minor beneficial visual impact' level required by the approval condition 102.

## SOUTHERN SITE

### Viewpoint 5: View north along Miller Street



Viewpoint 5: View north along Miller Street, existing view



Viewpoint 5: View north along Miller Street, proposed view

#### Visual impact identified in the EIS:

- In this view a wide landscaped pedestrian plaza would be seen in the foreground.
- Beyond this, in the middle ground of the view, the station entry would be incorporated into a transit plaza with a broad open canopy structure.
- The removal of the Victorian shopfront and existing streetscape vegetation and furnishings would open up views along Miller Street, creating a vista along the Miller Street plaza to the 'Rag and Famish' hotel on the corner of Berry Street.
- This view would be framed to the east by retail frontages at Berry Street.
- This would be an uncluttered view with an architectural treatment that marks the station entry with a light and open structure.

Overall, this would result in a noticeable improvement in the amenity of this view, which is of local visual sensitivity, and a minor beneficial visual impact.

#### Visual impact of SDPP design:

- A double storey scale station entry and plaza space would be the focal point of this view.
- The station would include glazed panels and be defined by an awning which would visually differentiate the station entry from the adjacent streetscape.

- Station signage would be prominent in this view, further marking this new corner.
- There would be a new laneway extending east, away from the viewer, and including a double storey vertically articulated façade.
- A wide landscaped pedestrian plaza would be seen in the middle ground of view, located parallel to Miller Street and extending north towards Berry Street, incorporating lawn terraces and groves of trees, filtering and softening this view.
- The eastern edge of the plaza would be activated with retail food and beverage uses and outdoor dining spilling out into the public domain, creating a visual interest.
- The removal of the Victorian shopfront and adjacent buildings would open up views north along Miller Street, creating a vista along the Miller Street plaza to the 'Rag and Famish' hotel on the corner of Berry Street. The architectural treatment of the facades along Miller Street, would generally reflect the scale of the heritage building.

Overall, this would result in a noticeable improvement in the amenity of this view, which is of local visual sensitivity, and a minor beneficial visual impact. This achieves the 'minor beneficial visual impact' level required by the approval condition 102



## SOUTHERN SITE

### Viewpoint 6: View north along Miller Street



*Viewpoint 6: View north along Miller Street, existing view*

#### Visual impact identified in the EIS:

- In this view the station and ground floor development would be stepped back from the heritage listed MLC building.
- This would open up a vista to the historic ‘Rag and Famish’ hotel on the corner of Miller and Berry Streets, in the background of the view.
- This vista would be seen across a wide landscaped pedestrian plaza established at the station entry.
- The elevated canopy structure of the station entry would be set forward so that it becomes a focal point at street level, glimpsed and framed by a double avenue of street trees along Miller Street.
- The street trees along Miller Street would be replaced and reinstated with a regular avenue of trees, maintaining the leafy character in this area.

Overall, this would result in a noticeable improvement in the amenity of this view, which is of local visual sensitivity, and a minor beneficial visual impact.



*Viewpoint 5: View north along Miller Street, proposed view*

#### Visual impact of SDPP design:

- The main station entrance would be seen in the middle to background of this view, beyond the heritage listed MLC building, including a double storey entrance with glazed panels and awning, creating a new focal point at street level.
- A wide landscaped pedestrian plaza would be located parallel to Miller Street, extending north towards Berry Street, incorporating of lawn terraces and trees, softening this urban view.
- The set back of the proposed development at the eastern edge of the plaza would open up a vista to the historic ‘Rag and Famish’ hotel on the corner of Miller and Berry Streets, in the background of the view.
- The proposed vertical articulation of the façade, facing Miller Street, and activated double storey would respond to the scale and detail of this heritage building.

Overall, this would result in a noticeable improvement in the amenity of this view, which is of local visual sensitivity, and a minor beneficial visual impact. This and achieves the ‘minor beneficial visual impact’ level required by the approval condition 102.

## SUMMARY OF IMPACT

The following tables summarise the potential landscape and visual impacts of the project.

### Daytime visual impact

No.	Location	Sensitivity	Operation – EIS / Modification		Operation – SDPP design	
			Modification	Impact	Modification	Impact
<b>Northern site – Viewpoints from the approval modification assessment</b>						
1	View northeast across intersection of McLaren and Miller Streets	Local	Noticeable improvement	Minor beneficial	Noticeable improvement	Minor beneficial
2	View southwest from Civic Park	Local	No perceived change	Negligible	No perceived change	Negligible
3	View south along Miller Street	Local	Noticeable improvement	Minor beneficial	Noticeable improvement	Minor beneficial
4	View west along McLaren Street	Local	Noticeable reduction	Minor adverse	No perceived change	Negligible
	View from nearby high rise apartment and office buildings	Neighbourhood	Noticeable reduction	Negligible	Noticeable reduction	Negligible
<b>Southern site – Viewpoints from the EIS</b>						
3	View southeast across the intersection of Berry and Miller streets	Local	Considerable reduction	Minor adverse	Noticeable improvement	Minor beneficial
4	View north along Denison Street	Local	Noticeable improvement	Minor beneficial	Noticeable improvement	Minor beneficial
5	View north along Miller Street	Local	Noticeable improvement	Minor beneficial	Noticeable improvement	Minor beneficial
6	View north at the intersection of the Pacific Highway and Miller Street	Local	Noticeable improvement	Minor beneficial	Noticeable improvement	Minor beneficial

### Discussion - Negligible Impact Viewpoints

Visual impact is the combined effect of sensitivity and magnitude of change. A beneficial impact is not always possible, particularly when the magnitude of change is small, which can be due to factors such as distance and intervening elements in the view.

Viewpoint 2 and 4 have been identified as having a 'negligible' visual impact. This is a result of the methodology for landscape and visual impact assessment used in the EIS, which is in accordance with the relevant guidance for the assessment of visual impact.

Viewpoint 2, View southwest from Civic Park, was selected as a view in the EIS as it is a vantage point from an area of open space which has a higher visual sensitivity. The project comprises a small part of this view as it is in the distance and mostly screened by intervening street trees. There is no possibility of this view achieving a beneficial impact due to this limited visibility. A desirable outcome from this viewpoint is for the Project to be absorbed and not visually dominate the view. By retaining the vegetation within the adjacent streetscape and having a relatively low profile from this vantage point, a negligible impact has been achieved by the project. This is a good outcome and consistent with the assessment in the EIS. There are no recommended changes to the architectural treatment of the building (height, mass, scale, shape, materials etc.) that would improve this view to a point where a beneficial visual impact could be achieved.

Viewpoint 4, View west along MacLaren Street, has been assessed as having a negligible visual impact. This impact is an improvement on the impact identified by the assessment in the Victoria Cross Station Modification which was minor adverse. This improvement is as a result of enhancements to the design to minimise the visual impact and provide an improved outcome. Again, this is a consequence of the filtering effect of the existing street trees, which will be retained, a positive outcome. There are also several architectural devices which have been used to improve the character of the project in this view including the activation of the southern façade, and the use of materials, line, shape and building form. As the architectural treatment of the building are balanced with the services function of this area of the building, a 'negligible' visual impact is considered to be a good outcome from a visual amenity perspective.

Views from high rise apartments and office buildings have been identified as having a negligible visual impact.

Due to the nature of views from residential and offices, it is not possible for the project to improve these views, as it involves the insertion of built form, which is consistent with the urban setting and reasonable, but not likely to improve views when compared to a vacant site. Retaining the existing street trees is a positive outcome for views from these locations, and there are no particular architectural design measures that would increase the impact level from these views to create an improvement from a visual impact perspective.

# SDPP APPENDICES

SYDNEY METRO CITY  
& SOUTHWEST  
CHATSWOOD TO  
SYDENHAM PROJECT

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Way Out

↑ Miller Street ↑



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# APPENDIX A –

## HOW FEEDBACK FROM CONSULTATION HAS BEEN ADDRESSED

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**VICTORIA CROSS INTEGRATED STATION DEVELOPMENT (VC-ISD)**

**COMMUNITY AND STAKEHOLDER CONSULTATION SUMMARY  
REPORT**

**STATION DESIGN AND PRECINCT PLAN (SDPP)  
OCTOBER 2019**





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## COMMON ABBREVIATIONS

Abbreviation	
CSSI	Critical State Significant Infrastructure
VC-ISD	Victoria Cross integrated station development
DA	Development Application
DPIE	NSW Department of Planning, Industry and Environment
LL	Lendlease
SM	Sydney Metro (refers to both the NSW Government authority and metro system)
SSDA	State Significant Development Application
SDPP	Station Design Precinct Plan
OSD	Over Station Development

## 1 BACKGROUND

### 1.1 Introduction

This report has been prepared to accompany a Station Design and Precinct Plan (SDPP) for Victoria Cross Station and the associated Public Domain Works component of the Sydney Metro City & Southwest Chatswood to Sydenham project. The SDPP has been prepared to present an integrated urban and placemaking outcome to guide the design of the permanent built surface works and landscaping associated with the project.

The plan is consistent with the Chatswood to Sydenham State Significant Infrastructure approval (SSI 15\_7400) granted for the integrated development on site.

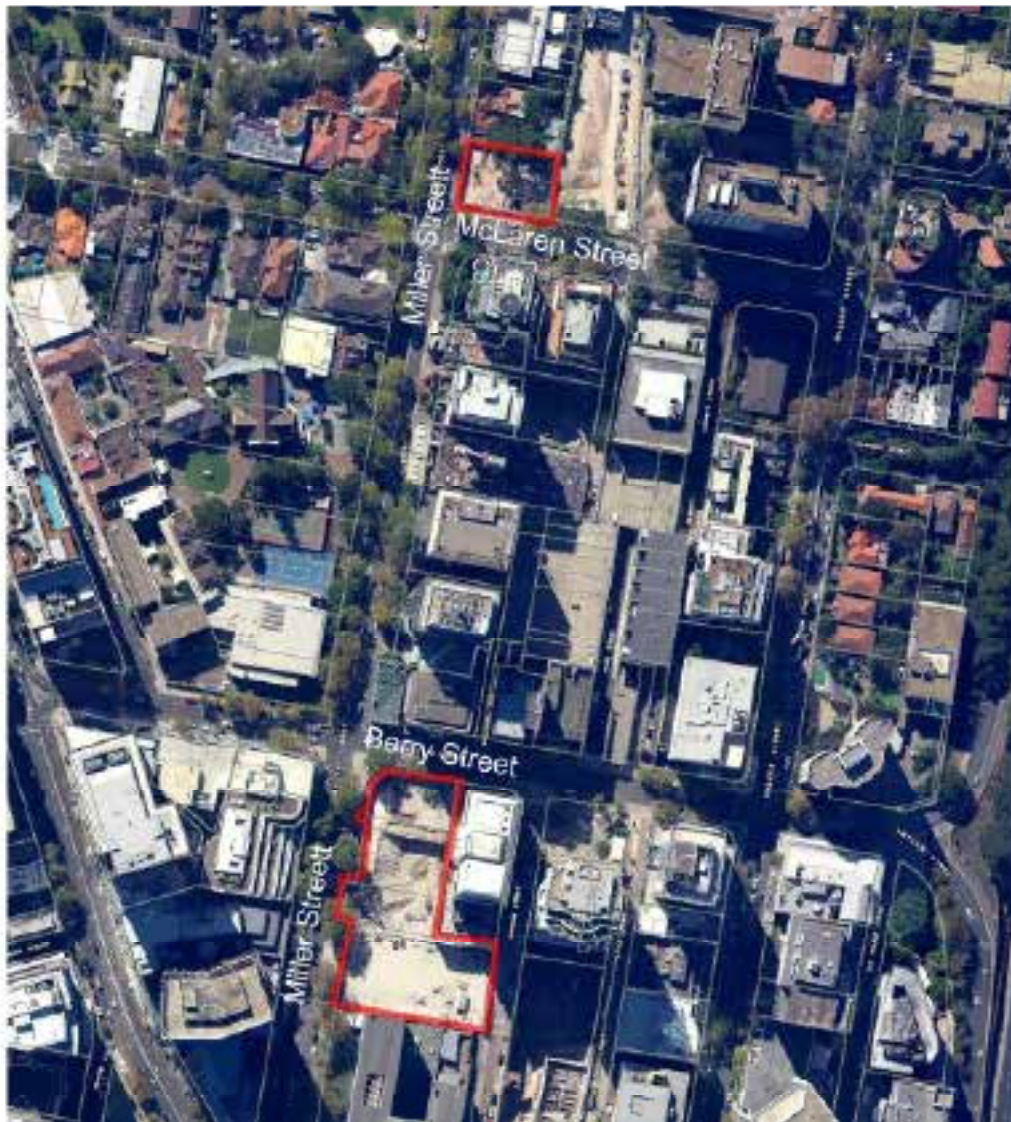
The preparation of the SDPP Community and Stakeholder Consultation Report seeks to satisfy requirements of Condition E101 of the SSI 15\_7400 approval to *provide evidence of consultation*.

### 1.2 The site

The site is generally described as 155-167 Miller Street, 181 Miller Street, 187-189 Miller Street, and part of 65 Berry Street and 50 McLaren 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)
- 50 McLaren Street, North Sydney (Lot 1 DP536008)

Figure 1 – Site Aerial



### 1.3 Sydney Metro

Sydney Metro is Australia's biggest public transport project. A new standalone railway, this 21st century network will deliver 31 metro stations and 66 kilometres of new metro rail for Australia's biggest city, revolutionising the way Sydney travels. Customers don't need a timetable – they'll just turn up and go. Sydney Metro has two core stages in the delivery phase, with planning currently underway for the next stage – Sydney Metro West.

**Sydney Metro Northwest** – Services started in May 2019 in the city's North West with a metro train every four minutes in the peak. It includes 36 kilometres of rail, eight new metro stations, five upgraded stations and 4,000 commuter car spaces.

**Sydney Metro City & Southwest** – a new 30-kilometre metro line extending metro rail from the end of Sydney Metro Northwest at Chatswood under Sydney Harbour, through the new CBD stations and southwest to Banksstown. The project is due to open in 2024.

From a planning approvals perspective, Sydney Metro City & Southwest has been split into two components – Chatswood to Sydenham and Sydenham to Banksstown. The Chatswood to Sydenham component of Sydney Metro City & Southwest involves the delivery of approximately 16.5 kilometres of metro rail line between Chatswood and Sydenham, including connections to the

existing rail network, ancillary infrastructure, metro platforms at Central and Sydenham stations and the following new metro stations:

- Crows Nest Station
- Victoria Cross Station
- Barangaroo Station
- Martin Place Station
- Pitt Street Station
- Waterloo Station

On 9 January 2017, the Minister for Planning approved the Sydney Metro City & Southwest - Chatswood to Sydenham project as a Critical State Significant Infrastructure (CSSI) 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 works within the metro station structure for appropriate integration with the Over Station Development (OSD). Any component of the detailed design that is contained within the "metro box envelope" and public domain will be pursued in satisfaction of the CSSI conditions of approval.

Figure 2 - Sydney Metro Alignment Map



Source: Sydney Metro

## 2 CONSULTATION SUMMARY

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

- One on one stakeholder meetings and presentations;
- A4 public community information newsletter distributed to all properties within 500m of the VC-ISD sites;
- E-Newsletter to the Sydney Metro Victoria Cross distribution list;
- Two runs of advertising in two local newspapers; and
- Two community information sessions held on Thursday 23 and Saturday 25 May 2019. Members of the Lendlease project team also provided a briefing on the VC-ISD to the local community at the monthly North Sydney Stanton Precinct Committee meeting which included a Q&A session;
- 16-page colour VC-ISD Planning Overview booklet;
- A0 colour display boards; and
- A Lendlease VC-ISD dedicated project website.

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

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

Lendlease has had the opportunity through this consultation process to meet and discuss the project with over 16 different stakeholder groups which included government agencies, interest and action groups such as the Committee for North Sydney and North Sydney Council staff, as well as more than 60 community members who attended the community information sessions and Stanton Precinct Committee Meeting VC-ISD presentation. Feedback from these consultation activities in addition to feedback received from earlier consultation conducted by Sydney Metro in late 2017 has been considered in the development's design response.

### 3 CONSULTATION AND ENGAGEMENT APPROACH

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

#### 3.1 Objectives

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

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

#### 3.2 Stakeholder consultation

Both Lendlease's and Sydney Metro's stakeholder consultation teams have proactively engaged with all stakeholders to ensure wherever possible they are informed about the project. Opportunities for briefings via meetings, presentations, phone calls and email were provided to keep stakeholders and the community informed and to ensure any suggestions or issues raised could be considered by the project.

