



# **CROWS NEST SYDNEY METRO SITE**

## **REZONING PROPOSAL**

**NSW DEPARTMENT OF  
PLANNING AND ENVIRONMENT**

OCTOBER 2018



October 2018

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## **ATTACHMENT B – URBAN DESIGN STUDY (SJB)**

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## **ATTACHMENT D – CONSISTENCY WITH STRATEGIC PLANS**





# 1.0 OVERVIEW

## 1.1 INTRODUCTION

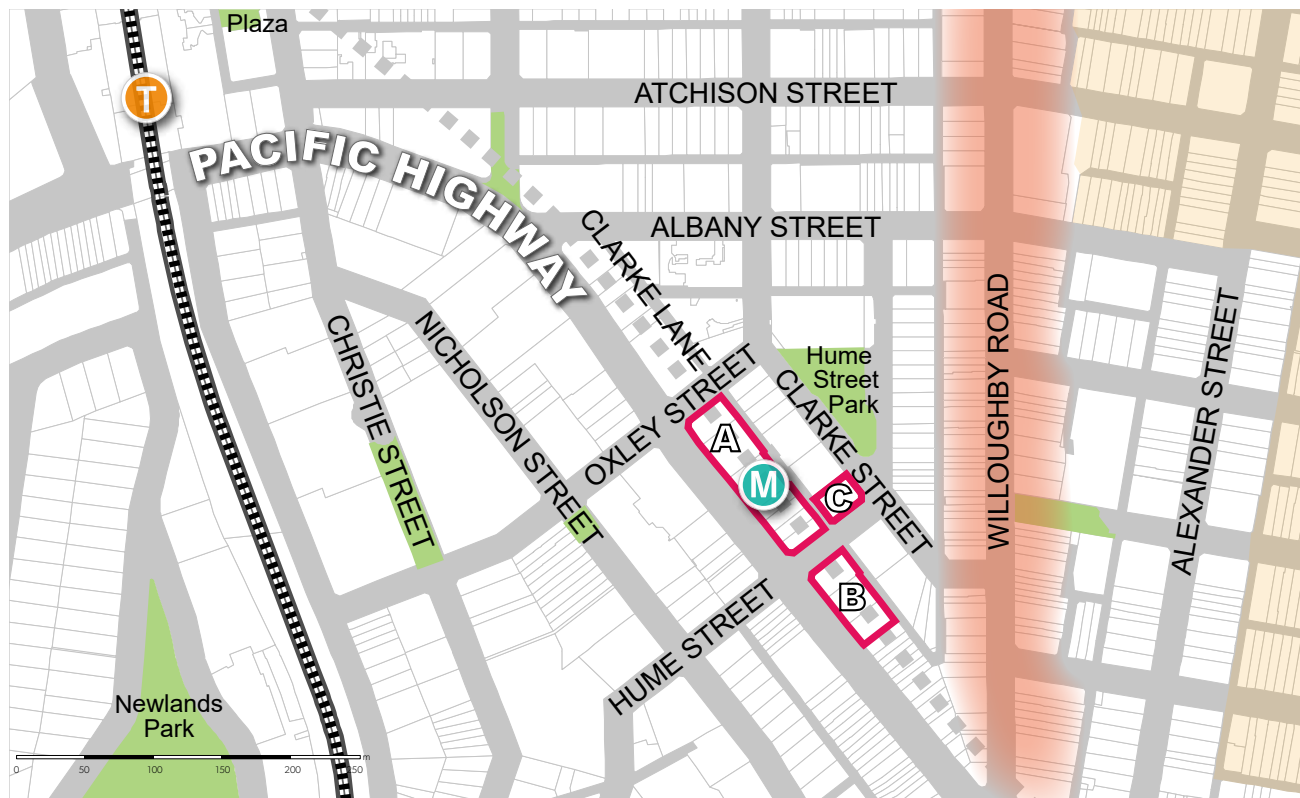
The Department of Planning & Environment (the Department) has prepared this Rezoning Proposal Report (the Report) to support a proposal to amend *North Sydney Local Environmental Plan (LEP) 2013*. The Rezoning Proposal applies to land acquired by the Sydney Metro for construction of the Crows Nest Sydney Metro station. This land (the Sydney Metro sites) is generally located on the Pacific Highway, Crows Nest as identified at Figure 1.

This report describes:

- the planning context and justification for proposed amendments;
- key considerations and how these considerations have informed proposed amendments; and
- recommended controls and matters for consideration for future development.

The following supporting documents are provided as an attachment to this report:

- **Discussion Paper** – An explanation of the proposed statutory changes to North Sydney LEP including proposed height of buildings, floor space ratio and design excellence clauses (Attachment A).
- **Urban Design Study** – An analysis of the local context, existing and proposed urban design and public domain controls and a view impact and overshadowing analysis (Attachment B).
- **Heritage Design Guide** – An analysis of the impact of proposed North Sydney LEP amendments on a local heritage item located adjacent to the Sydney Metro sites (Attachment C).



