



# **Consultation and Stakeholder Report**

52 McLaren Street – Planning proposal

# Contents

1	Introduction.....	3
1.1	Purpose.....	3
1.2	Planning proposal.....	3
1.3	Communication objectives.....	3
1.4	Key stakeholders.....	3
2	Community engagement summary.....	5
3	Planning proposal – formal exhibition engagement	<b>Error! Bookmark not defined.</b>

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<b>Division:</b>	City & Southwest

# 1 Introduction

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## 1.1 Purpose

The purpose of this report is to detail the early stakeholder engagement process that has taken place with adjoining neighbours in relation to the planning proposal to be lodged for 52 McLaren Street, North Sydney. It outlines the stakeholder engagement carried out prior to the planning proposal being submitted to North Sydney Council. Additionally, this report details future planned stakeholder and community engagement activities that will take place during the public exhibition period in the second half of 2022.

## 1.2 Planning proposal

The site, 52 McLaren Street, is adjacent to the Victoria Cross Station northern entrance, and is currently being used to help construct the metro station. The land at 52 McLaren Street will no longer be required upon the completion of the metro infrastructure in 2024. Sydney Metro are undertaking a planning proposal with North Sydney Council which seeks new maximum heights of the buildings, ground floor activation and a mix of residential, community and commercial uses on site.

The proposal has been developed in line with North Sydney Council's vision. The Council's Civic Precinct Planning Study (CCPS) which was endorsed in November 2020, included a 14 storey and 24 storey building above a podium and associated design guidelines. The development as part of this planning proposal has been modified to a single built form with varying heights of 8-storeys (instead of 14-storeys) and 24-storeys.

No construction is being proposed as part of this application.

## 1.3 Communication objectives

Sydney Metro communication objectives include:

- informing adjoining neighbours of the Sydney Metro proposal for the future development of the site
- advising the community of the planning process, to ensure public concerns are understood and considered in the formal development of the proposal and encourage community participation
- building upon existing community and key stakeholder relationships and maintaining goodwill.

## 1.4 Key stakeholders

Following early engagement with adjoining owners, a broader engagement strategy is planned for the public exhibition of the planning proposal in the second half of 2022.

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

- state government agencies
- relevant elected officials
- local councils
- public utilities
- business and industry groups
- public transport customers
- directly impacted stakeholders
- directly impacted communities and businesses
- the broader community.

## 2 Community engagement summary

Sydney Metro began early community engagement with adjoining neighbours in June 2021.

On 18 June 2021, adjoining neighbours were called directly to provide a high-level overview and invited to attend an individual briefing session to understand the planning proposal for 52 McLaren Street. The briefings provided a high-level summary of the planning proposal including building envelopes and uses, ground plane, alignment with the North Sydney CCPS, the planning process and next steps (refer to Appendix 1).

Following each briefing, a summary of key themes and a copy of the presentation was issued to all attendees. Stakeholders were encouraged to provide any further thoughts, comments or suggestions by Monday 19 July 2021.

Table 1 provides a summary of the adjoining neighbours that were engaged.

**Table 1 – Engagement summary**

Adjoining neighbour	Briefing details	Date
Wenona School	<ul style="list-style-type: none"><li>Phone call and follow up email including an invitation for a briefing</li><li>Briefing online – Microsoft Teams</li><li>Follow up email with briefing summary notes</li></ul>	18 June 2021 23 June 2021 25 June 2021
243 Miller Street	<ul style="list-style-type: none"><li>Phone call and follow up email including an invitation for a briefing</li><li>Briefing onsite</li><li>Follow up email with briefing summary notes</li><li>Email to advise close of comments is extended</li></ul>	18 June 2021 24 June 2021 25 June 2021 6 July 2021
McLaren Apartments (39 McLaren Street)	<ul style="list-style-type: none"><li>Phone call and follow up email including an invitation for a briefing</li><li>Briefing online – Microsoft Teams</li><li>Follow up email with briefing summary notes</li><li>Email to advise close of comments is extended</li></ul>	18 June 2021 28 June 2021 29 June 2021 6 July 2021
Harvard Apartments (237 Miller Street)	<ul style="list-style-type: none"><li>Phone call and follow up email including an invitation for a briefing</li><li>Briefing online – Microsoft Teams</li><li>Follow up email with briefing summary notes</li></ul>	18 June 2021 5 July 2021 6 July 2021
Commercial building (41 McLaren Street)	<ul style="list-style-type: none"><li>Phone call and follow up email including an invitation for a briefing</li><li>Follow up email sent</li><li>Follow up phone call - Advised that no briefing was required. A copy of the presentation was issued.</li></ul>	18 June 2021 24 June 2021 30 June 2021
Rydges Hotel (54 McLaren Street)	<ul style="list-style-type: none"><li>Email sent with information and offering of a briefing – no feedback received.</li></ul>	22 June 2021
Aqualand development (168 Walker Street)	<ul style="list-style-type: none"><li>Phone call and followed up email.</li></ul>	22 June 2021