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

Table 1 - Stakeholder organisations email distribution list

Stakeholder	
Federal Government	
Civil Aviation Safety Authority / Air Services Australia	
State Government	
Department of Planning, Industry and Environment	Former Office of Environment and Heritage
Roads and Maritime Services (included within Transport for NSW from 1 July 2018)	Greater Sydney Commission
NSW Government Architect's Office	Infrastructure NSW
Urban Growth Development Corporation	
Local Government	

Stakeholder	
North Sydney Council, Executive, Officers and Councillors	
State Members of Parliament	
Felicity Wilson, MP Member for North Shore	
Industry bodies	
Office of the National Rail Safety Regulator	
Community and interest groups	
Committee for North Sydney	Wollstonecraft Precinct Committee
Stanton Precinct Committee	Wilson Precinct Committee
Local schools	
Wentona School, Andrew Leake, Business Manager	Marist College, Tony Duncan, Principal
Monte Sant Angelo	
Neighbouring properties	
Only About Children, 65 Berry Street	The Alexander Apartments, 79 – 81 Berry Street
McLaren Apartments, Strata Committee, 30 McLaren Street	Vibe Hotel, 171 Pacific Highway
77 Berry Street	The Harvard Apartments, 237 Miller Street
Rydges Hotel, 54 McLaren Street	Rag & Furnish Hotel (Calligeros Hotel Group, Anna Calligeros)
Northpoint Tower	Treetops child care centre, 105-153 Miller Street (MLC Building)

### 3.3 Consultation methodology

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

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

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

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



Table 2 – Community consultation activities

Activity	Content	Date
Email to subscribers including stakeholders	Offered briefing with project team to discuss integrated station development project update as well as the proposed modifications to the Concept SSD Approval as well as the detailed design of the ISD.	18 May 2019
One on one stakeholder briefings	Carried out stakeholder briefings to present a project overview as well as the proposed modifications to the Concept SSD Approval and the detailed design of the ISD. To discuss project status and relevant items coordination as well as to receive feedback on the integrated station development forming part of the Station Design and Precinct Plan).	See Table 4-1
Website information	Provided project update and sought community and stakeholder feedback on the integrated station development. Promotion of Community Information Sessions at Fred Hurley Hall, North Sydney.	May 2019
Community information newsletter (issued to residents and businesses within 500m radius of the site)	Provided an overview of planning approvals pathways, planning timelines, how to provide feedback and an invitation to Community Information Sessions at Fred Hurley Hall in North Sydney.	13 May 2019
Newspaper advertisements x 2	Promotion of Community Information Sessions at Fred Hurley Hall, North Sydney.  Provided project update and sought community and stakeholder feedback on the integrated station development.	North Shore Times: 18 May 2019 23 May 2019 Mosman Daily: 18 May 2019 23 May 2019
VC-ISD Planning Overview and Information booklet	Provided information about the integrated station development detailed design, planning approvals pathways, planning timelines and project phases and how to provide feedback.	May 2019
Community information sessions	Displayed project information including artist's impressions, planning approvals pathways overview and timeline, station entrances, OSD, public realm and how to provide feedback. Made available expert members of the project team to provide in person project overview and answer questions from the community members.	Thursday 23 May 2019 Saturday 25 May 2019

## 4 CONSULTATION SUMMARY

### 4.1 Stakeholder feedback

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

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

Table 3 - One on one stakeholder briefings

Stakeholder	Briefing Summary	Date
Committee for Sydney	<ul style="list-style-type: none"> <li>LL described the vision for the Victoria Cross ISD. The proposed modification to the Concept Approval including improvements to laneway connectivity, visual relief for heritage listed MLC and maximising of views was presented as well as the detailed design of the OSD.</li> <li>CFS noted the proposal and provided support for the proposed modification to the building envelope which enables improvements to laneway connectivity and visual relief for heritage listed MLC building.</li> <li>CFS also supports the benefits of an integrated transport solution.</li> </ul>	20 May 2019
Department of Planning, Industry and Environment (DPIE) (previously known as Department of Planning and Environment)	<ul style="list-style-type: none"> <li>LL provided an overview of ISD project including proposed modifications to the Concept SSD Approval as well as the detailed design of the OSD.</li> <li>DPIE provided technical commentary on the future planning processes and considerations including the need for a SEARs request for the Detailed SSDA.</li> </ul>	18 Mar 2019
Department of Planning, Industry and Environment (DPIE)	<ul style="list-style-type: none"> <li>LL provided an overview of the Integrated Station development including a draft of the Station Design Precinct Plan and discussions on timing for deliverables as part of the CSSI conditions of approval.</li> <li>DPIE provided commentary on expectations on the way in which feedback from the community consultation process and DRP endorsement was to be addressed in the SDPP</li> </ul>	18 July 2019
Sydney Airport (CASA) Teleconference	<ul style="list-style-type: none"> <li>LL provided a pre-ldgement overview of the OSD including proposed modifications to Concept SSD Approval as well as the detailed OSD over the phone.</li> <li>CASA advised that it would require technical input into the future construction methodology including crane activity.</li> </ul>	20 Mar 2019
Telstra	<ul style="list-style-type: none"> <li>LL provided an overview of the ISD project, including design and construction methodology surrounding Telstra assets.</li> <li>LL and Telstra agreed for a field inspection and assessment to be carried out, following this LL to review approach.</li> </ul>	29 May 2019

Stakeholder	Briefing Summary	Date
	<ul style="list-style-type: none"> <li>■ Field inspection completed with Telstra.</li> <li>■ Field inspection results will be used to agree the location of project works in relation to available assets from Telstra within Miller Street and Denison Street.</li> </ul>	<ul style="list-style-type: none"> <li>■ 7 Jun 2019</li> </ul>
<p>North Sydney Council Officers</p>	<ul style="list-style-type: none"> <li>■ Introductory meeting with Council prior to lodgement of SSD Applications and the Station Design and Precinct Plan. LL provided a presentation of ISD design vision and through site link and public domain.</li> <li>■ Generally North Sydney Council officers were positive about the ISD however would like to be consulted in the evolution of aspects of the design, the public domain.</li> <li>■ LL were requested to come back and present the following after further design development:               <ul style="list-style-type: none"> <li>■ Modification to the Concept SSD Approval</li> <li>■ Tower facade design</li> <li>■ Views from Pacific Highway Berry Street corner</li> <li>■ Station design, including the northern Metro entry building's facade</li> <li>■ Landscaping and weather protection along Miller street</li> <li>■ Loading dock design</li> <li>■ Stormwater management plans</li> </ul> </li> <li>■ Other items raised included concern that the developed design's removal of the rooftop over laneway would have adverse impact on the 'micro climate' of laneway.</li> </ul>	<p>28 Feb 2019</p>
	<ul style="list-style-type: none"> <li>■ Initial meeting between LL/Council to co-ordinate stormwater design. Options for stormwater detention tank on Miller Street vs Denison Street were discussed.</li> <li>■ LL to further develop pros and cons for stormwater detention for both options and present to both Sydney Water and Council.</li> </ul>	<p>8 Mar 2019</p>
	<ul style="list-style-type: none"> <li>■ LL presented an overview of the construction staging and loading of the integrated station development.</li> <li>■ LL committed to come back and co-ordinate with the North Sydney Council with respect to work zone requirements.</li> </ul>	<p>19 Mar 2019</p>
	<ul style="list-style-type: none"> <li>■ Interactive session with Council and Sydney Metro to review preferred stormwater solution with the detention tank in Miller Street as opposed to Denison Street.</li> <li>■ Council noted the information presented and following further review will revert to Lendlease with comment.</li> </ul>	<p>1 May 2019</p>

	<ul style="list-style-type: none"> <li>■ LL provided a presentation on the ISD developed design including proposed modifications to the Concept SSD Approval as well as the detailed design of the OSD and the works the subject of the SDPP.</li> <li>■ North Sydney Council officers generally supported the design, noting the envelope was an improvement to the Concept SSD Approval reference scheme and support for the fine grain architectural response of the laneway, the Hub initiative and the lower facades response to the MLC building façade.</li> <li>■ North Sydney Council noted it would like to continue to be involved in the evolution of the design detail and raised concern on the following:             <ul style="list-style-type: none"> <li>▫ The stepping form of the western façade toward Miller Street</li> <li>▫ Scale of the OSD lobby entrance on the corner of Berry and Miller Streets</li> <li>▫ Northern Metro entrance building's mass and façade treatment</li> <li>▫ Awning provisions</li> <li>▫ Maintaining solar access to Miller and Berry Streets public spaces</li> <li>▫ Basement design in consideration of Council's Denison Street vision</li> <li>▫ Pedestrian movements along Miller Street.</li> </ul> </li> <li>■ LL explained the rationale around the building design, building entrances, public domain and pedestrian access.</li> <li>■ In response to feedback received, LL noted the understanding of North Sydney Council's aspirations for public space in the area, desire for community facilities and retail that respond to the need in the local area and is committed to exploring this further. Further, following the meeting LL provided specific information requested by North Sydney Council and responded to the officer's comments, in summary:             <ul style="list-style-type: none"> <li>▫ The lower building articulation is consistent with the Sydney Metro Concept envelope which has now been approved by the Minister for Planning. The human scale approach of the lower levels of the building fronting Miller Street provide activation and pedestrian amenity.</li> <li>▫ The OSD foyer is scaled appropriately for a commercial office building of this nature. Elevating the majority of the OSD foyer above Miller Street allows for an activated frontage to the ground plane balancing the respective uses and ensuring that place-making objectives are realised.</li> <li>▫ The Northern Metro entrance building's façade concept has been further refined to reduce the scale of the building, material and finishes are also being reviewed to integrate with the surrounding urban context.</li> <li>▫ The awning provides suitable weather protection for station operation. In addition, the extent of awning is constrained by the overhead powerline on Miller &amp; McLaren Street, requiring 2.7m setback from the</li> </ul> </li> </ul>	<p>17 May 2018</p>
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Stakeholder	Briefing Summary	Date
	<p>powerline in all direction, which limits canopy to be within the site boundary.</p> <ul style="list-style-type: none"> <li>▪ Detailed shadow analysis has been undertaken and careful consideration has been made to ensure there is no adverse solar impact to LEP special areas.</li> <li>▪ The loading dock level of Victoria Cross is provided with a section of soil wall that can facilitate a future connection to MLC.</li> <li>▪ Pedestrian modelling has been completed on Miller Street and confirms both footpaths along Miller Street can accommodate the respective two-way peak pedestrian flow. The public domain design for Victoria Cross facilitates Council's vision of a Civic spine along Miller Street.</li> </ul> <ul style="list-style-type: none"> <li>▪ LL made a commitment to continue to consult with North Sydney Council officers on relevant elements as the design progresses.</li> </ul>	
	<ul style="list-style-type: none"> <li>▪ LL has an interactive session with North Sydney Council officers on the proposed public domain design along Miller Street, Berry Street, Denison Street and MacLaren Street.</li> <li>▪ LL presented the proposed concept and details including open space, active seating edges and proposed paving extents.</li> <li>▪ There was also broad discussion in respect to the development of the Interchange Access Plan including traffic modelling and local area works.</li> <li>▪ LL will continue to consult with North Sydney Council on levels along Denison Street and future works associated with Denison Street.</li> </ul>	14 June 19
Sydney Coordination Office (including RMS)	<ul style="list-style-type: none"> <li>▪ Initial engagement meeting, including LL presentation of construction loading zones and works staging.</li> <li>▪ It was agreed with the SCO at this meeting that the Road Safety Audit will be completed as part of the Traffic Management Plan to be submitted prior to station construction commencement.</li> <li>▪ LL to develop construction management plan further and come back in the future to discuss.</li> </ul>	8 Mar 2019
Ausgrid	<ul style="list-style-type: none"> <li>▪ LL introduced the project with an overview of the integrated station development highlighting the current strategy for and location of the Ausgrid OSD Substations.</li> <li>▪ LL to continue consultation with Ausgrid on the design of the substation prior to formal design submission.</li> </ul>	4 Mar 2019
Sydney Water	<ul style="list-style-type: none"> <li>▪ Initial engagement meeting where LL presented a project overview and initiating discussions for Denison Street stormwater co-ordination.</li> <li>▪ LL to further develop approach and come back and present at a later date.</li> </ul>	28 Feb 2019

Stakeholder	Briefing Summary	Date
	<ul style="list-style-type: none"> <li>Initiation of the Sydney Water Section 73 approval process to deliver and protect Sydney Water infrastructure works to service the Station and OSD works above street level. Presented an update on services design proposal.</li> <li>LL to further refine design proposal and submit formal notice of requirement for S.73 for the Metro and the OSD / retail components of the project.</li> </ul>	2 Apr 2018
	<ul style="list-style-type: none"> <li>LL provided an overview of the integrated station development to the Water Service Coordinator. Discussion about project co-ordination and timing moving forward was carried out.</li> <li>LL will continue design development and follow the process discussed. LL is committed to continue consulting with Sydney Water throughout the project.</li> </ul>	30 Apr 2019
	<ul style="list-style-type: none"> <li>LL discussed principles of stormwater drainage design on Miller Street including stormwater detention tank and ownership structure. Agreed relevant standards applicable to the project, ongoing operational and maintenance regime.</li> <li>LL lodged section 73 application for Metro and OSD/ retail components on 14 June 18.</li> </ul>	4 May 2019
Jemena Ltd	<ul style="list-style-type: none"> <li>LL provided an overview of the ISD project, highlighting the strategy for location of the Gas Meter Room together with details of the potential gas main relocation works in Denison Street.</li> <li>LL to further develop approach and come back and present at a later date.</li> </ul>	4 Mar 2019
	<ul style="list-style-type: none"> <li>LL provided technical overview of the gas requirements for the ISD including construction scope and staging requirements.</li> <li>Jemena was positive about the proposal. LL to further refine design proposal and present further detail following further design development and construction planning.</li> </ul>	16 Apr 2019
	<ul style="list-style-type: none"> <li>LL presented the current strategy for isolation of the Victoria Cross OSD Gas Meter Room together with proposed Gas Main connection point to Jemena Gas Main.</li> <li>Jemena received the strategy well and will take time following the meeting to review the detail and will revert to LL with comment.</li> </ul>	16 Apr 2019
	<ul style="list-style-type: none"> <li>Co-ordination meeting on construction scope and staging requirements, in particular Denison Street. LL requested temporary isolation of services for construction.</li> <li>Jemena was open to the request and will take time to review the proposal and provide feedback at a later date. LL is committed to continue consulting with Jemena throughout the project.</li> </ul>	2 May 2019

Stakeholder	Briefing Summary	Date
Fire Rescue NSW	<ul style="list-style-type: none"> <li>■ LL provided an overview of the latest design for the Victoria Cross ISD and associated Over Station Development to familiarise FRNSW with the latest design.</li> <li>■ Proposed fire control rooms and booster locations for station and OSD were presented for commentary by FRNSWS.</li> <li>■ LL committed to further develop design and present updated fire safety solutions to FRNSW.</li> </ul>	2 May 2019
	<ul style="list-style-type: none"> <li>■ LL provided an overview of the wet and dry fire design for the ISD, including principles of wet and dry fire systems served by station and OSD.</li> <li>■ An update on the location of the OSD booster was provided. This booster previously located on the loading dock entry on Denison Street has been relocated Miller Street.</li> <li>■ Fire stair refuges, wet and dry sprinkler compartmentation plans issued to FRNSW for comment and review.</li> <li>■ LL and FRNSW agreed that the next meeting will be utilised to address further refinements in design and performance solutions proposed for the ISD.</li> </ul>	28 June 2019
Billbergia - 88 Walker Street, North Sydney	<ul style="list-style-type: none"> <li>■ Billbergia presented 88 Walker Street development's construction traffic and management plan.</li> <li>■ LL noted this information to assist coordination for Victoria Cross construction management plan and assess and manage impact to adjoining roadways.</li> </ul>	12 Apr 2019
Committee for North Sydney	<ul style="list-style-type: none"> <li>■ An introductory meeting was held between LL and Committee for North Sydney.</li> <li>■ The Committee introduced the purpose of their group and took LL on a tour of the local area. The group shared their aspirations for the area including the need for retail activation at street level, seamless pedestrian connections, intermodal transport connections and civic space. They commented on the importance of a robust planning process, high quality design and maximising sunlight into public space.</li> </ul>	24 Apr 2019
	<ul style="list-style-type: none"> <li>■ Members of the Committee attended a tour of two mixed use precincts developed by Lendlease (Barangaroo and Darling Square). Led by LL's Head of Urban Strategy and Place Development, the tours centred around the topics of retail, public space, street activation, civic space and placemaking.</li> </ul>	15 May 2019
	<ul style="list-style-type: none"> <li>■ LL presented the ISD including the proposed modifications to the Concept SSD Approval as well as the proposed detailed design of the OSD.</li> <li>■ The Committee shared their aspirations for the site and concerns with the proposed development. The main concern centred around the proposed uses and design. They requested more information about the proposed design and a follow up meeting was agreed.</li> </ul>	3 Jun 2019

Stakeholder	Briefing Summary	Date
	<ul style="list-style-type: none"> <li>■ LL provided a further presentation that included more detail about the proposed design.</li> <li>■ Committee for North Sydney noted concerns with the proposed design scheme and advocated for changes to the development which included increasing the public value on the site including public space (in particular the spaces with maximum sunlight) and changing the proposed building uses to include more community uses and amenity.</li> <li>■ LL committed to consider their recommendations and keep them informed about the project as the design involves.</li> </ul>	25 Jun 2018
Investa - MLC Building, 105 Miller Street	<ul style="list-style-type: none"> <li>■ LL presented an ISD project overview including update on design development such as the proposed modifications to the Concept SSD Approval as well as the detailed design of the OSD of the scheme and the project status. LL also presented an explanation of provision for future vehicle breakthrough access from the OSD carpark to the MLC Building. LL and Investa further discussed LL's activation and public domain strategy for the project and generally Denison Street considerations.</li> <li>■ Both parties agreed to meet again.</li> </ul>	19 Jun 2018
Investa and Oxford Properties - MLC Building, 105 Miller Street	<ul style="list-style-type: none"> <li>■ LL presented an ISD project overview including update on design development, such as the proposed modifications to the Concept SSD Approval as well as the detailed design of the OSD of the scheme, and the project status. Denison Street considerations and a precinct wide aspiration were also discussed which form part of the SDPP.</li> <li>■ Investa and Oxford Properties noted the information provided and agreed to revert back with any queries moving forward. LL reaffirmed commitment to continue to consult as the design and construction methodology progresses.</li> </ul>	1 Jul 2018
Charter Hall (85 Berry Street)	<ul style="list-style-type: none"> <li>■ LL presented an ISD project overview including an update on design development, such as the proposed modifications to the Concept SSD Approval as well as the proposed detailed design of the OSD and the project status. Further, LL presented an overview of activation and public domain strategy for the project. Discussion of the development scheme's relationship to 85 Berry property, Denison Street considerations and vision for the wider precinct was undertaken.</li> <li>■ Charter Hall expressed concerns with the development's relationship to the 85 Berry Street property, in particular the eastern setback. LL explained the proposed modification to the Concept SSD Approval does not change the setback at this location.</li> <li>■ It was agreed that discussions would continue throughout the project to ensure Charter Hall remain well informed.</li> </ul>	21 Jun 2018