Sydney Metro Owned Land (the Sites)  
 Railway Line

Railway Station  
 Metro Station  
 Metro Line

Existing Open Space  
 Urban High Street

Figure 1 – Local Context





## 1.2 THE SYDNEY METRO SITES

The Sydney Metro sites are located above and adjacent to the approved (underground) Crows Nest Sydney Metro station, as shown in Figure 1. The Sydney Metro sites have a total area of 6,356m<sup>2</sup> and can generally be described as three rectangular blocks:

- **Block A** – bounded by Pacific Highway, Hume Street, Clarke Lane and Oxley Street;
- **Block B** – part of the block bounded by Pacific Highway, Hume Street and Clarke Lane; and
- **Block C** – part of the block bounded by Clarke Lane, Hume Street, Clarke Street and Oxley Street.

The Sydney Metro sites are in NSW Government ownership (Sydney Metro) and located within the North Sydney Local Government Area (LGA). Table 1 (below) provides the Lot and Deposited Plans (DP) numbers for the sites.

Table 1: Address of Sydney Metro sites

Block	Address	Lot and DP
<b>A</b>	497 Pacific Highway	Lot 2 DP 575046
	501 Pacific Highway	Lot 1 DP 575046
	503-505 Pacific Highway	Lot 3 DP 655677
	507-509 Pacific Highway	Lot 4 DP 1096359
	511-519 Pacific Highway	SP 71539
	521-543 Pacific Highway	Lot A & B DP 374468
<b>B</b>	477 Pacific Highway	Lot 11 DP 747672
	479 Pacific Highway	Lot 101 DP 747672
	491-495 Pacific Highway	Lot 100 DP 442804
<b>C</b>	14 Clarke Street	Lot 1 DP 1223850





### 1.3 SYDNEY METRO

The Sydney Metro project, Australia's largest transport project, is a city shaping project. The NSW Government has invested more than \$11 billion on the Sydney Metro City & Southwest stage of the project. With this significant public investment in world-class transport infrastructure comes a number of benefits, including opportunities for transit-oriented development to provide new homes, jobs, public domain improvements and community infrastructure in this highly accessible location.

Figure 2 shows Sydney Metro City & Southwest in the context of the wider Metro project:

- Sydney Metro Northwest - Tallawong to Chatswood (opening in 2019);
- Sydney Metro City & Southwest – Chatswood to Bankstown (opening in 2024); and
- Sydney Metro West – CBD to Westmead (under early investigation).

#### State Significant Infrastructure

Planning approval for the Sydney Metro City & South West stage of the project has two key components:

- 1. State Significant Infrastructure (SSI)** - approval of the new rail line including tunnels, new stations and associated infrastructure; and
- 2. Integrated Station Development (ISD)** – development above and adjacent to the station box on Sydney Metro owned land.

Planning approval for the first component was granted in January 2017. The approval applies to the 16.5 kilometre rail line between Chatswood and Sydenham, including a new station infrastructure at Crows Nest (SSI reference: 15\_7400). Early works are underway.