Below is a summary of the initial feedback and sentiment captured during each briefing.

**Table 2 – Summary of feedback**

Theme	Feedback	Response
<b>Traffic and parking impacts</b>	Concerns about additional traffic generation in Elliot Street	As part of the planning proposal there is a traffic and parking impact assessment in section 6.9.
	Details about what considerations have been undertaken to reduce traffic in the local area	Due to the close proximity to public transport, Sydney Metro propose a reduction in the parking rates for the development and to promote alternative transport modes including bicycle and ride share provisions as part of this planning proposal.
	Impact on already limited street parking	A green travel plan framework has also been developed for the planning proposal for further refinement in future development application stages by others.
	Concerns raised about the current traffic impacts around McLaren Street, Walker Street and Miller Street and potential future traffic impacts as a result of this proposal/start of metro operations	As part of the planning proposal there is a traffic and parking impact assessment in section 6.9.
	Additional traffic noise and associated pollution	
	Pedestrian safety impacts from increased traffic volumes	
<b>Solar impacts/overshadowing</b>	Impacts to the 37 McLaren Street building	A detailed solar impact assessment can be found in section 6.4 which details solar access on the June 21 winter solstice (worst case scenario). The assessment also considers the adjoining developments as well.
	Impacts to the 237 Miller Street building, in particular the lower levels	
	Further information required to understand impact, including mid-winter impacts on neighbouring properties	
	View that the street and footpath should have solar access along both sides of McLaren Street due to likely increase in pedestrian activity	The planning proposal will be assessed against the Apartment Design Guide (ADG) which is a state planning document that applies to all new residential apartment buildings. This sets out what level of solar access is to be

		retained to neighbouring residential developments - living rooms and private open spaces of at least 70% of apartments in a building receive a minimum of two hours direct sunlight between 9am and 3pm during mid-winter.
	Concerns regarding the analysis in the CCPS	<p>The CCPS is a strategy prepared by North Sydney Council. This planning proposal adopts the vision and recommendations made by North Sydney Council for 52 McLaren Street.</p> <p>For further information regarding the CCPS, please contact North Sydney council.</p>
<b>Building envelope / height</b>	Desire for the taller building to be located at the southern part of the site	Noted.
	Concerns regarding current Local Environmental Plan (LEP) vs proposed amendments to LEP	<p>The building envelope will follow the principles established in North Sydney Council's CCPS. The building will have a podium with two buildings above.</p> <p>The current control for the building height is RL110. The planning proposal is seeking an updated control of RL 156 (24 storeys) and RL 106.2 (8 storeys) in line with the CCPS endorsed by North Sydney Council in November 2020.</p>
	Concerns that the future developer will change elements of this planning proposal	As part of this planning proposal, Sydney Metro is seeking a building envelope that will set the maximum height and setbacks that a future developer will need to adhere to. If the future developer would like to vary those controls it would need to go through the same planning proposal process, including ensuring the community has an opportunity to comment.
	Location of the taller building on the site	The location of the 24-storey and 8-storey buildings is as per Council's design guidelines for the 52 McLaren Street site as set out