Stakeholder	Briefing Summary	Date
Winton Property Group (and Multiplex and Touch Stone Partners) - 1 Denison Street	<ul style="list-style-type: none"> <li>▪ LL and Winton stormwater co-ordination commencement meeting, specifically reviewed Denison Street stormwater extent of scope and programme was discussed.</li> <li>▪ LL will continue to consult with Winton teams to co-ordinate design and construction throughout the project.</li> </ul>	2 May 2018
Winton Property Group (and Touch Stone Partners) - 1 Denison Street	<ul style="list-style-type: none"> <li>▪ LL provided a presentation of an overview of the ISD project including update on design development, such as the proposed modifications to the Concept SSD Approval as well as the detailed design of the OSD. Further LL provided an overview for the activation and public domain strategy for the project, the subject of the SDPP. LL and Winton discussed Denison Street considerations and wider precinct long term retail activation outlook and place aspirations.</li> <li>▪ Both parties agreed to consult as the respective developments progress.</li> </ul>	27 Jun 2018
Stanton Precinct Committee	<ul style="list-style-type: none"> <li>▪ LL presented an ISD project overview including update on design development and the project status.</li> <li>▪ Members of the Committee and other members of the local community attended. This included residents of the nearby Harvard Apartment building.</li> <li>▪ The team was able to respond to enquiries regarding the location and size of the combined Northern Entrance and services building and explain its purpose. The community members appreciated that there is no proposal to build above the Northern Entrance as part of the Victoria Cross ISD contract.</li> <li>▪ Lendlease said it would email the Precinct Committee Chair a link to the CSSI Modification Assessment Report MOD 1 for the information of the Precinct Committee and attendees.</li> <li>▪ Other comments raised included the potential numbers expected to use the station's northern lift access, and concerns around its management during large events in the area, such as at North Sydney Oval.</li> <li>▪ The Committee appreciated the presentation and further offers to ask questions via email and telephone.</li> </ul>	2 Jul 2018

Stakeholder	Briefing Summary	Date
<p>North Sydney Council Councillors</p>	<ul style="list-style-type: none"> <li>■ LL presentation of an overview of the ISD project including update on design development, such as the proposed modifications to the Concept SSD Approval as well as the detailed design of the OSD. LL also provided an overview for the project's activation and public domain strategy.</li> <li>■ LL and the Councillors discussed the wider North Sydney Council's vision for North Sydney and the strategy for Victoria Cross's surrounding precinct.</li> <li>■ The North Sydney Council Councillors noted the proposal and provided support for the ISD as the integrated transport solution provides opportunities to benefit the Council's vision for North Sydney and precinct strategy.</li> <li>■ LL confirmed it's commitment to continue to consult with North Sydney Council officers on relevant elements as the design progresses. LL also confirmed that discussions would continue throughout the project to ensure North Sydney Council Councillors remain well informed.</li> </ul>	<p>2 September 2019</p>

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

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

## 5 COMMUNITY FEEDBACK

More than 50 people attended the two community information sessions in May 2019 with an average visit time of 30-45 minutes. There were nine feedback forms received during the community information sessions and approximately 14 emails received following the conclusion of the community information sessions.

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

Table 4. Summary of community consultation feedback received and considered by project team

Feedback category (A-Z)	Sub-issue category	Issue or suggestion raised	Lendlease response	Applicable to this Application
Commercial tower	Tower height	Suggestion for reduction in building height to match with elevation which 'steps' up Miller Street (heading north towards McLaren Street) similar to buildings along Pacific Highway, North Sydney.	Building height was approved under Concept Approval SSD 17_8874. The approved building height will not be exceeded by the proposed new tower.  The proposal is situated in the context of several large-scale commercial buildings in the North Sydney CBD, including the following high-rise buildings recently completed and under construction: 1 Denison Street, 100 Mount Street and 177 Pacific Highway. The building height and form supports the employment function of North Sydney Centre by enabling the provision of significant commercial floor space, some 81,500m <sup>2</sup> of premium commercial floor space above a new Metro station.	No
		I like the design of the building and the height is not out of place.	Noted.	No
	Overshadowing	Concern for overshadowing impacts to Miller Street and green spaces.	Overshadowing has been carefully considered as part of the design development of the building. The design will achieve no net additional overshadowing when compared to the previous shadowing conditions within Miller Street Special Areas. No additional overshadowing will occur to Brett Whiteley Place nor Greenwood Plaza.	No
		Suggestion for the site to be reconfigured to maximise the amount of	Concept Approval SSD 17_8874 provides for a commercial building use on the site within a	No

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

Feedback category (A-Z)	Sub-issue category	Issue or suggestion raised	Lendlease response	Applicable to this Application
		<p>Suggestion for building uses to be reconsidered to allow for more community facilities and amenity to be provided for the local community.</p>	<p>The proposed nature of uses is consistent with the Concept Approval SSD 17_8874. Lendlease understands the importance of community facilities and amenity to support a local community. Lendlease will continue to consult with government and community groups and consider opportunities to include more community facilities.</p> <p>Amenity is proposed to be provided on the site through the provision of approximately 3200m<sup>2</sup> of public domain.</p> <p>In addition, a strong retail offer is proposed to be delivered as part of the Victoria Cross ISD. This will be an important contributor to the successful creation of people-orientated places that are vibrant and engaging with the North Sydney worker and resident community. It is intended that the retailers will extend their offer from the working day into evenings and the weekend to enhance the amenity of the precinct.</p>	<p>Yes</p>
		<p>Suggestion that rooftop is accessible to public for community rooftop gardening.</p>	<p>Given the complexity of servicing an underground Metro station and the requirements of plant and equipment, public access to rooftop spaces are not achievable.</p>	<p>Yes</p>
		<p>Suggestion to incorporate a cinema to improve nightlife in North Sydney.</p>	<p>Currently the proposal is tailored to meet Sydney Metro and NSW Government detailed requirements as well as the planning approvals for an ISD at Victoria Cross. The provision of a cinema is not considered as part of the retail strategy. The retail strategy has been carefully formulated to enhance the daytime as well as the nighttime activation of the North Sydney CBD precinct.</p>	<p>Yes</p>

Feedback category (A-Z)	Sub-issue category	Issue or suggestion raised	Lendlease response	Applicable to this Application
Consultation	Display materials	Stakeholder outlined that detailed architectural plans of the development to determine need for lighting in public spaces were not on display.	Internal and external lighting is designed to comply with relevant standards to enhance the quality of the space as well as addressing the safety and security of the public.	Yes
	Formal submissions	Stakeholder outlined that NSW Department of Planning, Industry and Environment's website currently lists 9 projects 'on exhibition' of which none are within North Sydney LGA (being the Victoria Cross integrated station development).	Information on the planning pathways and anticipated public exhibition timing was on display at the May 2018 community and stakeholder consultations. This information was further included in the newsletter and booklet available at the consultations. When the planning applications are lodged, they will be visible on the DPIE's website.	Yes
Construction	Miller Street	Suggestion for Miller Street to remain open during construction.	Miller Street will remain open during the proposed construction works with the exception of potential temporary lane closures or diversions for work scope. In the case of such works any temporary traffic adjustments will be co-ordinated and approval obtained from the relevant stakeholders including the Sydney Co-ordination office, North Sydney Council and NSW Police.	Yes
Metro services	Bicycles	Suggestion that adequate access for bicycles on (metro) trains seems more convenient than existing rolling stock.	Lendlease will provide this feedback to Sydney Metro. Also note, the northern entry station provides under cover parking for approximately 160 bicycles.	Yes
Placemaking  Public domain	Urban design  Landscape design  Amenity	Suggestion for colourful and green public spaces with landscaped areas, fountain, soft curves and lines. Design to avoid use of sharp lines, corners and hard materials (no back supports) in public spaces creating a bland space. Design to avoid encouraging skateboarding in the public space.	Lendlease is working closely with Sydney Metro and ASPECT Studios to develop the public realm design in consideration of this feedback  The public domain design contains tiered sections of lawn spaces with edge seating which are accessible to the public. Skateboard deterrents are integrated into the design.	Yes
		Suggestion to ensure streetscape design is		Yes

Feedback category (A-Z)	Sub-issue category	Issue or suggestion raised	Lendlease response	Applicable to this Application
		uniform throughout North Sydney.		
		Suggestion for landscaping throughout public spaces including vertical gardens, large trees in pots and central seating to improve amenity.	The streetscape design is a continuation of the "Miller Street "green spine" which is in line with North Sydney Council's Streetscape masterplan.	Yes
	Public Spaces	Suggestion for more open public space	Lendlease is working closely with Sydney Metro and ASPECT Studios to develop the public realm design in consideration of this feedback  The development will incorporate contiguous areas of public domain space along Miller Street frontages as well as a through site link connecting Miller Street and Denison Street at the Southern entrance. The total area of public domain space in the areas at the south entrance totals 2,600m <sup>2</sup> . Additional new public domain space of approximately 600m <sup>2</sup> will also be provided in front of the Northern Entrance to act as a meeting place.	Yes
	Local history Public art	Suggestion for fountains and/or statue in public space to memory of Ted Mack or Billy Blue to humanise the area along with landscaping.	The provision for public art in the landscaping is not considered at this stage. Public art will be provided to prominent locations within station entries.  Approximately 3200m <sup>2</sup> of public domain will be created as part of the development including the green, civic spine along Miller Street.	Yes
	Public spaces	North Sydney needs a public gathering space and cultural facility such as theatre, annexure to station, library and community meeting place, not just retail.	The public domain provided as part of the development will provide open spaces for public gatherings and community events. The provision of a theatre or library is not considered as part of this development.	Yes

Feedback category (A-Z)	Sub-issue category	Issue or suggestion raised	Lendlease response	Applicable to this Application
	Street and laneway connections	Suggestion for more imagery of the building's connection to Berry Street and Denison Street. Berry Street is the sunniest street and most horizontal to best cater for outdoor café seating.	Additional information and imagery are contained within the SSDA and SDPP. The shadow analysis illustrates that Miller Street receives considerable sunshine throughout the day at all times during the year and as such provides the best opportunity to incorporate active uses including outdoor café seating adjacent to the Miller Street green and civic spine.	Yes
Public transport	Bus interchange	Suggestion for a well-designed bus interchange on Miller Street.	Sydney Metro will continue to work with Transport for NSW, North Sydney Council, Lendlease and other stakeholders in a collaborative manner to ensure there is an integrated transport solution for North Sydney.	No
	Cycleway	Suggestion for cycleways to be provided which are separated from pedestrian paths.		No
Metro entry portals	Northern Entrance building Building height	Suggestion for the Northern Metro entry building to be 3 to 4 storeys high with a green roof (synthetic lawn/AstroTurf) to ensure attractive view for neighbouring apartments overlooking the building.	The Northern Entry Building consists primarily of equipment, plant spaces and rooftop vent shafts which serve the station below. The building form and size is reflective of the need to accommodate these servicing requirements. The combination of the vent shafts and servicing requirements for the plant and equipment which penetrate the roof generally precludes the provision of a green roof. Plant and equipment will not be placed on the roof and the roof area itself will be neatly finished to provide a pleasant outlook.  The design of the Northern Entry Building will incorporate appropriate noise mitigation measures to ensure compliance with the relevant Noise Standards including at neighbouring residential properties.	Yes
	Northern Metro entry building Ventilation noise	Suggestion to consider/reduce/eliminate the noise emitted from the north portal / vent facility considering neighbouring homes.		Yes
	Design	Suggestion for external cladding design of Northern Metro entry building at McLaren Street to be amended to remove	The Northern Entry Building façade as presented at the Community Consultation sessions has been modified in response to the community	Yes



Feedback category (A-Z)	Sub-issue category	Issue or suggestion raised	Lendlease response	Applicable to this Application
		the 'industrial' look to the facade and portal.	<p>concerns raised in respect of its 'industrial' appearance. The building's exterior is now proposed to be cladded in perforated metal which in colour, detailing and texture is resonant with the masonry material prevalent in the surrounding neighbouring properties. In addition, brickwork elements have also been introduced into the facade to break up the scale and mass of the building and further integrate the building into its local context.</p> <p>The station entry will include a modern design which is clearly identifiable from the street, with clear sightlines from inside and outside the station through a clear glass facade.</p> <p>The provision of colour backlit panels and coloured fluoro lights are not considered as part of the design at this stage. Feature lighting will be provided within the public domain to enhance the quality of the space whilst maintaining the safety and security of the public.</p>	
		Suggestion for the Northern Metro entry building facade design to fit it and 'talk' to neighbouring properties.		Yes
		Suggestion for station entry design to include modern lighting options such as backlit coloured panels, coloured fluoro lights similar to pedestrian tunnel connecting Central Station western concourse with Broadway UTS/TAFE.		Yes
		Feedback outlined that the design including north and south entry buildings were good.	Noted.	Yes
Safety	Design	Suggestion for more activation within the station precinct and development to create a safe environment (passive surveillance).	The proposed design provides for extensive activation of the Miller Street frontage and through-site link to Denison Street which will serve to create a safer environment for the public in these areas. In addition, the design incorporates the principles of Crime Prevention Through Environmental Design (CPTED) to ensure that the design maximises opportunities for passive surveillance.	Yes
		Cater for disabled of course - use of yellow to assist.	The development is designed to provide equitable access in accordance with relevant	Yes

Feedback category (A-Z)	Sub-issue category	Issue or suggestion raised	Lendlease response	Applicable to this Application
			Australian Standards and the Building Code of Australia.	
Retail and hospitality	Design	These designs seem to fit in well with its commercial use and facilities for people using this area.	Noted.	Yes
	Facilities	These are an improvement on what was there. The lack of facilities for cafes and meeting spaces.	Noted.	Yes
		Suggestion that too much retail is provided for at Victoria Cross.	The site previously supported an extensive retail offer. The replacement of such a retail offer with that proposed in the design is seen as an important amenity for the community.	Yes
		Suggestion for the inclusion of My Parcel Locker public facilities at the station or within the precinct.	Lendlease will consider this suggestion in the future including the call for expressions of interest for retail/services partners.	Yes
Sydney Metro City and Southwest	Cross Nest	Stakeholder outlined that the Victoria Cross development and station precinct design was of high quality and hopes to see the same at Cross Nest.	Noted. Lendlease has provided this information to Sydney Metro's Cross Nest integrated station development team.	No
Other	Other	Government should be a 'model developer'.	Noted. Lendlease has provided this feedback to Sydney Metro.	No

## ATTACHMENTS – PROJECT CONSULTATION MATERIALS

### COMMUNITY NEWSLETTER



## Victoria Cross Station Project update

May 2019



Atis's illustration of Victoria Cross Station southern entryway

### Your invitation to help shape North Sydney

**Sydney Metro is Australia's biggest public transport project. It will transform Sydney, delivering more trains and faster services for customers across the network.**

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

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

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

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

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

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

### Integrated station development

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

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

### The planning process

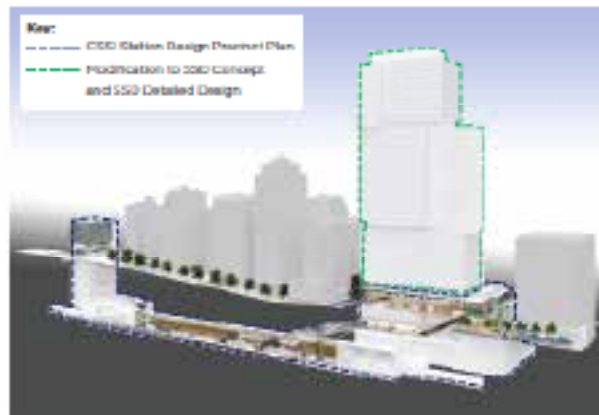
The planning process is illustrated below, highlighting the times when you can have your say.

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

A modification to the State Significant Development (SSD) Concept Approval is also being prepared, along with the SSD Application for the Detailed Design. This will be prepared in accordance with the Secretary's Environmental Assessment Requirements.

Both are expected to be lodged in the second half of 2019, and public exhibition will follow.

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



Areas relating to the planning process, indicative only

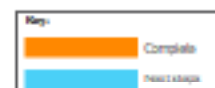
#### Critical State Significant Infrastructure Approval – Sydney City & Southwest by Sydney Metro



#### State Significant Development Concept for Over Station Development by Sydney Metro



#### State Significant Development Detailed Design for Over Station Development by Lendlease



Project update Victoria Cross Station

## What plans are being lodged and who approves them?

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

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

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



Station platform mezzanine

May 2019

## How to provide feedback on the project

### Community information sessions

You can provide feedback when attending the Community Information Sessions or by email via the Sydney Metro website [www.sydnymetro.info](http://www.sydnymetro.info) and follow the 'get in touch' links.

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

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

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

#### When

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

#### Where

Fred Hutley Hall, 200 Miller Street,  
North Sydney

### Public exhibition period

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

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

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

**Phone:** 1800 305 695

**Email:** [information@planning.nsw.gov.au](mailto:information@planning.nsw.gov.au)

### Keeping in touch

For more information visit our website [sydnymetro.info](http://sydnymetro.info) or contact us via:

- ☎ 1800 171 386  
24-hour community information line
- ✉ [sydnymetro@transport.nsw.gov.au](mailto:sydnymetro@transport.nsw.gov.au)
- 🌐 [sydnymetro.info](http://sydnymetro.info)
- 📘 [facebook.com/SydneyMetro](https://www.facebook.com/SydneyMetro)
- 📮 Sydney Metro City & Southwest  
PO Box 1859, Haymarket NSW 1240



### Translating and Interpreting Service

If you require the services of an interpreter, please contact the **Translating and Interpreting Service** on 131 450 and ask them to call Sydney Metro on 1800 171 386. The interpreter will then assist you with translation.