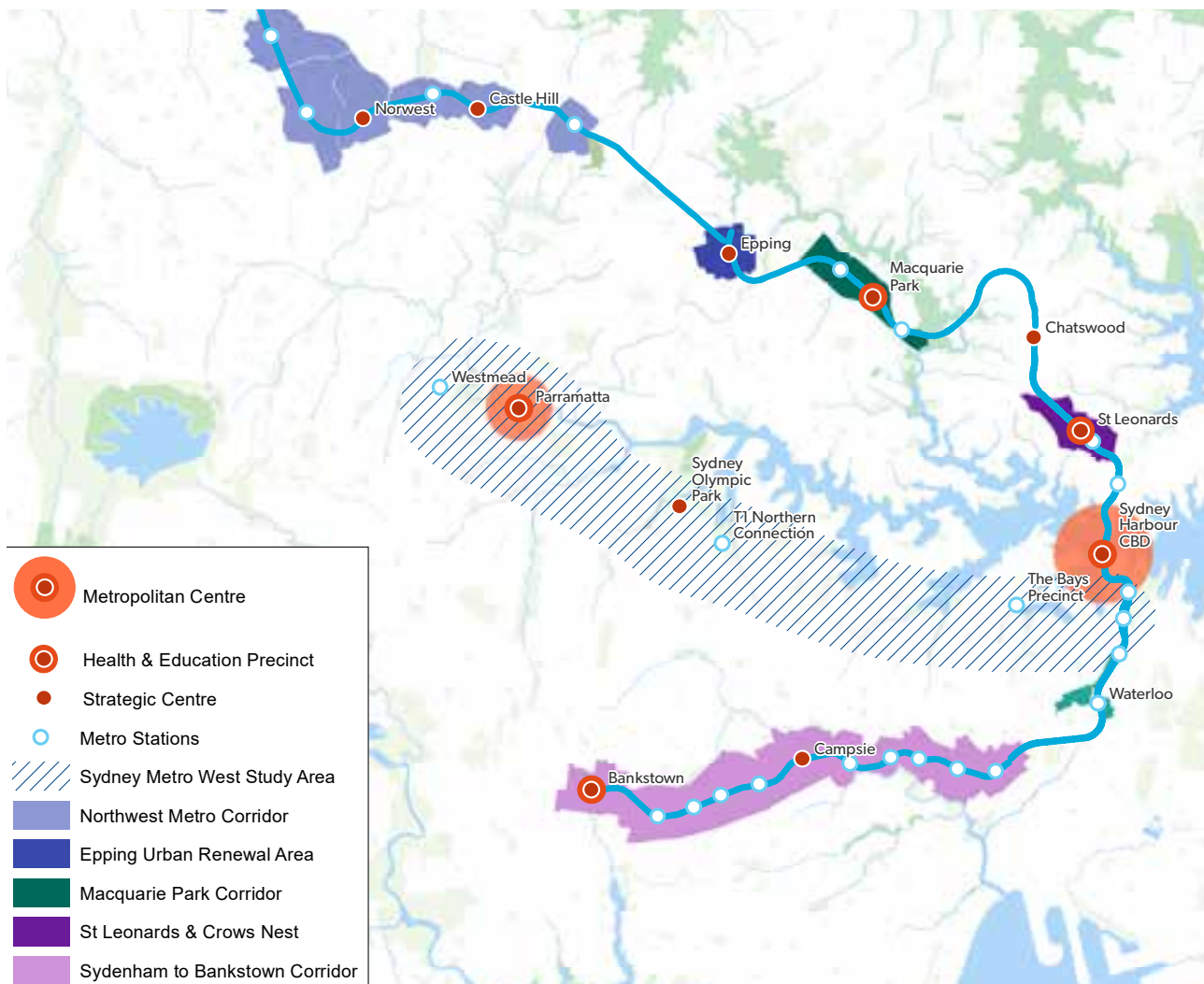


Figure 2: Proposed Sydney Metro network





## Integrated Station Development (ISD)

Future development above the Crows Nest Sydney Metro station does not form part of the SSI approval, although the approved SSI design includes some above ground elements of the station and structural elements to support ISD. Figure 3 illustrates a generic example of the components that make up ISD.

Any future development at the Crows Nest Sydney Metro station including ISD will be subject to the relevant assessment pathway under the *Environmental Planning & Assessment Act 1979* (EP&A Act).

Sydney Metro lodged a request for Secretary's Environmental Assessment Requirements (SEARs) on the 29 August 2018 (SSD reference: 18\_9579) for the ISD at Crows Nest as State Significant Development.

SEARs were issued on 26 September 2018 and provide assessment requirements of the Department and relevant government agencies to be addressed in Sydney Metro's Environmental Impact Statement (EIS). For more information about the SSD assessment process please visit the Department's webpage at: [www.planning.nsw.gov.au](http://www.planning.nsw.gov.au) and search State Significant Development. Figure 4 below shows the SSD assessment and Rezoning Proposal processes in parallel

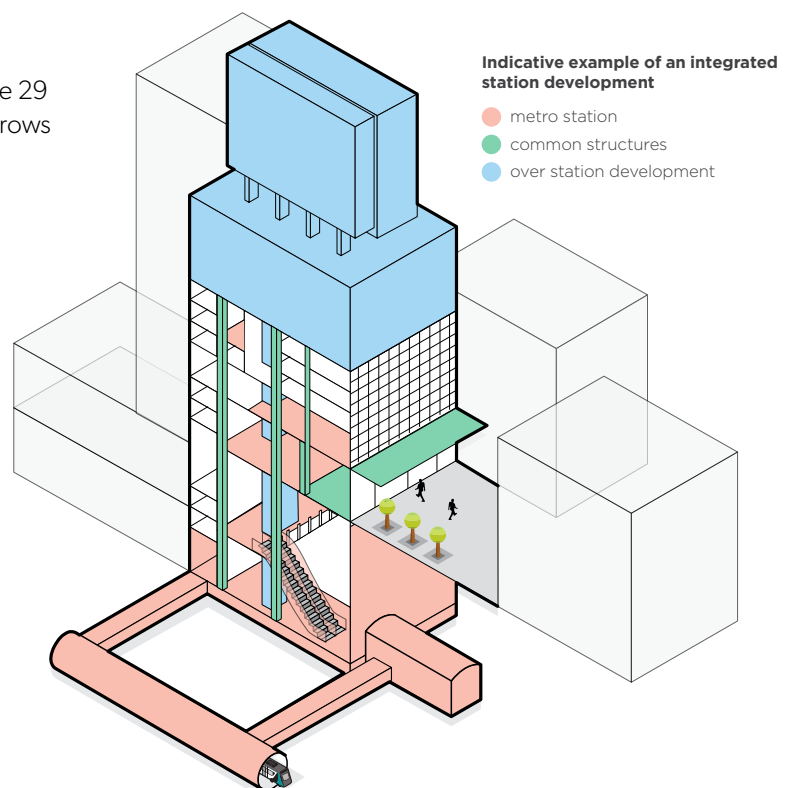


Figure 3: Indicative example of integrated station development (Source: Sydney Metro)