		in the North Sydney Council's CCPS.
	Concern that 24-storey building is too high for the site	The proposed building height follows the principles established in North Sydney Council's CCPS.
	Concern that proposed height is higher than the current controls in place	
<b>Green space</b>	Queries about how much green space will be integrated into the development	The concept proposal identifies outdoor areas where there may be opportunity to provide spaces for seating with associated landscaped areas.
	Preference for more green space	
		The proposed through site link will also incorporate green elements integrated with the broader development.
	Query about whether the two fig trees be retained	Yes. These two fig trees on McLaren Street form part of the planning proposal.
	Query about whether the Cowrie Pine tree on the lower western corner near the Rydges Hotel would be retained	The Cowrie Pine tree is located outside the boundary of 52 McLaren Street and will not be removed as part of this planning proposal.
<b>Through site link</b>	North – south connection is a desirable link also allowing for a potential southern entrance to Wenona School	Noted. A north-south through link connecting Faith Bandler Place and Elliot Street forms part of this planning proposal.
	Queries about ownership of the through site link	This detail will be discussed with North Sydney Council as part of the assessment for this planning proposal.
	Moving through site link to western boundary	The North Sydney Development Control Plan detailed a link on the eastern boundary as it provides a better connection for the broader north-south through site link in the Ward Street Precinct and Elliot Place.  Further details are outlined in the planning proposal.
<b>Uses</b>	Query regarding whether aged care is part of the proposal	Prior to Sydney Metro acquiring the site for construction of the



		<p>Victoria Cross northern entrance, there was a development application on the site for an aged care land use. However, the future developer of the site will determine the use of the site.</p> <p>The planning proposal is for a mixed-use development with predominantly residential uses and commercial uses located in the podium.</p>
	Site to be a green area through link	The proposed through site link will incorporate green elements integrated with the broader development.
	Studies regarding alternative land use options for this site	The building envelope/uses follow the principles established in North Sydney Council's CCPS.
<b>Façade/design</b>	Location of the core walls and design of the façade on the northern site opposite the school	Design guidelines will be provided as part of the concept proposal. The developer will provide a detailed design that will incorporate the detailed design of the proposed buildings.
	Length of buildings	The two buildings (24-storeys and 8-storeys) will have a unified podium. The built form will be connected through a glass corridor from levels 3-8 to not only articulate the façade, given the site's length.
	Preference for a gap between the two buildings	There will be no gap between the buildings as a single built form is now proposed. The built form from levels 3-8 will be connected via a glass corridor to articulate the façade given the site's length.
	Number of apartments planned	<p>Details about exact numbers will not be finalised until the future developer submits their detailed design.</p> <p>As part of a concept design for this planning proposal, an indicative figure based on the floorspace proposed has been provided in the</p>

		urban design report in Appendix A, which has undertaken analysis such as traffic and ADG compliance.
<b>Planning process</b>	Need for a planning proposal	This is to allow for the LEP amendment.
	Timing of site being released to market	The site will be released to market after the approval of the planning proposal. This is expected to be around late 2023 but depends on the associated planning process.
	Timing of commencement of construction	The timing depends on the future developer and the approvals required as per the development application process. This could potentially be around 2027/2028.
	Responsibility for selling the land	<p>Sydney Metro is preparing a planning proposal to be lodged with North Sydney Council.</p> <p>The planning proposal seeks to establish new maximum height of buildings in line with North Sydney Council's CCPS, ground floor activation, and a mix of residential and commercial uses.</p> <p>Sydney Metro will release the site to market once the planning proposal has been approved.</p> <p>The successful tenderer will become the landowner and will be responsible for the detailed design of the site and future development applications.</p>
	Objective of the planning proposal and sale	The objective of the planning proposal is to give North Sydney Council and community certainty around the future development of the site prior to issuing it to the market.

<b>Future developer</b>	Future developer complying with planning proposal	<p>The planning proposal will result in amendments to the planning controls applied to the site. Any future development will need to comply with these controls.</p> <p>The through site link is recognised in the North Sydney Development Control Plan and any future consent authority will need to ensure compliance of this development to those plans. This includes a through site link on the eastern boundary of site.</p>
<b>Future plans</b>	Possibility of pedestrianising Elliot Street.	This suggestion is outside the scope of this planning proposal.
<b>Lighting</b>	Request for natural light to properties to be retained	Please refer to section 6.4 of the planning proposal that details solar amenity impacts.
<b>Setbacks</b>	Details about the proposed setbacks	The proposed setbacks are outlined within the planning proposal (refer to Figure 38).
<b>Integration with the new development</b>	How adjacent school site will integrate with this development	Further discussions and onsite walks proposed to understand this in more detail.
<b>Heritage</b>	Design needs to be sympathetic to the surrounding buildings	A heritage impact statement has been provided that addresses heritage impacts and mitigations. Refer to section 6.11 of the planning proposal.
<b>Integrity of the metro station</b>	How future development interacts with station entry	<p>The structure of the Victoria Cross Station northern entrance sits within 50 McLaren Street, which will sit separate to 52 McLaren Street site. The design of the 52 McLaren Street planning proposal has considered if there are any impacts to the future entrance.</p> <p>As part of the development application, the future developer will also have to carry out a rail corridor assessment due to the close proximity to metro infrastructure.</p>