Αν απαιτείται η βοήθεια ενός μεταφραστή ή ερμηνευτή, παρακαλούμε να επικοινωνήσετε με το Υπηρεσία Μετάφρασης και Διαμεσολάβησης 131 450 και ζητήστε τους να καλέσουν το Sydney Metro στο 1800 171 386. Ο μεταφραστής θα σας βοηθήσει με την μετάφραση.

如果您需要翻譯或口譯服務，請致電 1800 171 386 查詢詳情，我們將協助您與悉尼地鐵進行溝通。

Εάν χρειάζεστε τη βοήθεια ενός μεταφραστή ή ερμηνευτή, παρακαλούμε να επικοινωνήσετε με την Υπηρεσία Μετάφρασης και Διαμεσολάβησης στο 131 450 και ζητήστε τους να καλέσουν το Sydney Metro στο 1800 171 386. Ο μεταφραστής θα σας βοηθήσει με την μετάφραση.

如果需要翻译和口译服务，请联系 131 450 的翻译和口译服务 (Translating and Interpreting Service) 或悉尼地铁 (Sydney Metro) 的 1800 171 386 电话寻求帮助。翻译和口译服务将协助您与悉尼地铁沟通。

إذا كان بحاجة إلى خدمات مترجمين، يرجى الاتصال بخدمات الترجمة والتفسير 131 450 وتطلب منهم الاتصال بمترو سيدني على الرقم 1800 171 386. سيقوم المترجمون بالترجمة عن اللغتين.

Ngā kōwhiri e da dā dā wāhine dā rā, an āwhiri dā rā tōing Pihia Dāh. Tōing dā rā an āwhiri dā rā 131 450 e āwhiri dā rā Sydney Metro e dā 1800 171 386. E āwhiri dā rā āwhiri dā rā āwhiri dā rā dāh.

ඔබට අවශ්‍ය නම් ඔබගේ භාෂාවෙන් සිටින ඔබගේ ප්‍රශ්න සහ ප්‍රතිචාර සඳහා සහතික කළ හැකි සේවාවක් ලෙස 131 450 දුරකථන අංකයට සම්බන්ධ වී Sydney Metro හි 1800 171 386 දුරකථන අංකයට සම්බන්ධ වී ඔබගේ ප්‍රශ්න සහ ප්‍රතිචාර සඳහා සහතික කළ හැකි සේවාවක් ලෙස ඔබට ආධාර කළ හැක.



## COMMUNITY NEWSLETTER DISTRIBUTION MAP

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



## LOCAL NEWSPAPER ADVERTISEMENT



### A modern and accessible metro station, with a plaza creating public space and a sustainable, high-quality commercial and retail development in the heart of North Sydney.

Sydney Metro is Australia's biggest public transport project. It will transform Sydney, delivering more trains and faster services for customers across the network.

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

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

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

#### Information sessions

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

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

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

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

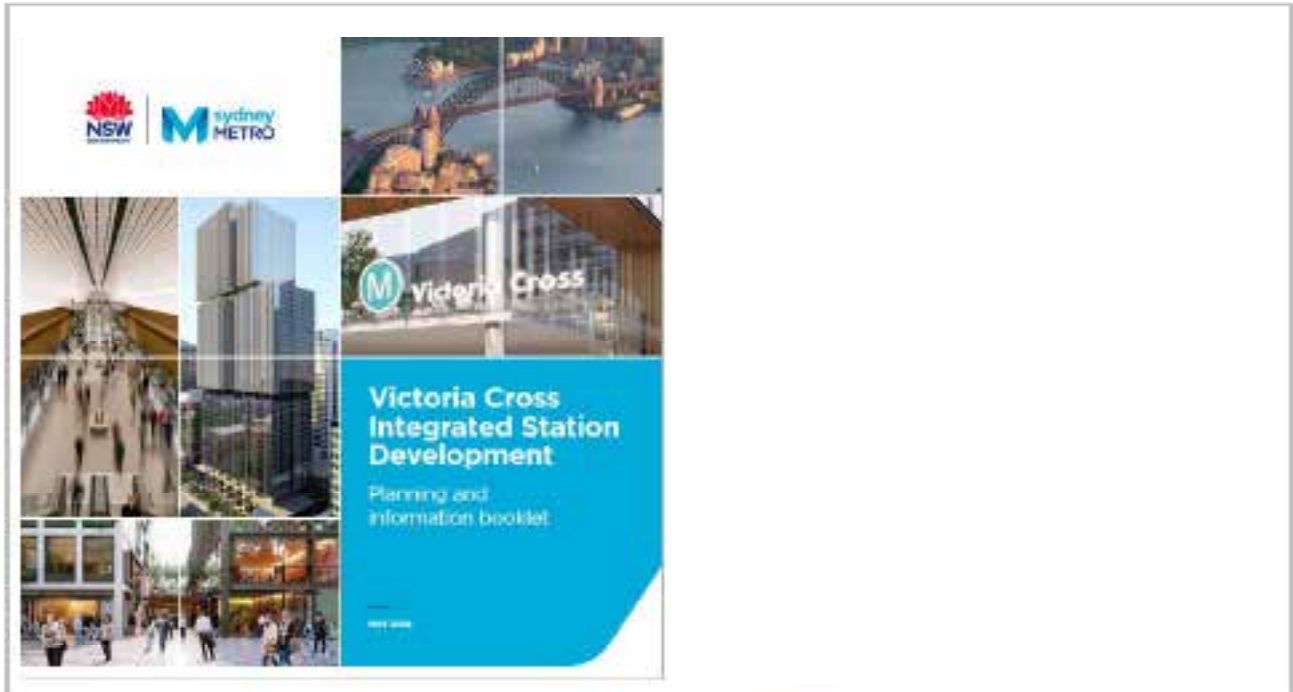
#### Community Information sessions

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

[sydneymetro.info](http://sydneymetro.info)  
[facebook.com/sydneymetro](https://facebook.com/sydneymetro)  
1800 171 386



## PLANNING OVERVIEW BOOKLET





## Your invitation to help shape North Sydney

**Sydney Metro Australia's biggest public transport project, it will transform Sydney, delivering more trains and faster services for commuters across the network.**

NSW Government has selected an independent panel on the Sydney Metro project which will help support the building construction and the community who live and work in the area.

The panel will advise on the impact of the project on the local community and the environment, and will be responsible for reporting on the project's progress to the public.

The panel will also be responsible for monitoring the project's progress and reporting on the project's impact on the local community and the environment.

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The panel will also be responsible for monitoring the project's progress and reporting on the project's impact on the local community and the environment.

## Victoria Cross integrated station development

**Part of the biggest urban rail project in Australia**


The Victoria Cross integrated station development is a public transport project that will transform the Victoria Cross area and the surrounding area.

The project will include the construction of a new station, the development of new public transport services, and the creation of new public spaces.

The project will also include the development of new public spaces, the creation of new public transport services, and the construction of a new station.

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- 3 Minutes to **THE EMPORIUM**
- 5 Minutes to **THE PLACE**
- 9 Minutes to **CENTRAL**

## The planning process

### The planning process

The planning process involved a series of key milestones, including the release of the Integrated Station Design (ISD) and the release of the Integrated Station Design (ISD) and the release of the Integrated Station Design (ISD).

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### Critical State Significant Infrastructure Approval - Sydney City & South West by Sydney Metro

Item	Approval Status
1. Sydney Metro City & South West	Approved
2. Sydney Metro City & South West	Approved
3. Sydney Metro City & South West	Approved
4. Sydney Metro City & South West	Approved
5. Sydney Metro City & South West	Approved
6. Sydney Metro City & South West	Approved
7. Sydney Metro City & South West	Approved
8. Sydney Metro City & South West	Approved
9. Sydney Metro City & South West	Approved
10. Sydney Metro City & South West	Approved
11. Sydney Metro City & South West	Approved
12. Sydney Metro City & South West	Approved
13. Sydney Metro City & South West	Approved
14. Sydney Metro City & South West	Approved
15. Sydney Metro City & South West	Approved
16. Sydney Metro City & South West	Approved
17. Sydney Metro City & South West	Approved
18. Sydney Metro City & South West	Approved
19. Sydney Metro City & South West	Approved
20. Sydney Metro City & South West	Approved

### State Significant Development Coverage for Over Station Development by Sydney Metro

Item	Approval Status
1. Sydney Metro City & South West	Approved
2. Sydney Metro City & South West	Approved
3. Sydney Metro City & South West	Approved
4. Sydney Metro City & South West	Approved
5. Sydney Metro City & South West	Approved
6. Sydney Metro City & South West	Approved
7. Sydney Metro City & South West	Approved
8. Sydney Metro City & South West	Approved
9. Sydney Metro City & South West	Approved
10. Sydney Metro City & South West	Approved
11. Sydney Metro City & South West	Approved
12. Sydney Metro City & South West	Approved
13. Sydney Metro City & South West	Approved
14. Sydney Metro City & South West	Approved
15. Sydney Metro City & South West	Approved
16. Sydney Metro City & South West	Approved
17. Sydney Metro City & South West	Approved
18. Sydney Metro City & South West	Approved
19. Sydney Metro City & South West	Approved
20. Sydney Metro City & South West	Approved

### State Significant Development Coverage for Over Station Development by Landlease

Item	Approval Status
1. Sydney Metro City & South West	Approved
2. Sydney Metro City & South West	Approved
3. Sydney Metro City & South West	Approved
4. Sydney Metro City & South West	Approved
5. Sydney Metro City & South West	Approved
6. Sydney Metro City & South West	Approved
7. Sydney Metro City & South West	Approved
8. Sydney Metro City & South West	Approved
9. Sydney Metro City & South West	Approved
10. Sydney Metro City & South West	Approved
11. Sydney Metro City & South West	Approved
12. Sydney Metro City & South West	Approved
13. Sydney Metro City & South West	Approved
14. Sydney Metro City & South West	Approved
15. Sydney Metro City & South West	Approved
16. Sydney Metro City & South West	Approved
17. Sydney Metro City & South West	Approved
18. Sydney Metro City & South West	Approved
19. Sydney Metro City & South West	Approved
20. Sydney Metro City & South West	Approved



## Victoria Cross Station

### Victoria Cross bridge new stairs and access to the South Sydney residential towers and residential area.

The Victoria Cross bridge new stairs and access to the South Sydney residential towers and residential area.

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## Place making: retail spaces and public places

### Creating great places for global city

Creating great places for global city involves a mix of retail, public and community spaces that are designed to be vibrant, accessible and enjoyable. The Victoria Cross Integrated Station Development is designed to be a vibrant, accessible and enjoyable place for all.

Great places are created through a mix of retail, public and community spaces that are designed to be vibrant, accessible and enjoyable. The Victoria Cross Integrated Station Development is designed to be a vibrant, accessible and enjoyable place for all.



### Public Retail space concepts

The Public Retail space concepts are designed to be vibrant, accessible and enjoyable. The Victoria Cross Integrated Station Development is designed to be a vibrant, accessible and enjoyable place for all.

### Leisure connections

The Leisure connections are designed to be vibrant, accessible and enjoyable. The Victoria Cross Integrated Station Development is designed to be a vibrant, accessible and enjoyable place for all.

### What local public domain

The local public domain is designed to be vibrant, accessible and enjoyable. The Victoria Cross Integrated Station Development is designed to be a vibrant, accessible and enjoyable place for all.



## Workplace of the future

The Workplace of the future is designed to be vibrant, accessible and enjoyable. The Victoria Cross Integrated Station Development is designed to be a vibrant, accessible and enjoyable place for all.

Great places are created through a mix of retail, public and community spaces that are designed to be vibrant, accessible and enjoyable. The Victoria Cross Integrated Station Development is designed to be a vibrant, accessible and enjoyable place for all.



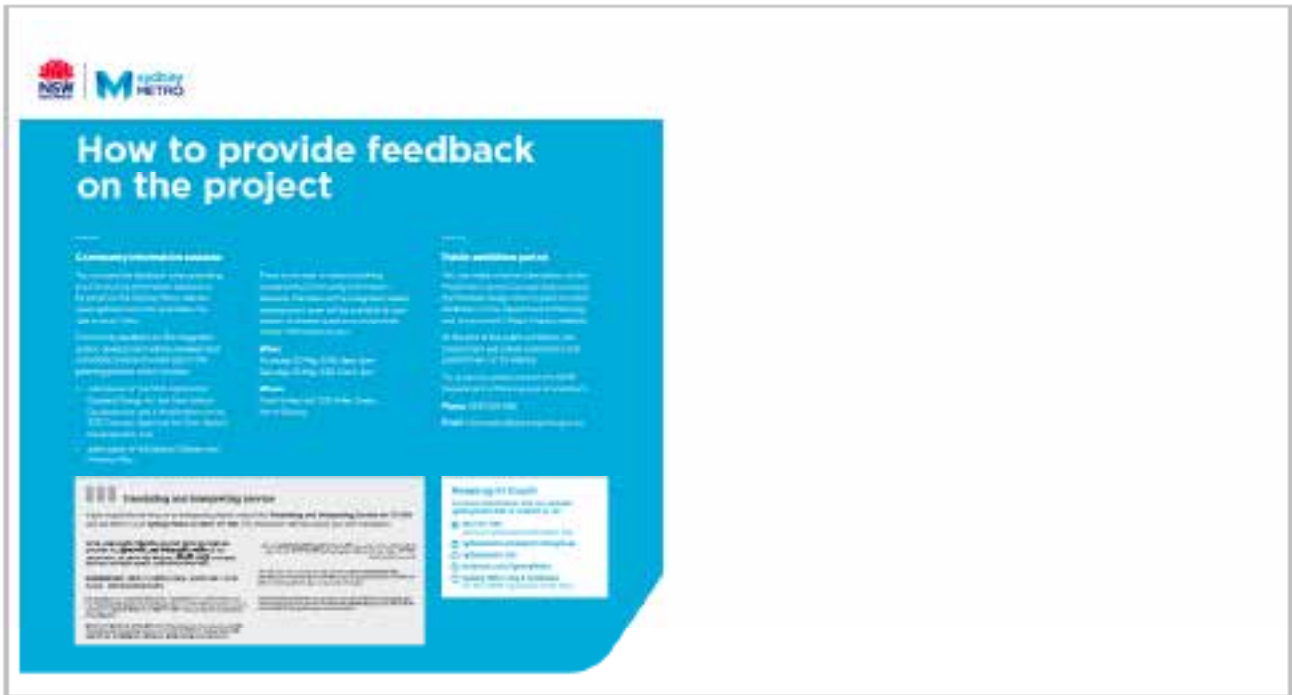
## What plans are being lodged and who approves them?

The plans are being lodged and approved by the relevant authorities. The Victoria Cross Integrated Station Development is designed to be a vibrant, accessible and enjoyable place for all.


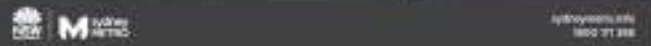

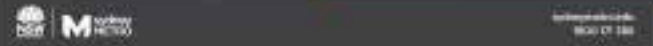

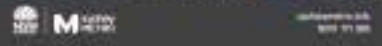



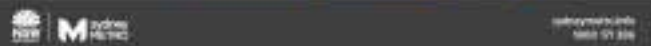

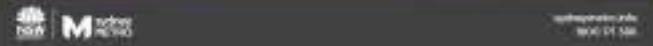


Plan Name	Plan Description	Plan Status	Plan Approver
Victoria Cross Integrated Station Development	Overall development plan for the integrated station and surrounding areas.	Approved	Local Council
Public Retail Space Concepts	Concepts for public retail spaces within the development.	Approved	Local Council
Leisure Connections	Concepts for leisure connections within the development.	Approved	Local Council
Local Public Domain	Concepts for local public domain within the development.	Approved	Local Council





**DROP-IN COMMUNITY INFORMATION SESSION DISPLAY BOARDS**

<p>Welcome to this information session</p>  <p>Our staff are happy to assist you</p> 	<p>Australia's biggest public transport project</p>  <p>3 Phase 1 5 Phase 2 9 Phase 3</p> 
<p>Workplace of the Future</p>  	<p>The planning process</p>  
<p>The planning process</p>  	<p>Victoria Cross Station</p>  



VICTORIA CROSS INTEGRATED STATION DEVELOPMENT  
COMMUNITY AND STAKEHOLDER CONSULTATION SUMMARY REPORT

Victoria Cross Station: Southern Entryway



Victoria Cross Station: Northern Entryway



What plans are being lodged and who approves them?

Project	Key milestones	Completion Date	Approver
VCC Shared Development Standard Plan	<ul style="list-style-type: none"> <li>Submit Standard Development Standard Plan to Council for approval.</li> <li>Finalise Standard Development Standard Plan.</li> <li>Finalise Standard Development Standard Plan.</li> <li>Finalise Standard Development Standard Plan.</li> </ul>	2023/24	Council of Sydney Metro
Development Standard Plan (DSP) for the Southern Entryway	<ul style="list-style-type: none"> <li>Finalise DSP for the Southern Entryway.</li> <li>Finalise DSP for the Southern Entryway.</li> <li>Finalise DSP for the Southern Entryway.</li> </ul>	2023/24	Council of Sydney Metro
DSP for the Northern Entryway	<ul style="list-style-type: none"> <li>Finalise DSP for the Northern Entryway.</li> <li>Finalise DSP for the Northern Entryway.</li> <li>Finalise DSP for the Northern Entryway.</li> </ul>	2023/24	Council of Sydney Metro

Placemaking: retail spaces and public places



Placemaking: retail spaces and public places



Placemaking: retail spaces and public places





Have your say / contact us





## WEBSITE INFORMATION – SYDNEY METRO WEBSITE

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

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

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

🔍

### Victoria Cross

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

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

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

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

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


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

Community information sessions are being held in May.

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

**Where:**  
Fred Hutley Hall, 200 Miller Street,  
North Sydney

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



## WEBSITE INFORMATION – LENDLEASE PROJECT WEBSITE

Link: <https://www.lendlease.com/victoriacross/>

### VICTORIA CROSS INTEGRATED STATION DEVELOPMENT

KEY FEATURES CONTACT US



A METRO STATION SUPPORTING CONTINUED GROWTH OF THE NORTH SYDNEY CBD AND ENHANCING SYDNEY'S STATUS AS A GLOBAL CITY.