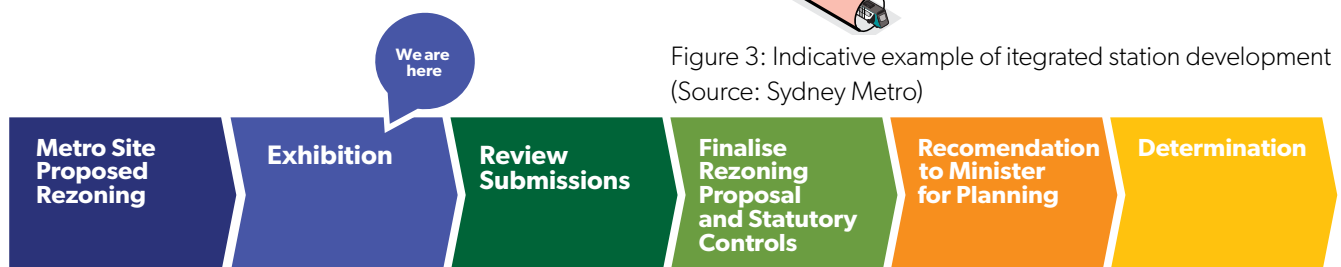


Figure 4: Process diagram Rezoning Proposal and St Leonards and Crows Nest Planned Precinct





## 1.4 REASONS FOR THE REZONING PROPOSAL

### Current Controls

The existing planning controls for the Sydney Metro sites were adopted in 2013, prior to any commitment by the NSW Government to deliver the Sydney Metro project, including a new station at Crows Nest. Consequently, the existing controls do not reflect opportunities for transit-oriented development at the Crows Nest Sydney Metro station.

### State Government Planning

St Leonards is identified as a Strategic Centre in the Greater Sydney Commission's (GSC) North District Plan. The North District Plan includes a number of actions for the Department's strategic planning investigation for the area including '*leverage the new Sydney Metro Station at Crows Nest to deliver additional employment capacity*'. Remaining actions are listed on Page 12 of this Report.

The Department released the draft St Leonards and Crows Nest 2036 Plan (draft 2036 Plan) concurrently with this Rezoning Proposal. The draft 2036 Plan provides a vision for future land uses and infrastructure improvements in the area, informed by an Interim Statement released in August 2017 and community consultation undertaken in March 2018.

The draft 2036 Plan recognises the strategic role of the area and the capacity for a diverse range of commercial and mixed uses to be focused immediately around and between the two stations.

The Rezoning Proposal for the Sydney Metro sites delivers on the vision of the draft 2036 Plan vision as summarised below:

- **An employment hub** - protect and strengthen the area's commercial role with additional commercial and complementary uses to capitalise on renewed confidence in the commercial market as well as retail, creative, health and education sectors.
- **Transit-oriented development** - create future employment opportunities that leverage the increased transport capacity of the new Metro station.
- **Vibrant community** – encourage community uses on the Sydney Metro sites and improvements to the public domain to create a new community focal point in this accessible location.
- **Accessible place** – ensure the Sydney Metro sites are an attractive and easy place to visit, with improved pedestrian and cyclist connections.
- **A well-designed place** – ensure new buildings to demonstrate the highest quality design that respects and enhances the diverse local character of the area.

## 1.5 PROPOSED CHANGES TO EXISTING PLANNING CONTROLS

The existing planning controls that apply to the Sydney Metro sites are contained in the North Sydney LEP and the North Sydney Development Control Plan (DCP) 2013 (set out at Section 2 of this report, page 14). This Report recommends the following amendments to the existing planning controls for the Sydney Metro sites:

- increasing building heights to a maximum of RL 183 (equivalent to 27 storeys);
- introducing a floor space ratio (FSR) to apply to the sites,
- increasing the minimum non-residential FSR to encourage employment generating land uses; and
- introducing a Design Excellence clause to ensure best practice urban, architectural and landscape design for the Sydney Metro sites.

The rezoning proposal reflects the importance of the Sydney Metro as a city shaping project and encourages opportunities for transit-oriented development in accordance with the *North District Plan* actions and is consistent with the recommendations of the draft 2036 Plan.