<b>Use of land before construction begins</b>	Status/use of the site between when developer takes ownership and construction begins	Sydney Metro will no longer be the land owner of 52 McLaren Street once it has been sold. This will be up to the future developer of the site to propose any interim activation prior to any construction.
<b>Privacy</b>	Privacy for local residents	Privacy impacts have been assessed as part of this planning proposal. Please refer to section 6.5 of the planning proposal.
<b>Pollution</b>	Increased amount of light spillage at night	These considerations will be assessed at the Development Application stage to be prepared by the future developer.
	Additional noise and air pollution from air conditioning units	
	Additional noise from increased population in area	An acoustic assessment based on the concept proposal has been prepared as part of this planning proposal. Please refer to section 6.10 of the planning proposal.
<b>Wind impacts</b>	Increased wind tunnelling effects	A qualitative wind assessment has been carried out as part of this planning proposal. Please refer to section 6.8 of the planning proposal.
<b>Environmental impacts</b>	Assessment of potential environmental impacts	There is an environmental assessment addressing a number of considerations associated with the planning proposal such as build form and urban design, landscape concept, overshadowing, visual privacy and more. Please refer to section 6 of the planning proposal.
<b>North Sydney Council Civic Precinct Planning Study</b>	Consultation undertaken and concerns previously raised	<p>The CCPS was prepared, exhibited and endorsed by North Sydney Council. The 52 McLaren Street proposal adopts the design guidelines and vision expressed in Council's documentation.</p> <p>For further information regarding the CCPS, please contact North Sydney council.</p>

<b>Presentation slides</b>	Slide 4 – incorrect label for Harvard Apartments	Noted and updated.
	Slide 8 – Opinion that concept image is misleading and not to scale	The artist's impression is to provide an early concept for the proposed site. As part of the formal exhibition in the second half of 2022, there will be a number of technical drawings and scaled plans to review.
<b>Early engagement consultation period</b>	Concerns about the limited time to provide feedback during this first stage.	<p>Feedback timeframes were extended for two weeks following the final briefings to adjacent residences.</p> <p>This stage is early engagement and is designed to facilitate early conversations.</p> <p>A broader engagement strategy and formal consultation is planned for public exhibition of the planning proposal expected in the second half of 2022.</p>
<b>Construction fatigue</b>	Continuous development in excess of 10 years along McLaren Street.	The project team from Victoria Cross Station is continuing to implement suitable mitigation measures in accordance with the requirements of the planning approval, relevant codes and standards. In addition, there is ongoing noise and vibration monitoring during work and a dedicated Community Place Manager to respond to any concerns made via the 24-hour community information line and email address.

### 3 Planning proposal – formal exhibition engagement

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Sydney Metro will lodge the planning proposal with North Sydney Council. North Sydney Council will then review the proposal in consultation with the Local Planning Panel and lodge with the Department of Planning and Environment (DPE). DPE will consider the proposal, provide comments and any further refinements or adjustments required and issue it back to North Sydney Council to carry out the formal public exhibition.

Sydney Metro will undertake the following consultation and engagement activities during the statutory public exhibition period:


- community information sessions – two information sessions to be held during the public exhibition period. Sessions will be held on a weeknight and a weekend to ensure the community has options to attend. Sessions will provide the community with information on the planning proposal and how to lodge formal submissions
- email updates – regular email updates will be provided to subscribed community members regarding public exhibition timelines, how to lodge formal submissions and invitations for the community information sessions. Regular email updates to the community will also be provided on an as needed basis
- newsletter – a community newsletter will be distributed to stakeholders and letterbox dropped within 200 metres of the site. The newsletter will provide information on the planning proposal and how the community or stakeholders can lodge their formal submissions
- government stakeholder engagement – relevant government stakeholders will be consulted with as required
- newspaper advertising – ads will be placed in relevant newspapers to advertise the community information session dates and timings
- website updates – the Sydney Metro Victoria Cross integrated station development webpage will be updated to include all relevant information.