Lendlease will deliver the Sydney Metro Victoria Cross integrated station development which includes a 40-storey commercial building above the station's southern entrance, integrating retail opportunities and enhancing North Sydney as a thriving commercial, residential and entertainment hub.

## KEY FEATURES

## EMAIL TO SUBSCRIBERS, STAKEHOLDERS, COMMUNITY MEMBERS AND SCHOOLS

Good afternoon [#r: Name First#],

Sydney Metro is Australia's biggest public transport project. It will transform Sydney, delivering more trains and faster services for customers across the network.

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

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

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

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

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

Yours sincerely,

**Victoria Cross project team**

The screenshot shows the 'CONSULTATION MANAGER' interface. The main window displays an email campaign titled '322400: Email - Oct (E-News)...'. The 'Details' pane on the left shows the email was sent on 10 May 2019 at 3:30 PM. The main area shows a list of 5 stakeholders with columns for Full Name, Organisation, Address, M Phone, Mobile, Email, and Label Project. Below the list, it shows 0 Teams Members and 0 Properties.

Full Name	Organisation	Address	M Phone	Mobile	Email	Label Project
[X]	30 Threaded Post Community Network	Level 13, 30 Berry Street, North Sydney 2060 AUSTRALIA			cmshales@threadedpost.com	SH-034 - Victoria Cross Station (20)
[X]	Admarrill Pottery	Level 4, 30 Berry Street North Sydney 2060 AUSTRALIA			admarrill@admarrillpottery.com.au	SH-034 - Victoria Cross Station (20)
[X]	Orbignat Design	Level 5, 111 Pacific Highway North Sydney 2060 AUSTRALIA			orbignat@orbignat.com.au	SH-034 - Victoria Cross Station (20)
[X]	Woodpecker Safety Solutions	Level 18, 111 Pacific Highway North Sydney 2060 AUSTRALIA			robert@woodpecker.com.au	SH-034 - Victoria Cross Station (20)
[X]	CAR Call Centre	Level 12, 30 Berry Street North Sydney 2060 AUSTRALIA			car@carcallcentre.com.au	SH-034 - Victoria Cross Station (20)



# **APPENDIX B –**

**SYDNEY METRO DRP RECORD OF  
ADVICE 15 OCTOBER 2019**

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# Sydney Metro Design Review Panel

## Administration and Project Updates

### Comments and actions record – 15 October 2019

Date:	15 October 2019
Venue:	Level 43, 680 George St
Panel:	Yvonne van Hartel AM (Chair), Tony Cam, Bob Nation AM, Kim Crestani
Convenor & Secretariat	Alex Nicholson, Karuna Nairani
Sydney Metro	Stephen Spacey, Jason Hammond
Apologies:	Olivia Hyde, Peter Phillips, Jenny Davis

	DRP comments	Actions	Status
01	<b>Minutes</b> The minutes from the meeting of 17th September 2019 were reviewed and endorsed.	n/a	Closed
02	The Panel noted that Jenny Davis has resigned from the Heritage Council and is no longer a Panel member.	Sydney Metro to confirm replacement panel member	N/A
03	The Panel reviewed and updated the protocols for capturing design endorsement and support within DRP records of advice.	Secretariat to append to actions record (below)	Closed
04	The Panel were updated on the status of design across the project.	n/a	n/a
05	The Panel endorses submission of the Victoria Cross Stage 2 SODP (Note – endorsed out of session – 8/10/19).	n/a	Closed
06	The Panel discussed the Victoria Cross OSD SSDA Stage 2 DA documentation for submission.  The Panel endorses that the design achieves design excellence appropriate for a Stage 2 DA submission.	n/a	Closed
07	<b>Next Meeting</b> 19 <sup>th</sup> November 2019		N/A

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# APPENDIX C – SYDNEY METRO ARTIST BRIEF

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# METRO ART

**SYDNEY METRO CITY & SOUTHWEST - VICTORIA CROSS STATION  
ARTISTS' BRIEF FOR INVITED COMPETITION**

18 April, 2019



Michael Dumas, Studio Energy Systems Co., Architecture

# METRO ART



Figure 1. Aerial view of Victoria Street Integrated Station and North Station Box with Metro Art

# METRO ART

SYDNEY METRO CITY & SOUTHWEST - VICTORIA CROSS STATION

Artists' Brief for Invited Competition

## CONTENTS

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Sydney Metro Art Requirements	p. 5
Victoria Cross Station	p. 8
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The Commission	p. 25
Preliminary Concept - Limited Competition	p. 37
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# METRO ART

***'Our vision is to elevate the customer's journey with art and engagement.'***

Sydney Metro

## INTRODUCTION

### THE SYDNEY METRO

Sydney Metro is Australia's largest 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. In 2024, Sydney Metro will have 31 stations on a new 68km rail system.

### ART & THE SYDNEY METRO

Around the world, art has reimagined and transformed public transport hubs to create imaginative and inspiring spaces for the community to enjoy. These international examples prove art's capacity to elevate the experience of the customers' journey, contribute to place identity and activation, and deliver a cultural legacy to enrich the life of the host city. Public art is proposed by Sydney Metro along the Northwest, City and Southwest lines.

The first art project for Sydney Metro, *Light Line Social Square*, was designed for the Sydney Metro Northwest line by artists Peter McGregor, and Michelle Crawford and Jennifer Turpin, in conjunction with station architects Hassell. The art project celebrates the everyday life of the stations through colour and light and is integrated into the architecture and landscape of the eight stations from Tallawong to Cherrybrook.

Artists have been short listed for the seven Sydney Metro city stations through the public EOI (run by Create NSW). The second stage of the selection process is an invited competition between three nominated artists for each station to identify the successful artist to be contracted into the stations' design and delivery teams.



Figure 2. Sydney Metro City Stations

## INTRODUCTION

### VICTORIA CROSS STATION ART

This artist's brief, for an invited competition, is to develop an artwork integrated into the architectural design of the Sydney Metro Victoria Cross Station. The artwork will join a collection of artworks commissioned for Sydney Metro, and this is a significant opportunity to contribute to the culture and design of Sydney's new metro railway, and to leave a lasting impression on Sydney. The successful artist from this invited competition will be contracted to the station contractor appointed by Sydney Metro, Lendlease.

Three artists will be paid \$5000 each to participate in this invited competition for a preliminary concept. There is an all-inclusive budget for the subsequent design development, fabrication and delivery of the selected concept.



Figure 3. Victoria Cross Station, double height entrance from the lower level, Dominion Street Lvl 1.

# SYDNEY METRO ART CONTEXT

## SYDNEY METRO CUSTOMER VISION

*'The customer is at the centre of everything we do.'*

Stations are public places and there is a wide breadth of customers using transport. The purpose of the Metro Art program is to elevate the customers' experience of their journey and make it more engaging and pleasurable. Artwork proposals must respond to this purpose.

## SYDNEY METRO PUBLIC ART OBJECTIVES

The Sydney Metro public art program aims to:

- elevate the customer's travel experience
- create a benchmark for public art in transport in Australia
- engage and expand diverse audiences for contemporary art
- raise awareness of and pride in local histories and cultural diversity
- foster creative partnerships

## SYDNEY METRO THEMATIC ART AND CULTURAL PRINCIPLES

Sydney Metro has developed a broad thematic framework to guide artists in their conceptual approach to the artwork. The thematic framework envisions Sydney Metro as a public transport line of many stories that remember the past, consider the present and imagine the future for the multiple communities of Sydney.

The Sydney Metro art program will be guided by the over-arching cultural principles of respect for heritage; revealing geology and archaeology, addressing sustainability and ecology, engaging community, highlighting line-wide connectivity and honouring Indigenous culture.

## THE CITY AND SOUTHWEST METRO PUBLIC ART MASTERPLAN

The City and Southwest Metro Public Art Masterplan, (CSW Masterplan), currently being updated, describes the vision, objectives, curatorial approach and process for Metro Art. This Artist's Brief reflects the updated CSW Masterplan.

## SYDNEY METRO ART REQUIREMENTS

### ART AND STATION PLACE AND FUNCTION

Metro artworks should complement the design of the station architecture and plazas and be suitably scaled to be experienced in the busy public spaces where people are focussed on moving through the space.

Stations and station plazas are strongly utilitarian and are designed to support an easy customer experience. Stations will also be visually busy environments, housing many line wide elements, including wayfinding signs, heritage interpretation, a bird totem marking the georeferenced

meeting place, and *Light Line*, the line-wide platform lighting element developed as part of the art project *Light Line*. Social Square for the Sydney Metro North West Station architecture, materials, finishes advertising and signage are coordinated to support intuitive wayfinding. Metro artworks cannot interfere with and should support important station functions. The artworks cannot impede customer flow, safety or wayfinding or disrupt sightlines to destinations, facilities and signs or interfere with universal access requirements.

### ARTWORK MATERIALS

Materials must be robust, durable and readily maintained. Where the proposed artwork is integrated into the architectural design, the artwork must utilise appropriate materials and satisfy building code and safety requirements. (See Architectural Materials, page 19.)



## **SYDNEY METRO ART REQUIREMENTS**

### **ARTIST AND STATION DESIGN TEAM COLLABORATION**

Artists will be required to work iteratively and collegially with the design team to ensure the artwork is: part of a collaborative design process; well integrated into the design of the station public domain; fabricated in alignment with the station construction requirements and program; and responsive to the operations and maintenance requirements. In developing artworks in collaboration with the station design team, artists are required to have the capacity to produce technical

drawings in the required format. They are encouraged, if appropriate, to engage the services of a technical consultant (industrial designer/architectural or design practice) to assist in the interface with the station architectural team. They will also need to attend site visits, regular team design meetings and client presentations as well as oversee fabrication and installation where appropriate.

### **APPROVAL, STAKEHOLDERS AND CONSULTATION**

The concept development, final design and documentation for fabrication of the artwork elements are required to be presented to the Sydney Metro Public Art Working Group, (PAWKG) for approval.

The artwork design will be presented to the Sydney Metro Design Review Panel and the City of Sydney Public Art Panel as part of general stakeholder and design review panel briefings of the project as a whole arranged by Lendlease.

## SYDNEY METRO ART REQUIREMENTS

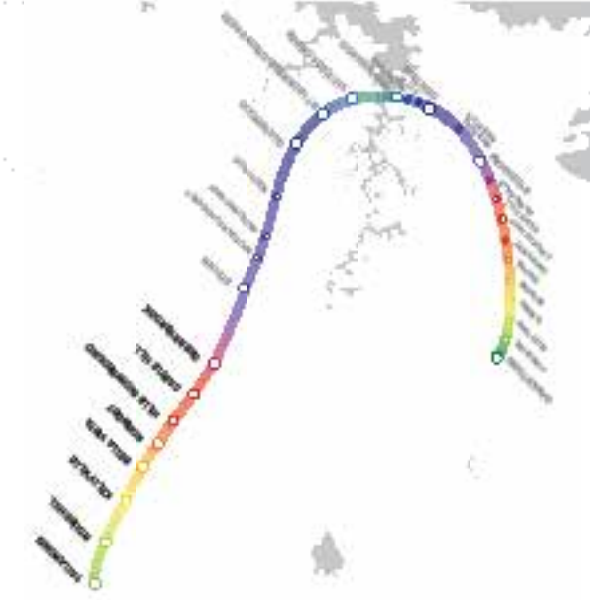


Figure 4. Light Line artwork from MMRW to under Sydney Metro line, designed by Peter McGregor and Studio TCS

### LINE WIDE ELEMENT

A line-wide platform lighting element *Light Line* was developed as part of the art project *Light Line Social Square* by Peter McGregor, and Michaelle Crawford and Jennifer Turpin of Studio TCS, for the Sydney Metro North West. The *Light Line* is an in-ground illuminated line that runs the length of both sides of the platform at the base of the platform screens, breaking at each door. A transitioning spectrum of warm to cool colours, one at each station, is deployed from Tailorwing to Victoria Cross north of the harbour and then mirrored from Barangaroo to Bankstown south of the harbour. Two thirds of the *Light Line* on either side of the



Figure 5. Light Line at Chisholm Hill, Peter McGregor and Studio TCS

platform is in the station colour, and one third in the colour of the adjoining station in the direction of travel. The light is programmed to increase in illumination as the train enters the station, and decrease as it leaves - creating a rhythmic barometer of the coming and going of trains. The *Light Line* element is installed as part of a larger artwork at the platform edge of all Northwest Stations. The platform lighting strip will also be installed, as part of a suite of common station elements, at City Stations.

The colour nominated for Victoria Cross is an emerald green

### SCREEN BASED ART

Sydney Metro plans to commission screen based artworks which will be shown as part of a shared content arrangement on advertising screens at certain stations.

# VICTORIA CROSS STATION

## INTRODUCTION

Victoria Cross Integrated Station Development, (ISD) will deliver a public legacy that transforms North Sydney. This project integrates the urban place, the Metro, and the office tower into an holistic shared district for the future.

The design focus has been on delivering an integrated Metro station, workplace, retail, and public domain to create an active place, day and night. The weaving together of the Metro infrastructure with a sensitive, fine-grained urban response, and the close

integration of retail uses along Miller Street builds on North Sydney Council's vision for improved public spaces. Key Design Principles for the public space design include: creating an interchange place; extending the "Miller Street Green Spine"; improved mid-block connectivity, and creating a focal point for North Sydney. In addition the through-site link increases the setback of the new tower from the MLC Building listed in the Council's Heritage Register.

## VICTORIA CROSS STATION - INTRODUCTION

Station entrances are located along Miller Street. The northern entrance is at the corner of Miller and McLaren Street and includes three storeys of station services above the entrance. The southern entrance site extends south from the corner of Berry Street and slopes down east from Miller Street affording a second entrance at Denison Street. These two entrances are connected internally by lifts, and externally by a new lane, open to the sky, that is addressed by retail and other active uses.

The southern entrance development includes a new multi-storey commercial tower with an activated podium and commercial foyer at the Berry Street corner. Along the Miller Street frontage is a 17m wide new public plaza, addressed by retail, which extends the existing landscaped sequence of public spaces further south.

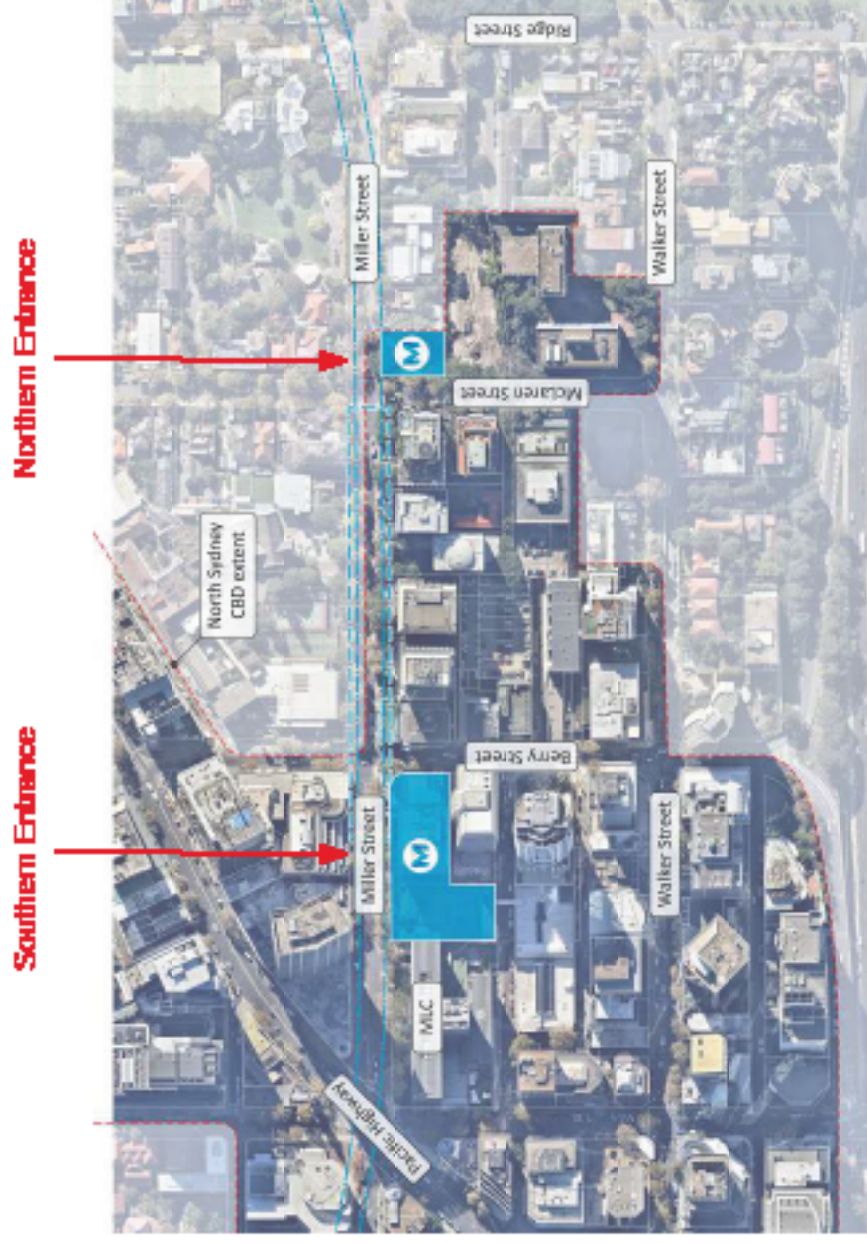


Figure 4. Victoria Cross Northern and Southern Entrances in North Sydney (street-level view indicated).

## VICTORIA CROSS STATION - INTRODUCTION

The station entrances, concourses and platform areas are designed to provide a high quality customer experience, with a streamlined and efficient appearance that also promotes intuitive wayfinding, legibility and orientation. This is enhanced through a careful change in scale and detail of materials, used in the sequence of station spaces, experienced along the customer journey from street to platform.