# 2.0 CONTEXT

## 2.1 ST LEONARDS AND CROWS NEST DRAFT 2036 PLAN

Figure 5 below shows the suite of planning documents for the wider St Leonards and Crows Nest area currently on exhibition. Each of these documents have informed the recommendations in this Report.



Figure 5 – Exhibited planning documents



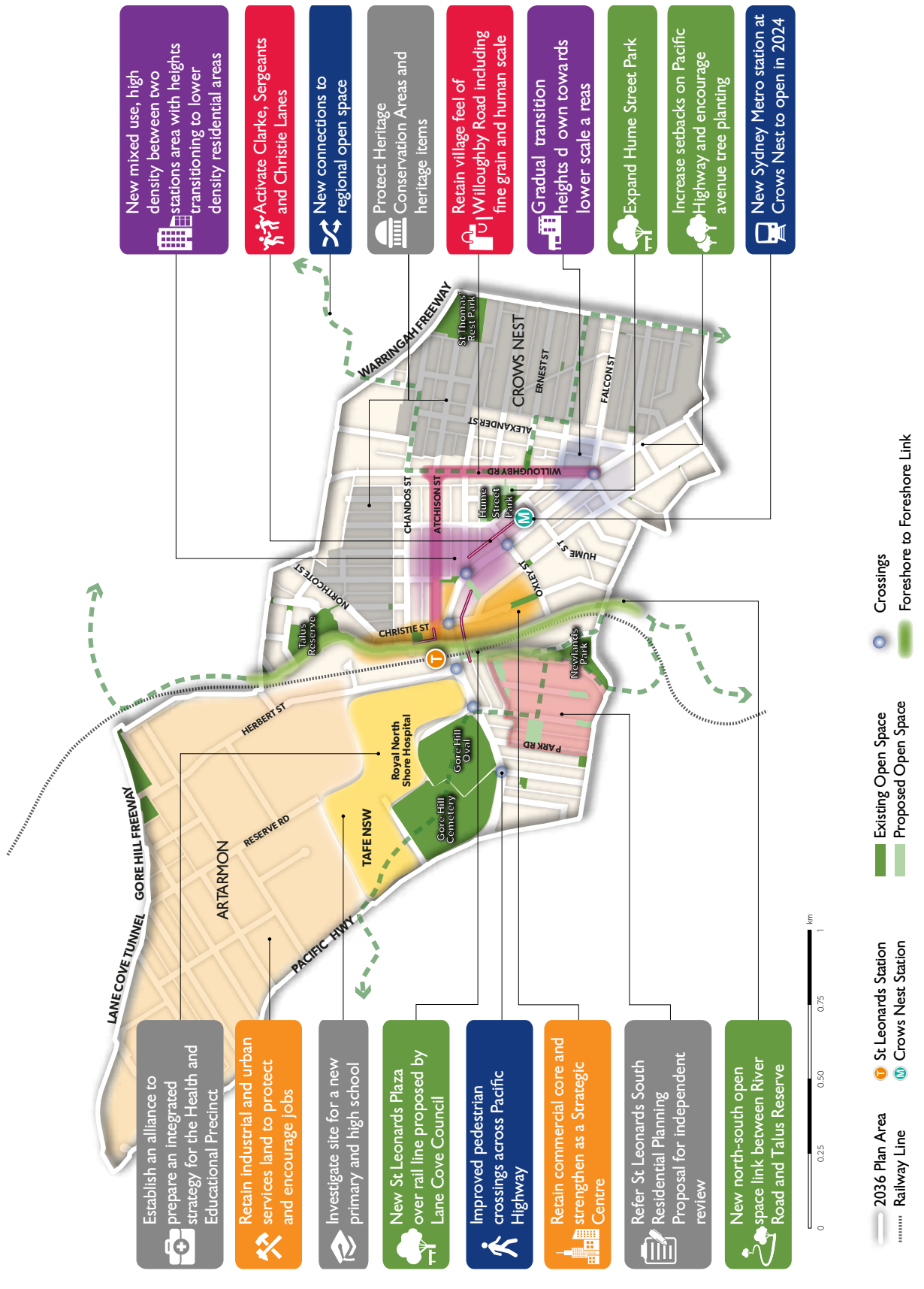


Figure 6 – Vision summary for the draft 2036 Plan





## 2.2 LOCATION AND SITE CONTEXT

The Sydney Metro sites are located less than 600 metres from the existing St Leonards station and just over 100 metres from Willoughby Road (see Figure 1). The Sydney Metro sites are surrounded by a combination of mixed use buildings, ranging from the smaller local shops around Willoughby Road, to the higher density residential and commercial uses in the centre of St Leonards. Photos at Figures 7 to 11 give an indication of the site context.

Buildings on the Sydney Metro sites have been demolished by Sydney Metro to enable construction of the new Sydney Metro station.