## Appendix 1 – Presentation

NSW Sydney METRO City & Southwest

### Victoria Cross Station

Planning proposal - 52 McLaren Street, North Sydney



April 2021

NSW Sydney METRO City & Southwest

### Acknowledgement of country

I would like to acknowledge Aboriginal peoples as the traditional owners and custodians of the land on which we meet today.

I would also like to pay my respects to Elders past, present and future, extending this respect to all Aboriginal people here today, no matter where you come from.

### Agenda

- Introductions
- Site context
- North Sydney Council Strategic Process
- Proposed envelope
- Ground plane
- Solar access
- The planning process
- Next steps
- Questions



An artist's impression of the proposed through site link to Elliot Street.


### Site context



### North Sydney Council Strategic Process

Civic Precinct Planning Study – Adopted November 2020

- Proposal for two buildings - one 24 storeys and one 14 storeys.
- Mixed use zoning to remain (residential or commercial).
- A public benefit offering to North Sydney Council including a childcare space and a through site link from Faith Bandler Place to Elliot Street.



Source: North Sydney Civic Precinct Study, page 27

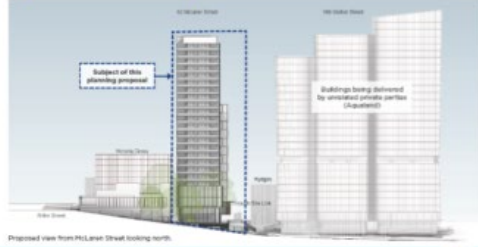
### Proposed envelope and uses

Option 1: Residential and Commercial Podium

Option 2: Residential and Commercial



### Proposed envelope



Proposed view from McLaren Street looking north.

### Ground plane

#### Public domain concept

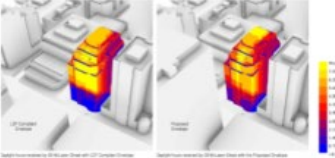
- Through site link to Elliot Street.
- Through site link has been designed as Disability Discrimination Act (DDA) compliant.
- Proposed activated uses are aligned with North Sydney Council's vision through retail spaces.



An artist's impression of the proposed through site link to Elliot Street.

### Solar access to existing residences

- Solar access to 37 McLaren Street improved with adjustment to envelope
- Under a proposed envelope, lower floors receive at least 2 hours of sunlight
- Impacts are same under both options (commercial/residential or residential only)



Impacts are the same under both options (commercial/residential or residential only)

### Solar access to existing residences

- Solar access impacts to the Harvard Apartments is minimal
- Under proposed envelope building is still compliant
- Impacts are same under both options (commercial/residential or residential only)



Impacts are the same under both options (commercial/residential or residential only)



## The planning process

- Sydney Metro is preparing a planning proposal to be lodged with North Sydney Council.
- The planning proposal seeks to establish new maximum height of buildings, ground floor activation, and a mix of residential and commercial uses.
- Sydney Metro will release the site to market once the planning proposal has been approved.
- The successful tenderer will become the landowner and will be responsible for the detailed design of the site.

11

## Next steps

Please submit your feedback via email to [sydneymetro@transport.nsw.gov.au](mailto:sydneymetro@transport.nsw.gov.au) by 5pm on Monday 19 July 2021.

Following early consultation, the planning proposal will be publicly exhibited where the wider community will get a chance to provide feedback and lodge formal submissions directly with North Sydney Council.



12

## Questions and answers



13



City & Southwest

### Contact us

- 1800 171 386 Community information line open 24 hours
- [sydneymetro@transport.nsw.gov.au](mailto:sydneymetro@transport.nsw.gov.au)
- Sydney Metro City & Southwest, PO Box K659, Haymarket NSW 1240
- If you need an interpreter, contact TIS National on 131 450 and ask them to call 1800 171 386

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