The ISD will provide a superior experience for customers, and Victoria Cross will serve the larger North Sydney community. Within this context, Metro will be positioned as the new heart of Miller Street and North Sydney, linking transport with community, workplace, education, recreation, and government, whilst stitching together, repairing and enhancing the urban fabric.

### VICTORIA CROSS STATION DESIGN TEAM

The Victoria Cross consortium is lead by Lendlease. The Victoria Cross Design Team comprises Cox Architecture for the Station, Bates Smart for the commercial tower and Aspect Studios for the public domain design. ArchMac are the engineering lead - a joint venture between Matt MacDonald and Arcadis.

## VICTORIA CROSS STATION - DESIGN



Figure 7-1. Victoria Cross Station Architecture, Station Entrance and Concourse Platforms along the Miller Street Corridor.



Figure 7-43. Main Entrance.



Figure 7-42. Concourse Platforms.



Figure 7-41. Station Main Entrance, Miller Street.



Figure 7-44. Through-the-Rail-to-Downtown Street-level Substation.

## VICTORIA CROSS STATION - DESIGN

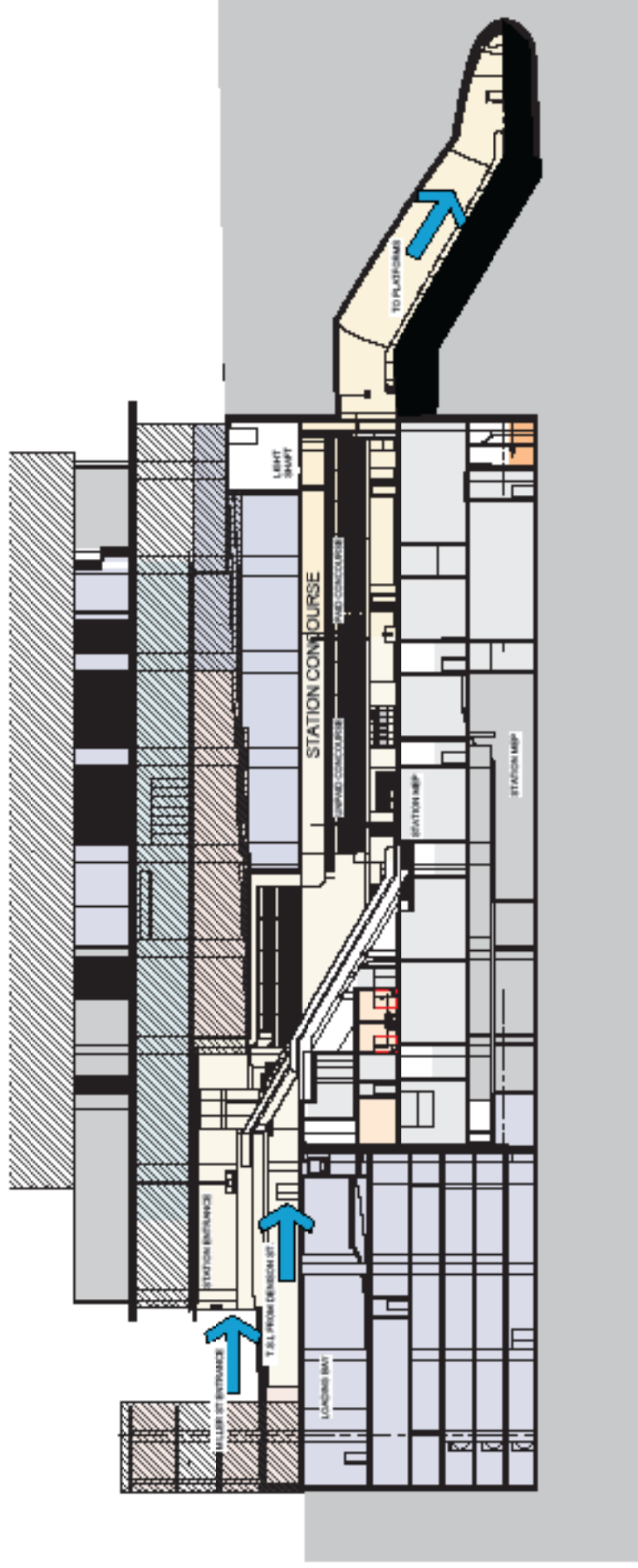


Figure 13. Southern Railway Station looking west, showing through the hall, concourse and platforms to concourse, left and right.



Figure 14-15. The journey from Southern Railway, down concourse to concourse and then through walk.

# VICTORIA CROSS STATION - DESIGN

## ARCHITECTURAL MATERIALS

### Finishes and Materials

#### Ensuring the station legibility to ease the journey

A better customer journey experience results from the creation of a cohesive branding across the Sydney Metro system, a pivotal strategy to yield a brand experience that every customer and staff member can identify and connect with. Consistency across the system will facilitate users of any ability, age, gender and first-time customers alike.

In keeping with the line-wide branding strategy of the Sydney Metro, the material strategy incorporates the form of the line-wide set of parts developed by Transport for NSW, which lead consistency to the station across the system. By adopting the same graphics and colours within the station environment, the design for Victoria Cross will establish the platform as a part of the Sydney Metro system and which, ensuring brand recognition.

#### Local Materials to Identify Victoria Cross

Unique materials, colours and finishes within the project applied to the line-wide form, will lead a unique sense of place to Victoria Cross station, allowing customers to instantly recognise the station from an arriving train.

The design strategy incorporates the form of the line-wide set of parts for signage and feature walls. The materials reflect the materials of our signage and station zones outlined in the previous sections of this report. Materials utilized will complement the bright, natural colour palette of the station.

Materials have been chosen with durability and ease of maintenance in mind. For more information about the materials, refer to the section 12.1.2.

#### Zone 4: Wall

Materials will relate to the Zone 1 wall areas, using the CSR visually integrated with the overall project.



#### Zone 3: Floor

Materials will reference the local context and provide greenery and people from the surrounding urban landscape.



#### Zone 2: Ceiling

Materials will establish the greatest identity and provide clarity for legibility of wayfinding and signage.



#### Zone 1: Waypoint

Materials will establish a light, line-wide identity with the station and be bright, streamlined and modern.

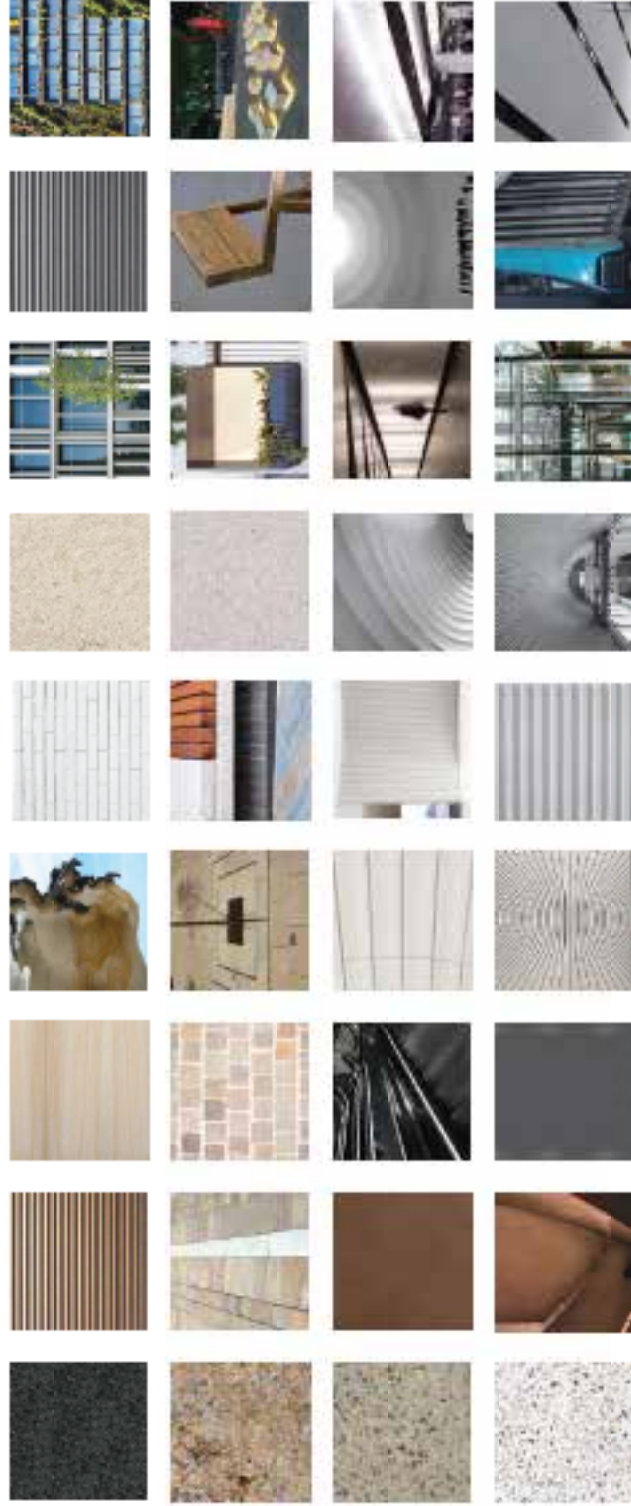


Figure 10: Architectural materials palette



## STATION BACKGROUND

### HERITAGE- INDIGENOUS

Evidence of Aboriginal occupation has been dated to 50,000 to 60,000 before present at Lake Mungo and up to 30,000 at Parramatta. The European colonisation of Australia began with the establishment of a colony at Sydney Cove in January 1788 on land inhabited by the Gadigal people. Archaeological record is limited to materials and objects which can withstand decay, stone artefacts followed by bone and shell.

There are no identified Aboriginal sites that would be impacted by the proposed works at Victoria Cross Station.

See supporting documents for further information:

Aboriginal Cultural Heritage Assessment  
Sydney Metro EIS Technical Papers  
Aboriginal Heritage

## STATION BACKGROUND

### HERITAGE - NON-INDIGENOUS

The area that now known as North Sydney was identified as an eligible site for a township by 1828, and by 1838, the basic road structure of the town centre was established on a traditional 10-chain grid, with Berry, Mount, Blue and Lavender Streets running east-west and Miller and Walker Streets running north-south.

The initial site (now the commercial centre of North Sydney) was a rectangular shaped parcel of Crown land located to the north of Hulk Bay (later renamed Lavender Bay). Subdivisions in the late 1850s and 1860s anticipated a boom period and provided allotments of various sizes, encouraging the building of cottages and terraces as well as villas and mansions.

St Leonards Park, originally envisaged by Mitchell in his 1828 plan, was designed and planned by Alderman William Tunks. The area bordering the park, south from Ridge Street to Berry Street between

Miller and Alfred Streets developed as an upper middle-class neighbourhood where businessmen, parliamentarians and doctors built grand Victorian and Federation houses on large blocks. Many of these houses were demolished from the 1960s onwards, however some remain on the northern end of Walker Street and in Ridge Street overlooking St Leonards Park, and within the school grounds of Monte Sant' Angelo Mercy College and Wivenona.



Figure 20. 1960s photograph of North Sydney looking towards Mount Miller Street, taken by Dr Robert Clark. Source: North Sydney Council, Planning North Sydney Collection, File 6000000064 (Copyright - Michael Linnay)



Figure 21. Map of St Leonards on the North River, Parish of Willeminghby, compiled, photographed and published by Higginbotham and Robinson circa 1867.

## STATION BACKGROUND

Churches were established in the area during the 1840s and 1850s with the first St Thomas's Church being constructed in 1843 (rebuilt in 1884), the construction of St Mary's in 1856 and St Peter's Presbyterian Church in 1844 (rebuilt 1886).

The Borough of St Leonards was formalised in 1869 with the establishment of local government to administer the township and providing utilities and services such as gas, water, roads, garbage collection, sewage and sanitation. The boroughs of East St Leonards, St Leonards and Victoria were amalgamated to form North Sydney Council in 1880.

During the mid-1880s, the intersection of Miller and Mount Streets and Lane Cove Road (later known as the Pacific Highway) was the commercial and civic centre of the township. This intersection was later referred to as Victoria Cross.

Development of the town centre was further boosted by the construction of the cable tramway between Miller Street and the ferry wharf at Milsons Point, via Miller and Alfred Streets. During this period, North Sydney saw the development of banks, public buildings

and shops in the civic precinct. The Post Office, Court House and Police Station complex, designed by government architect James Barnett were opened in 1886. During this period, the population of the township consisted of a mixture of professional and commercial people, skilled tradesmen and labourers. The medical fraternity established itself around Miller Street between Berry and Ridge Streets and this area became known as the 'Marquarie Street of the North Shore'.

In 1926, the town hall was relocated to the heart of North Sydney, taking over Dr Capper's Federation House on the corner of Miller and McLaren Streets. With the onset of the Great Depression and the construction of the Sydney Harbour Bridge in 1932, building activity stalled. Land values dropped and the population levels remained static. Lane Cove Road was extended to the Bradfield Highway and the Harbour Bridge, resulting in the resumption and demolition of Junction Street and the North Sydney Methodist Church on the Blue Street intersection. The road was widened and renamed the Pacific Highway in 1932 which led to the formation of the Victoria Cross intersection, a name chosen as a result of a public competition held in 1939.

The site (155-189 Miller Street) is located on one of the major north-south oriented thoroughfares of North Sydney that was originally developed as one of the high streets of the township of St Leonards. Today, Miller Street forms part of the North Sydney Central Business District (CBD) and contains predominantly high-rise and medium rise commercial office buildings, intermingled with public buildings, educational establishments, pubs, restaurants and shops. The area immediately surrounding the site comprises a number of large scale high-rise developments which as a collection of buildings define the skyline of North Sydney. In addition to these existing developments, a number of approved large scale developments, including 1 Denison Street and 100 Mount Street, will further contribute to the North Sydney skyline and introduce changes to the public domain interface at street level.

## STATION BACKGROUND

The MLC Building was the first commercial office building in North Sydney, and adjoins the site to the south. To the north on the corner of Miller and Berry Streets is the Rag & Faimish Hotel, while to the north-west is the Monte Sant' Angelo School and grounds. The MLC Building which is listed as an item of local heritage significance in the North Sydney LEP 2013 (Figure 24), opened in 1957, and is a fourteen storey cubiform office block constructed from a rigid steel frame with hollow steel floors. The building facade is comprised of curtain walls of glass and anodized aluminium spandrels which is characteristic of the Post-War International style in which the building was designed.

The Rag & Faimish Hotel, located on the north-eastern corner of Berry and Miller Streets, is a two storey painted brick hotel constructed in the Federation Free Classical Style. The building features tiles to the dado at ground level, a metal awning which extends along the Miller and Berry Street elevations, paired double hung sash windows with sixteen pane upper lights with coloured glass, string courses and a decorative parapet featuring two pediments.



Figure 23. North Sydney heritage building zones.



Figure 24. The Rag & Faimish Hotel on Berry Street in c.1907. Source: Two Pace of North Sydney photo archive, UTS Library. Copyright: Mitchell Library.



Figure 25. The MLC Building in 1957. Source: State Street Report.

## STATION BACKGROUND

### FUTURE OVER STATION DEVELOPMENT ART

As proponents for the 2 new buildings, Lendlease will be submitting a Stage 2 Development Application to the Department of Planning and Environment. It is assumed that the Consent Conditions will include a requirement for Public Art to be delivered. This Over Station Development (OSD) public art is in addition to the public art being delivered under the Metro Art Program and will be procured through an alternative process.

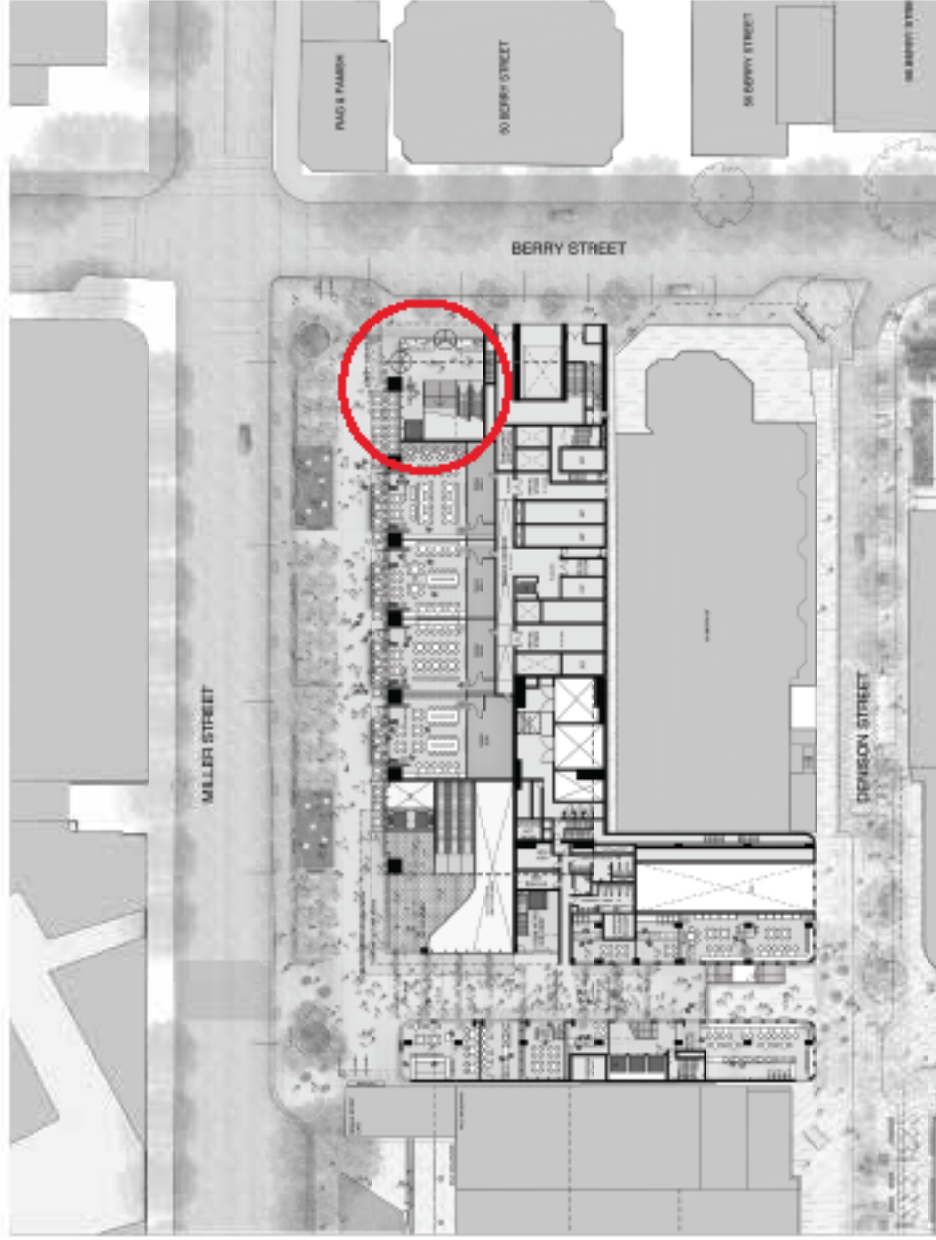


Figure M1. Potential site for OSD public art

## THE COMMISSION

### VICTORIA CROSS STATION SITE SPECIFIC ART PRINCIPLES

- Deliver publicly appropriate, accessible and engaging artwork.
- Locate artwork with a strong visual presence to mark the Metro entrances.
- Create original artwork specific to the site.
- Integrate into the architectural design.
- Incorporate the principles of sustainable design.
- Respond to CSW Metro's curatorial themes
- Ensure art supports the customer journey and does not interfere with decision making points or wayfinding.