Figure 7 - Pacific Highway looking north at Hume Street



Figure 8 - View of Site A, looking east from the Pacific Highway



Figure 9- Hume Street Park, looking west towards the Sydney Metro sites



Figure 10 - Looking north on Willoughby Road



Figure 11 - Clarke Street, east of the Sydney Metro sites





## 2.3 STRATEGIC PLANNING FRAMEWORK

This section outlines the strategic planning framework that has informed the Rezoning Proposal for the Sydney Metro sites.



### Greater Sydney Region Plan

The Greater Sydney Region Plan – A Metropolis of Three Cities provides high-level strategic guidance for the development of Greater Sydney to 2056. The Region Plan identifies St Leonards as a Strategic Centre within the Eastern Harbour City.

The Region Plan identifies the collaboration required to deliver a mix of activities, job growth and access to a wide range of goods and services. The expected level of private sector investment is considered a key driver to the area increasing its regional importance. This Report responds to the Region Plan in its collaboration to create great places, providing housing near services and to support job growth.



### Future Transport Strategy 2056

The Strategy prepared by Transport for NSW, sets out a transport vision, directions and outcomes framework for NSW guiding transport investment. The aim is to achieve greater capacity and accessibility to housing, jobs and services.

Crows Nest benefits from being located on the new City & Southwest Sydney Metro line with a new station to be located at Crows Nest. The new station will significantly improve accessibility to the area, an area which already has one of the highest mode shares for public transport use in Sydney. The proposed amendment seeks to leverage the new station infrastructure to provide opportunities for housing and jobs growth.



### North District Plan

The North District Plan prepared by the GSC identifies the strategic centre of St Leonards as a health and education precinct and collaboration area anchored by the Royal North Shore Hospitals. The health precinct is anticipated to provide knowledge intensive job growth, innovation and service delivery. A high jobs target for St Leonards and Crows Nest would see approximately 16,500 new jobs by 2036. Key actions from the District Plan for St Leonards and Crows Nest include:

- leverage the new Metro station at Crows Nest to deliver additional employment capacity;
- grow jobs in the centre;
- reduce the impact of vehicle movements on pedestrian and cyclist accessibility;
- protect and enhance Willoughby Road's village character and retail/restaurant strip;
- deliver new high quality open space, upgrade public areas and establish collaborative place-making initiatives;
- promote synergies between Royal North Shore Hospital and other health and education related activities in partnership with NSW Health; and
- retain and manage the adjoining industrial zoned land for a range of urban services.





### Interim Statement

In August 2017, the Department released the St Leonards and Crows Nest Station Precinct Interim Statement. The Interim Statement

identified the area's key assets, a methodology for the investigation, findings from initial technical studies, draft objectives and principles and character areas for the Precinct. The Interim Statement was supported by four technical studies including; Preliminary Urban Design Analysis, Strategic Employment Review, Existing Transport Conditions and Social Infrastructure and Open Space Review.

The Interim Statement identified the following opportunities:

- a true high density centre that ensures the area strengthens its role as a major commercial centre in Sydney;
- the requirement for minimum employment floorspace controls to ensure employment capacity and diversity will meet the jobs needs of future generations;
- support a mix of commercial, retail, community, residential and public domain uses;
- an improved public domain through varied building types, improved connections and a high-quality landscape; and
- provide for the social, cultural and civic needs of the community.

The Interim Statement also identifies that the following matters should be a key consideration for the area surrounding the subject sites including; appropriate heights and densities to ensure amenity is not compromised, minimising overshadowing impacts to the south, provision of open space requirements, prioritisation of pedestrians and traffic minimisation.



### Sydney Metro Planning Study 2016 (North Sydney Council)

In 2016, North Sydney Council adopted the Sydney Metro Planning Study in response to the NSW Government's announcement of a new station at Crows Nest (and also at Victoria Cross, North Sydney). The study aims to inform and guide the planning and design of the Crows Nest station and identifies key opportunities and principles related to land use, public domain and the transport interchange. The following key principles are identified for future development:

- maximise opportunities to incorporate retail and other non-residential floor space, particularly at ground level.
- explore opportunities for laneway activation.
- land uses will reflect and compliment the local economy and be designed to accommodate key industry types and clusters.
- provide a range of quality residential housing choices and include a significant affordable housing component.
- incorporate community uses into above station development.
- ground level setbacks are to be incorporated as per St Leonards / Crows Nest Planning Study (Precinct 1) - 6m to Oxley Street and 3m to Pacific Highway and Hume Street.
- maximise opportunities to integrate Metro movement and activity with Hume Street Park.
- ensure taxi and kiss and ride zones do not interfere with the efficient operation of bus services and movement of pedestrians.
- the Oxley Street access portal will facilitate movement to the St Leonards Strategic Centre. The station access should be located and oriented to be visible from both the Pacific Highway and Oxley Street.
- upgrade surrounding intersections with pedestrian-priority signaling and appropriate kerb treatments.
- prioritise pedestrians via the use of shared zones or road closures.
- design of adjoining laneways will improve pedestrian safety and accessibility.
- provide new cycling infrastructure to encourage active transport.