### ARTWORK LOCATION AND OPPORTUNITIES

The Sydney Metro Design Guidelines, (2016) require Metro to be well integrated with the diverse localities and communities along the line. Public Art is an important medium for manifesting the distinct characteristics of the various neighbourhoods, contributing to identity and place making. Station entrances have been selected as the primary sites for Metro Art. Entrance locations allow the art to be experienced by the broadest audience, and to contribute to the high quality Metro experience at the start of the journey. Victoria Cross Station has multiple station entrances. The southern entrance is accessed from Miller Street and Denison Street. The northern entrance is accessed at Miller Street.

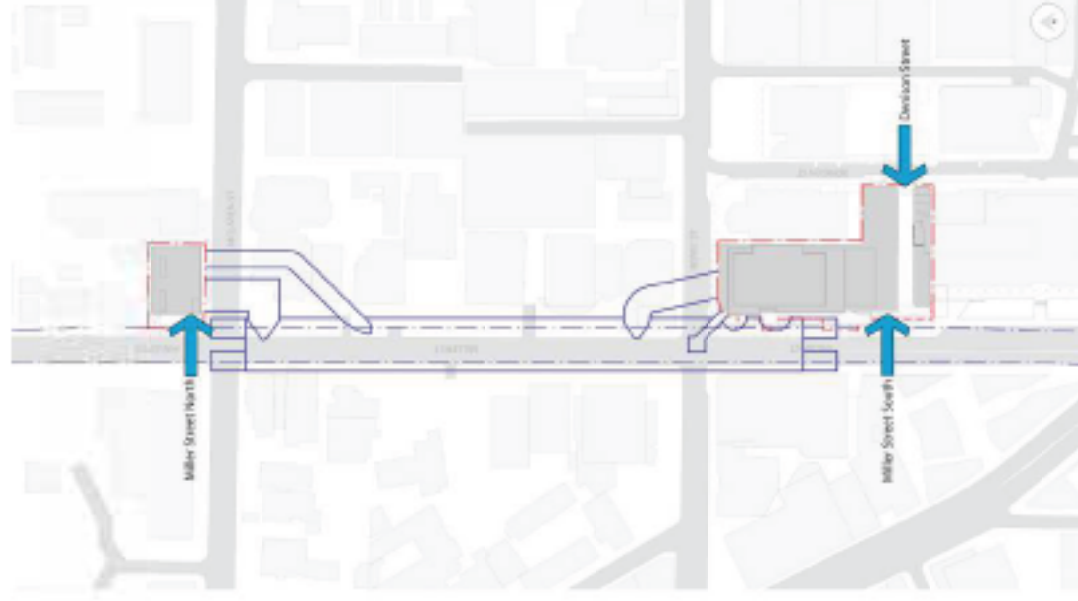


Figure 14. Victoria and Southern Victoria Cross Station Entrances. The entrance locations is accessed via Miller Street and Denison Street.

## THE COMMISSION



Figure 27. Miller Street Entrance (Miller Street), showing the main through-site link to Denison Street.



Figure 28. Miller Street Entrance (Denison Street), showing the through-site link to Miller Street.

### SOUTHERN ENTRANCES

The southern entrance is a double height volume, unifying two distinct street entrances with the higher entrance, at Miller Street on the western end of a through-site link and the lower entrance, at Denison Street on the eastern end of the link. Passengers entering from Miller Street travel down an escalator to join passengers entering from the lower Denison Street level, and then continue the journey through the gate line area in the concourse, then along stairs to the platform.

The through-site link creates a ceiling for the Denison Street entrance between the street and gate line, which is edged with retail forming an arcade.

The open air through-site link has been conceived as a new part of North Sydney's public domain. It is addressed by retail and small offices on both sides, includes considerable outdoor dining space and has stairs at the eastern end to connect to Denison Street.

The southern entrance includes double height spaces, generous glazing and voids to provide visual connectivity, promote wayfinding, increase customer amenity and provide a bright, streamlined and welcoming experience. The eastern wall to the Miller Street entrance, addresses the main void and visually connects the 2 entrances, as well as being visible from the main Miller Street Plaza and the through-site link.

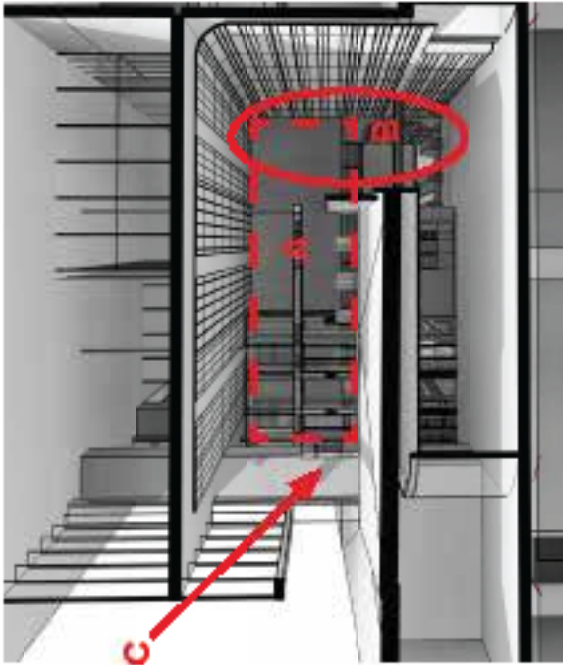


Figure 30. Southern Entrance

Southern Entrances (Miller Street and Denison Street), potential artwork locations:

- A - Wall facing entry to escalators
- B - Suspended artwork in double height void and/or ground plane
- C - Suspended artwork in double height void adjacent rear wall A

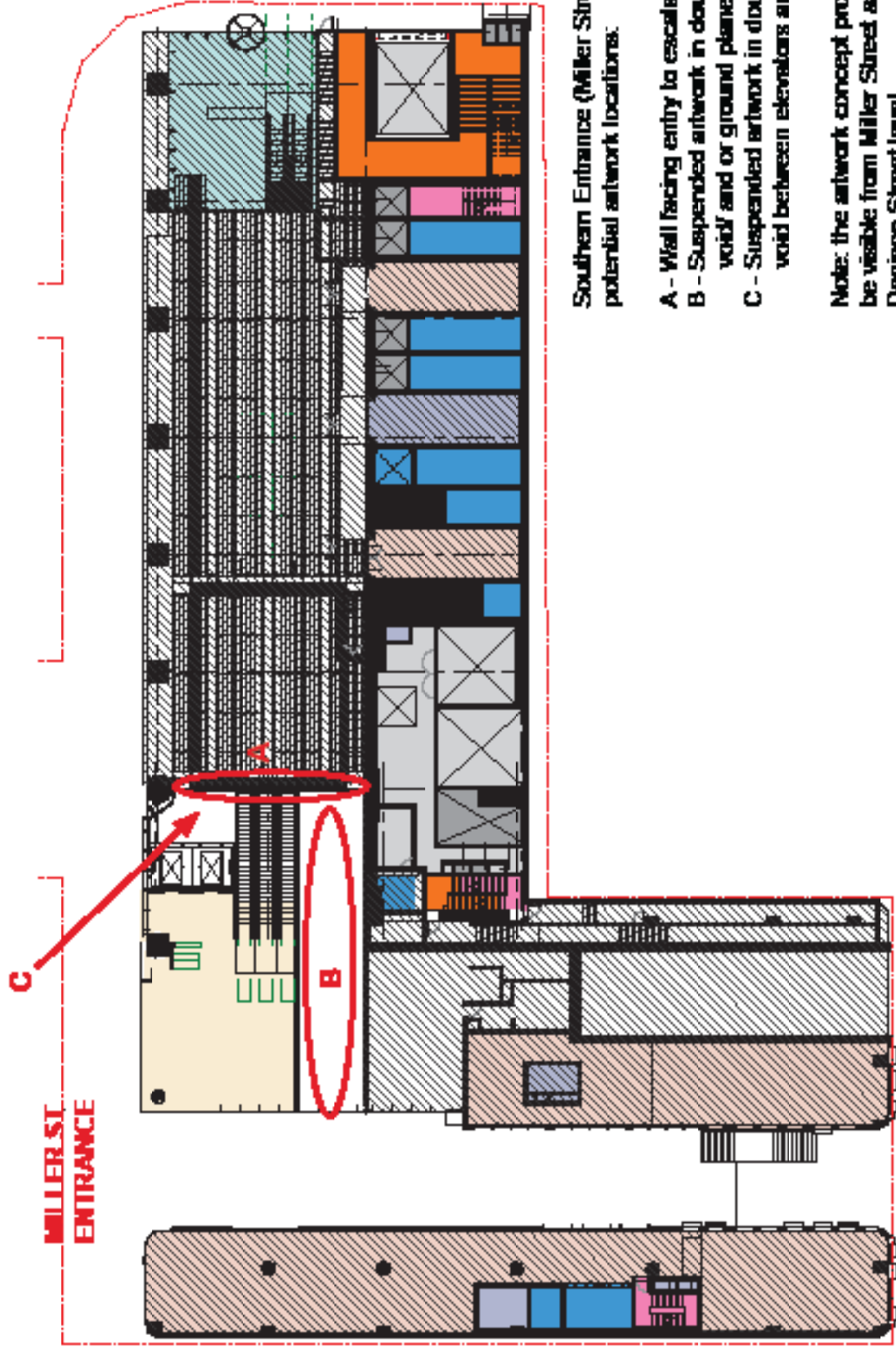
Note: the artwork concept proposal should be visible from Miller Street and from the Denison Street level!



Figure 31. Southern Entrance



# THE COMMISSION

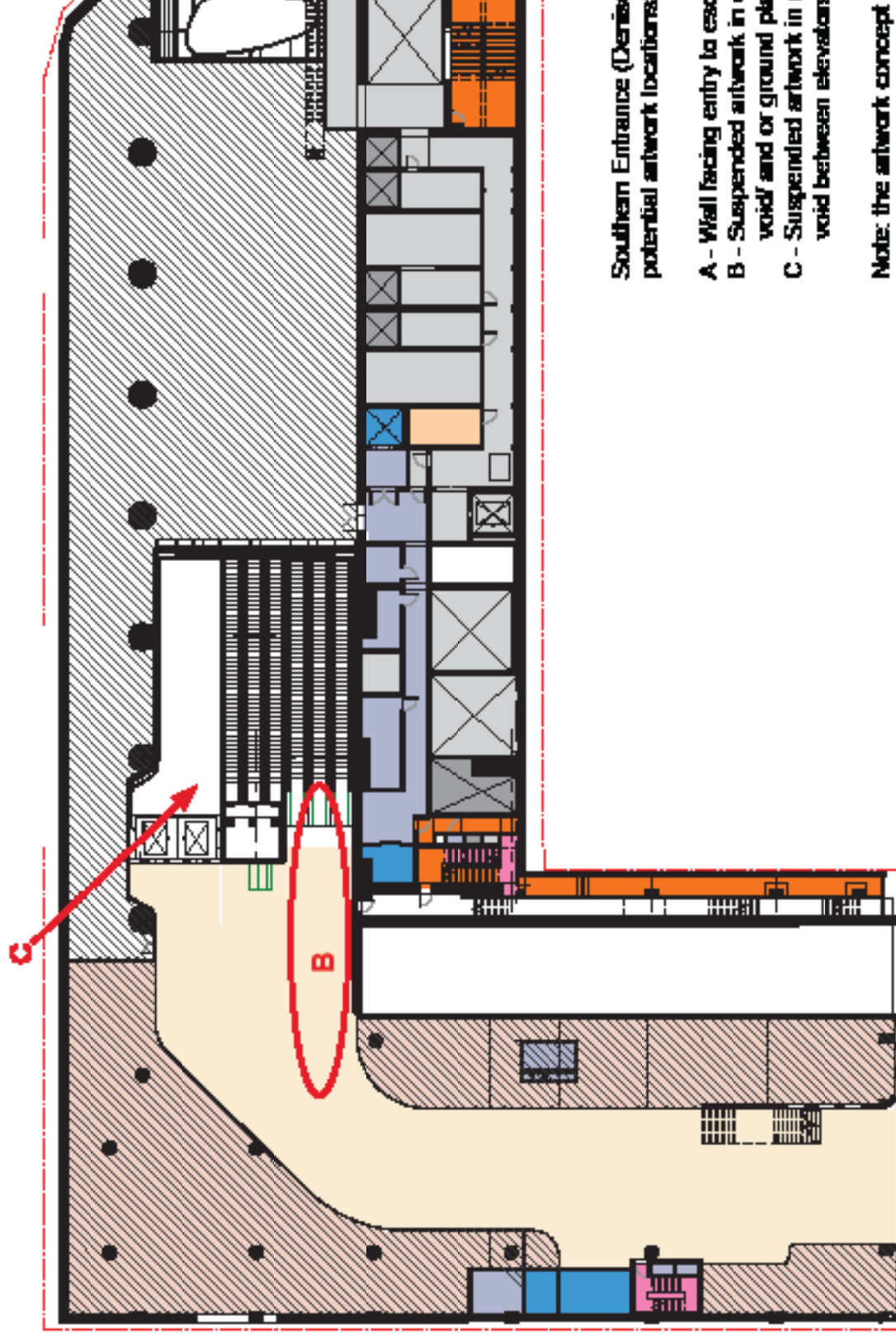


Southern Entrance (Miller Street access), potential artwork locations:

- A - Wall facing entry to escalators
- B - Suspended artwork in double height void/ and or ground plane
- C - Suspended artwork in double height void between elevators and rear wall A

Note: the artwork concept proposal should be visible from Miller Street and from the Denison Street level

Figure 32. Yvonne Green-Krahl-Blaeser, Plan showing Miller Street access, void, artwork-03b.tif



**DENISON ST ENTRANCE**

Southern Entrance (Denison Street access), potential artwork locations:

- A - Wall facing entry to escalators- not shown
- B - Suspended artwork in double height void/ and or ground plane
- C - Suspended artwork in double height void between elevators and rear wall A

Note: the artwork concept proposal should be visible from Miller Street and from the Denison Street level

Figure 23. Vehicle Core-North Entrance, Plan showing Denison Street Entrance, wall, and through-the lot.

## THE COMMISSION

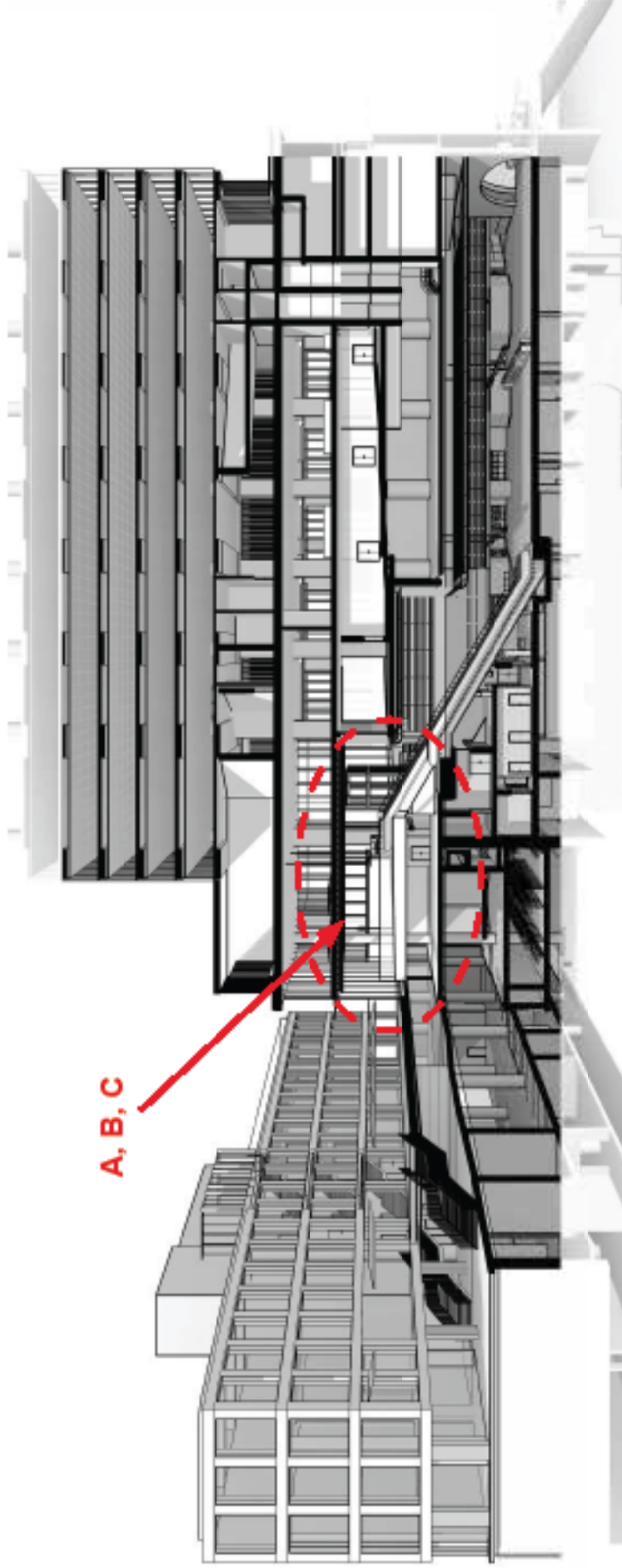


Figure 24. Southern Entrance, Miller.