## 2.4 EXISTING PLANNING CONTROLS

The North Sydney LEP establishes principal development standards for the Sydney Metro sites and key controls are summarised below in Table 2.

This Rezoning Proposal does not recommend any changes to the North Sydney DCP. The North Sydney DCP 2013 would ordinarily apply to development, however, under Section 11 of the *State Environmental Planning Policy (State and Regional Development) 2011*, a DCP does not apply to the assessment of SSD.

The draft 2036 Plan includes some recommendations which are broadly consistent with the North Sydney DCP including overshadowing requirements and low car parking rates that have been reflected in the Heads of Consideration for the Rezoning Proposal.

Table 2 – Key controls in North Sydney LEP

Development Standard	Relevance to Subject Site
Zoning	<p>The site is zoned B4 Mixed Use.</p> <p>The following uses are permitted with consent: Amusement centres; Backpackers' accommodation; Boarding houses; Car parks; Centre-based child care facilities; Commercial premises; Community facilities; Educational establishments; Entertainment facilities; Function centres; Hostels; Hotel or motel accommodation; Information and education facilities; Medical centres; Passenger transport facilities; Places of public worship; Recreation areas; Recreation facilities (indoor); Registered clubs; Residential flat buildings; Respite day care centres; Restricted premises; Roads; Seniors housing; Serviced apartments; Sex services premises; Shop top housing; Signage; Vehicle repair stations and Veterinary hospitals.</p>
Height	<p>The following maximum building heights apply to the sites:</p> <ul style="list-style-type: none"><li>• Blocks A and C - maximum height limit of 20 metres; and</li><li>• Block B - maximum height limit of 10 metres.</li></ul>
Floor space ratio (FSR)	<p>There is no FSR applicable to the sites.</p>
Non-residential FSR	<p>The following minimum non-residential FSRs apply to the sites:</p> <ul style="list-style-type: none"><li>• Block A - non-residential FSR of 1.5:1; and</li><li>• Blocks B and C - non-residential FSR of 0.5:1.</li></ul>
Minimum lot size	<p>There is no minimum lot size applicable to the sites.</p>
Heritage	<p>There is no minimum lot size applicable to the sites.</p> <p>It is noted that a local heritage item (I0141) listed in the North Sydney LEP 2013 is located at 28-34 Clarke Street on the corner of Oxley Street.</p>



# 3.0 KEY CONSIDERATIONS

The Department has developed a vision for the Sydney Metro sites having regard for an analysis of the existing environmental, social and economic conditions of the Sydney Metro sites. The vision is based on the recommendations of the draft Local Character Statement and draft 2036 Plan and is organised with the same five themes: Place, Landscape, Built Form, Land Use and Movement.

## 3.1 VISION FOR THE SYDNEY METRO SITES



### PLACE

**A vibrant community** – support revitalisation and activation of surrounding streets and reinforce existing vibrancy and liveliness of Crows Nest by delivering street level activation, shared laneways, new community infrastructure and improved public domain.

**A place that protects its past** – provide appropriate interface with the adjacent local heritage item at 28-34 Clarke Street.



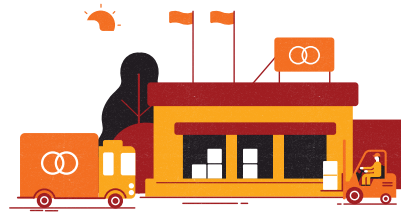
### LANDSCAPE

**A greener place** – provide additional public open space integrated with new community facilities and setbacks with new street trees.



### BUILT FORM

**A well-designed place** – demonstrate Design Excellence respecting and enhancing the local character.



### LAND USE

**An employment hub** – contribute to an increased number of jobs in the area to support achievement of the GSC high jobs target and reinforce the role of the area as a Strategic Centre.

**A home for people of all ages** – provide additional housing in this highly accessible location including some universally accessible dwellings to leverage the benefits of a universally accessible Sydney Metro station.



### MOVEMENT

**An accessible place** – provide a world-class public domain around the Crows Nest Sydney Metro station, making it an attractive and easy place to walk, cycle and move to or through.

These public domain improvements will integrate seamlessly with local and regional active transport connections, decreasing the reliance on private vehicles.





## 3.2 PLACE

### Local Character

Respecting local character is a key priority for strategic planning in NSW. Local character is what makes one neighbourhood distinctive from another and is created by a combination of built and natural elements in the public and private domain.

The draft 2036 Plan has been informed by the draft *St Leonards and Crows Nest Local Character Statement* (also currently on exhibition). The draft *Local Character Statement* outlines the community's vision for the future character of the area.