**Southern Entrances (Miller Street and Denison Street), potential artwork locations:**

- A - Wall facing entry to escalators
- B - Suspended artwork in double height void and/or ground plane
- C - Suspended artwork in double height void between elevators and rear wall A

**Note:** the artwork concept proposal should be visible from Miller Street and from the Denison Street level

## THE COMMISSION

### MILLER STREET NORTHERN ENTRANCE

The northern station entrance at Miller and McLaren streets is within a building scaled to its context of civic buildings, schools, and residences. Accessed from a small public plaza, the entrance maintains the streamlined language of the southern entrances through its use of GRC and ample glazing to illuminate the concourse with natural light.

Customers will access the station level through four double-sided lifts, contained in a glass shaft, permitting visibility within the lift waiting areas and allowing the natural light to permeate through the space.

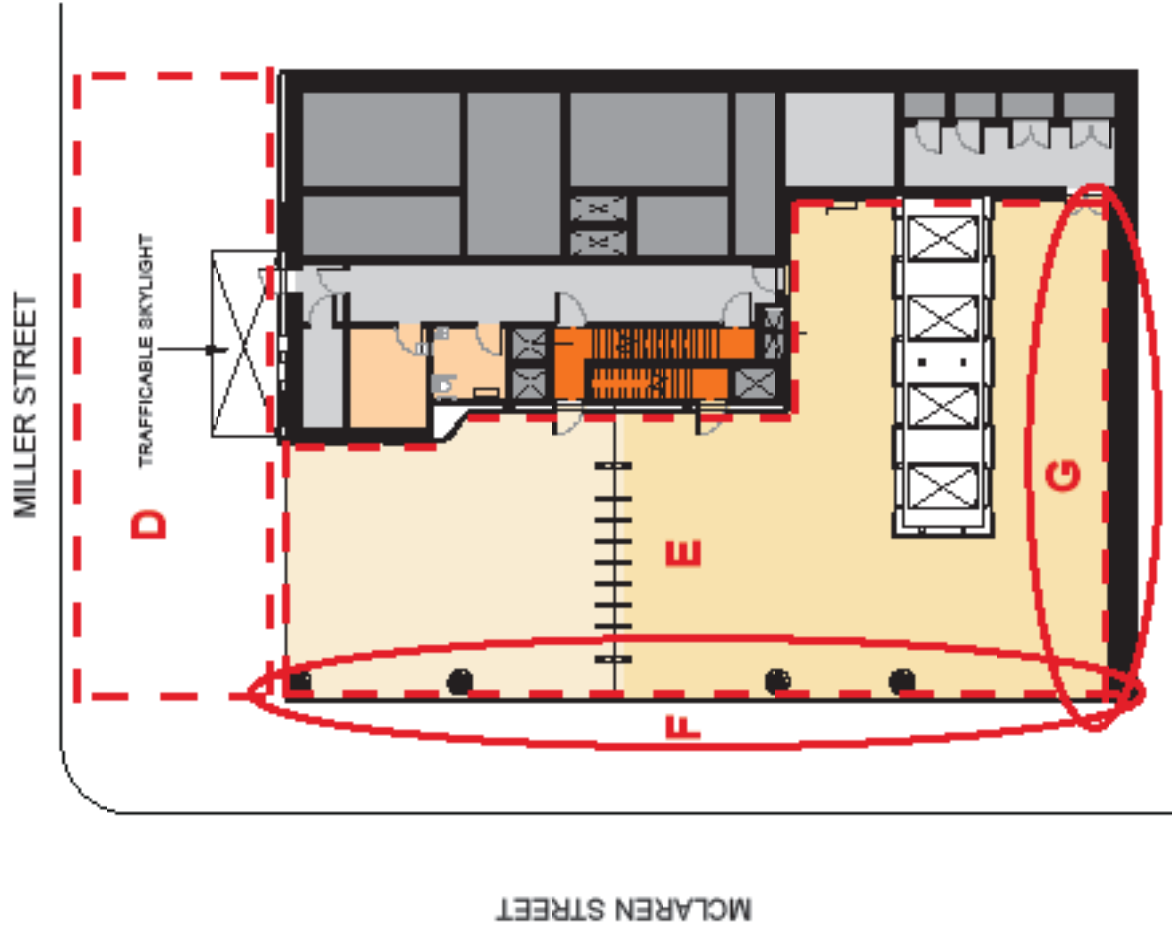
The site slopes steeply east from Miller Street, creating space for an additional story accessed from McLaren Street houses secure bike parking.

The multi-storey building contains station services. Street levels are predominantly glazed with the remaining cladding to be metal and detailed to compliment the leafy green and heritage character of the neighbourhood.



Figure 36. View of the Northern Entrance at Miller Street

# THE COMMISSION



Northern Entrance (Miller Street) - potential artwork locations:

- D - Plaza - free standing sculpture and/or ground plane, (ground plane artwork could extend inside)
- E - interior ground plane, (could extend outside)
- F - the glazed wall along McLaren Street and/or columns
- G - rear wall opposite elevators

Note: the proposed artwork concept should be visible from Miller street.

Figure 28. Northern Entrance - Plan

## THE COMMISSION

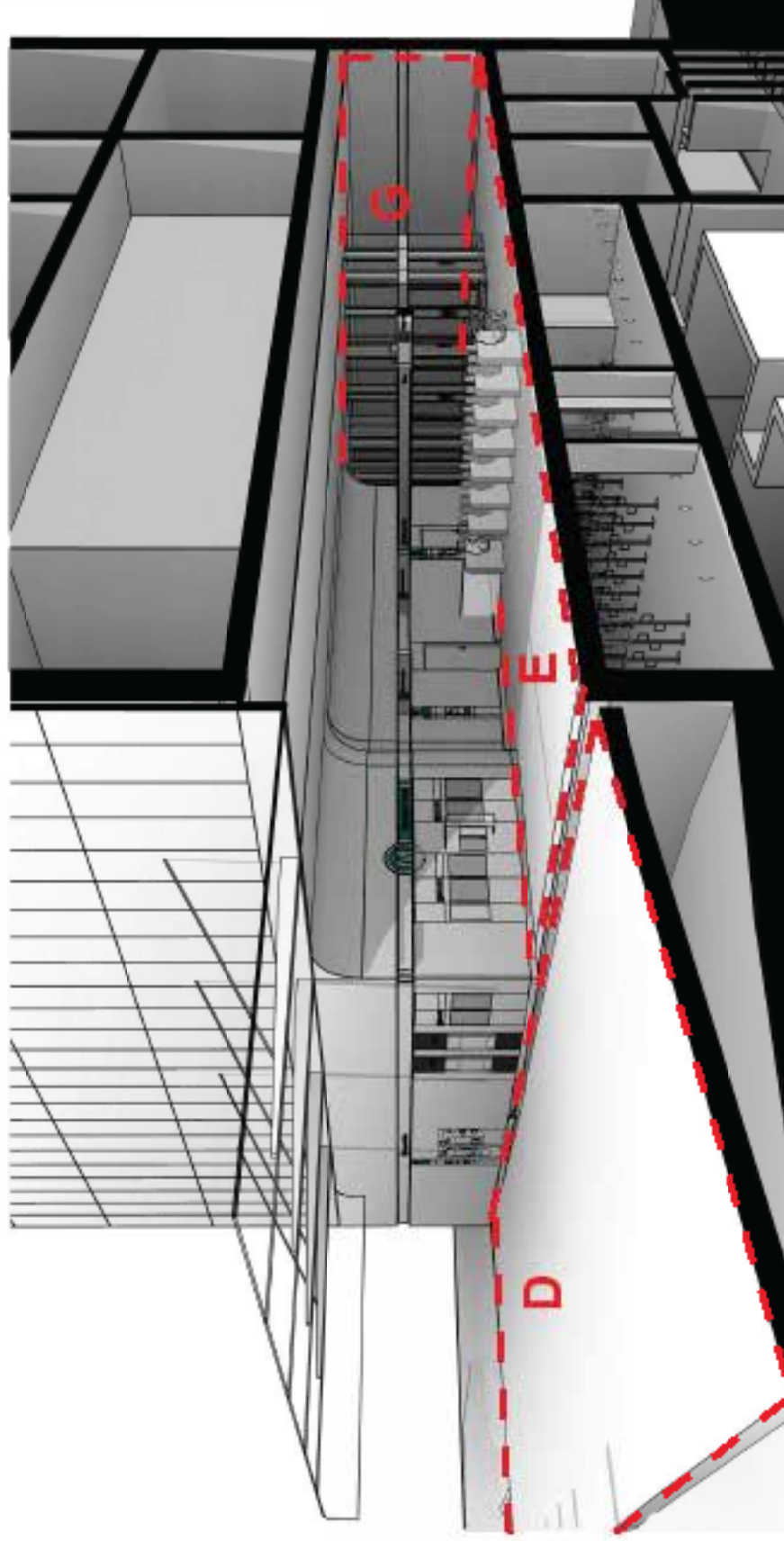


Figure 37. Northern Entrance

Northern Entrance (Miller Street) - potential artwork locations:

- D - Plaza - free standing sculpture and/or ground plane, (ground plane artwork could extend inside)
- E - interior ground plane, (could extend outside)
- F - the glazed wall along McLaren Street and/or columns (not shown)
- G - rear wall opposite elevators

Note: the proposed artwork concept should be visible from Miller Street

## THE COMMISSION

### ARTWORK BUDGET

The artwork budget of \$2,350,000 is all inclusive and must allow for all costs including but not limited to:

- Artist fee/gallery commission (if applicable)
- Artist's sub-consultant fees
- Artist's own artwork project management
- Site visits, fabrication and installation inspections, design meetings, client presentations
- All design stages
- All fabrication, storage (if required), transportation and installation costs.
- Travel and disbursements
- Insurances (as per contract)

Note: Where the artwork is integrated into an existing part of the station fabric, the established material and installation cost of the architectural element is from the main station budget and the art budget is for the extra over cost of artwork.

### ARTIST APPOINTMENT AND MANAGEMENT

The artist selection process is managed by Sydney Metro. The artist will be appointed by Sydney Metro and contracted to Lend Lease. Within this project team they will be managed by the lead station architect.

## THE COMMISSION

PROGRAM	DATE	MANAGED BY
<b>PRELIMINARY CONCEPT LIMITED COMPETITION</b>		
3 x artists invited to prepare preliminary Concept for limited competition. Artwork Brief prepared.	March 2018	Sydney Metro
Written brief provided to artists	17th April 2018	Sydney Metro
Site visit to Victoria Cross Station and presentation about Victoria Cross Station design to Artists in Competition.	18th April 2018	Sydney Metro
Artists prepare artwork preliminary concept and competition submission	8 weeks - Submission 28th May 2018	Sydney Metro
Art concepts presented to artist selection panel and preferred art/preliminary concept selected by station panel.	4th June 2018	Sydney Metro
Successful artist approved by Sydney Metro Public Art Working Group	13th June	Sydney Metro
<b>ARTWORK COMMISSION</b>		
Discussion & written clarification around scope of concept development.	TBC	Lendlease
Artial Contract formed with Lendlease	TBC	Lendlease
Artial develops concept and undertakes ongoing design and development of artwork through fabrication and installation including Maintenance Manual.	TBC	Lendlease
Final artwork, fabrication and installation approved by Sydney Metro Public Art Working Group.	TBC	Lendlease



# PRELIMINARY CONCEPT LIMITED COMPETITION

Preliminary concept submission requirements.	Evaluation Criteria	Selection Panel
<ol style="list-style-type: none"> <li>1. Written description of concept (max. 800 words)</li> <li>2. Drawings required illustrating the concept within the station environment. (min. 3 drawings)</li> <li>3. Proposed materials</li> <li>4. Preliminary budget</li> <li>5. Statement confirming capacity to meet the program</li> <li>6. Statement confirming capacity to meet the budget</li> <li>7. Statement confirming the artist or artist's team's capacity to work effectively with the station design team including willingness to collaborate and ability to produce the required technical drawings.</li> <li>8. Confirmation of insurances (as per contract)</li> </ol>	<ol style="list-style-type: none"> <li>1. Artistic merit of the concept</li> <li>2. Relevance to Sydney Metro's customers,</li> <li>3. Appropriateness to Victoria Cross Station and precinct</li> <li>4. Alignment with the Sydney Metro Art Context and Sydney Metro Art Requirements, (outlined in the Brief)</li> <li>5. Alignment with Victoria Cross Station Site Specific Art Principles, (outlined in the Brief).</li> <li>6. Capacity to meet the program</li> <li>7. Capacity to meet the budget</li> <li>8. Artist's capacity to work collaboratively and technically with station design team</li> </ol>	<p>The selection panel includes:</p> <ul style="list-style-type: none"> <li>• Sydney Metro Design Manager- Jason Hammond, Associate Director Design</li> <li>• Sydney Metro Public Art Selection Panel Chairperson- Lisa Havilah, Chief Executive, Museum of Applied Arts and Sciences</li> <li>• Public Art Representative Lendlease- Mark Robertson, Senior Project Manager Lendlease</li> <li>• Station Archited – Cox Architecture</li> <li>• North Sydney Council Representative – Alison Clarke, Team Leader Arts &amp; Culture North Sydney Council, (TBC)</li> </ul>

## **PRELIMINARY CONCEPT - LIMITED COMPETITION**

### **Contact**

**Kati Westlake**

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**0456445176**

### **Notes**

Sydney Metro reserves the right to adjust the selection process and artist selection due to unforeseen circumstances and/or changing program requirements and to not proceed with any of the preliminary art concepts.

## **SUPPORTING DOCUMENTS**

For additional information about Sydney Metro City & Southwest please refer to:

- <http://www.sydneymetro.info/>
- Station Drawing Package, additional drawings will be made available upon request

and relevant excerpts from:

- SPIR Historical Archaeological Assessment
- SPIR Aboriginal Cultural Heritage Assessment

## APPENDIX

### SURROUNDING PUBLIC ART

The North Sydney Council Public Art Policy was adopted in 2013. A public art trail has been initiated by the council as part of their vision to shape a progressive, vibrant and diverse North Sydney community. The Public Art trail comprises existing monuments and public art, and new sites where future public art will be proposed for.

The key objectives of the trail are;

- The creation of a nationally recognised cultural attraction
- A multi-layered trail experience; incorporating art, architecture, gardens and views; and
- Activation of Milson's Point Foreshore, Brett Whitley Place and Education Precinct.

The trail adjoins the Victoria Cross Southern station entrance and plaza in Miller Street between works 11 and 12; Mufujika-Wamambi (The Serpent) and Robert Woodard Fountains respectively.

A number of public artworks exist in the near vicinity.

### Health Sydney Public Art Trail

1. Lura Park Entrance Plaza
2. Oving Street
3. Oving Park
4. Lonsdale Bay (Catharine Peck)
5. Clark Park Sculpture
6. Hospital Society
7. Stretcher's Park
8. Victoria Cross Fountains
9. Lane of Commemorative by Mary Heisterkamp, Mary Waugh & Lisa Mitchell by Pencil Thins
10. May Whitley Place Statue
11. Wheeler Lane Building Facade
12. Jamieson College University
13. Mafujika Wamambi (The Serpent) by Lawrence Beck
14. Harbour Cycle by Richard Rogers
15. Brett Whitley Place
16. Former Methodist Church 6th
17. Plaza by Gary Mann
18. Inverloch Park North
19. Former North Sydney Railway
20. Australia Agent by Richard Longford



## APPENDIX

### Nearby public art - Victoria Cross Sydney Metro South surrounds



Freddie Thomas and Harry Riegseus & Mary Riegseus, Coca Cola Place, 40 Mount Street (no 9, North Sydney Art Trail)



Harry Antonious & Mary Riegseus, Lines of Communication, 2010, Coca Cola Place, 40 Mount Street (no 9, North Sydney Art Trail)



Freddie Thomas, Lascaris, 2008-10, Coca Cola Place, 40 Mount Street (no 9, North Sydney Art Trail)



Simon Grimes, 1996, 2007-2010, Coca Cola Place, 40 Mount Street



David Rampelman, Missing Corners, 2016, corner of Walker St, Blass St and Pacific Highway



Warren Langley and Julia Davis, Angles of Inclusion, 2016, on Miller St, Mount St & Pacific Highway

## APPENDIX

### Nearby public art - Victoria Cross Sydney Metro South surrounds



Robert Woodhead, *Foundations*, c1980.  
Becht Whistly Place (on 15, North Sydney Art Trail)



Laurance Beck, *Multiples: Maramba (The Sapsan)*, on  
Pacific Hwy and Beery Street



Gerald Lemass *Sculpture Garden*



Unknown, 101 Miller St



Martin Bergel, *painting*, 101 Miller St

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