In analysing the local character surrounding the Sydney Metro sites, the *Urban Design Study* considered the built form, bulk, scale, height, landscaping and good design principles to inform the Rezoning Proposal Principles.

### Heritage

Protection of heritage items and Heritage Conservation Areas including providing appropriate transitions and interfaces from new developments was a key recommendation in the draft 2036 Plan. The Sydney Metro sites are located adjacent to local heritage item number I0141, a Brutalist-style building at 28-34 Clarke Street shown in its local context at Figure 12.



Figures 12 - Heritage item on Clarke Street

28-34 Clarke Street is a six-storey commercial building. It was designed in 1972 by Kerr and Smith Architects and Planners and is recognised as an unusual example of the late-twentieth century Brutalist style. When the building first opened it was occupied by the Commonwealth Bank.

Architectural features of the building that are representative of the Brutalist style include: fluted concrete, curved risers, setback levels, pebblecrete plinth, sloping walls and sculptural air vents and seating.

The Department commissioned a heritage assessment (*Heritage Design Guide [the Guide]*) to consider the impact of the Rezoning Proposal on 28 - 32 Clarke Street. This assessment is provided at Attachment C.

The *Guide* concludes that proposed heights would not have a significant or detrimental impact on the heritage item. The *Guide* emphasises the importance of providing appropriate setbacks to retain the setting of 28-34 Clarke Street, and notes that any future development on the Sydney Metro sites should not emulate the Brutalist form of the heritage item.

As LEP changes sought by the Proposed Rezoning on the Sydney Metro sites have potential to alter the heritage item's setting, the following recommendations of the *Guide* are included in the Heads of Consideration (refer to Section 5 in this Report):

- ensure the envelope of any development on the Sydney Metro sites is considered as deferential to the adjacent heritage item through appropriate setbacks;
- ensure that the heritage item (i.e. curved risers and pebblecrete plinth) retains its prominence on the streetscape;
- ensure any proposed elevations consider the floor arrangement of the adjacent heritage item;
- ensure separation along Clarke Lane is maintained; and
- future development on the Sydney Metro sites should consider the provision of heritage interpretation including history and photographs to enhance the significance of the adjacent heritage item to the community.

The Heads of Consideration will help inform assessment of any future development on the Sydney Metro sites.





### 3.3 LANDSCAPE

#### Open Space and Public Domain

The draft 2036 Plan identifies opportunities for additional open space and tree canopy in response to feedback received during community consultation which identified these as key priorities for the local community.

North Sydney Council has proposed to expand and improve the existing Hume Street Park in Crows Nest using a combination of acquisition, reallocation of Hume Street Park and embellishment. The draft 2036 Plan proposes further expansion of the park. Expanding and improving Hume Street Park will create a 'village green' in the heart of Crows Nest adjacent to the Crows Nest Sydney Metro station. Future residents, workers or visitors to the Sydney Metro sites are likely to benefit from the proximity to Hume Street Park.

Landscape recommendations in the draft 2036 Plan of relevance to the Rezoning Proposal include:

- providing active frontages on key streets including the Pacific Highway, Hume Street and Oxley Street;
- Clarke Lane as an active laneway that will provide a key connection for pedestrians between Willoughby Road, Crows Nest Sydney Metro station and St Leonards station; and
- improving the pedestrian experience along the Pacific Highway without compromising the transport function

– including building setbacks, articulated frontages and avenue tree planting on both sides of the highway.

The Heads of Consideration, at Section 5 of this Report, includes the following matters for consideration based on key landscape principles in the draft 2036 Plan to inform assessment of any future development on the Sydney Metro sites:

- ensure any proposed on-site open space is an appropriate size, location and designed for optimum amenity including good solar access and is designed appropriately to support everyday uses and community events or gatherings;
- ensure high quality public open space is provided in a location close and accessible to community facilities;
- provide active transport links from the Sydney Metro sites to key destinations, including Hume Street Park, and provide connections to existing cycleways;
- enhance the Pacific Highway as a landmark landscape avenue through street level setbacks and public domain improvements;
- provide a public domain structure that responds to surrounding built form and landscape characteristics; and
- reinforce the district landscape character of tree lined streets and views of green across the district.



Figure 13 - Proposed Hume Street Park expansion and improvement





## 3.4 BUILT FORM

### Height

The height concept in the draft 2036 Plan (Figure 14) concentrates taller buildings and high-density development in most highly accessible locations – around St Leonards station and the new Crows Nest Sydney Metro station, creating peaks of taller buildings between the two stations along Pacific Highway. The height concept takes into account recent Council approvals for buildings of around 50 storeys in St Leonards.

The height concept has also been informed by principles for protecting solar access, providing transitions to existing low scale residential areas and managing the cumulative impact of tall buildings, including:

- No additional overshadowing of:
  - Residential areas within the draft 2036 Plan boundary for more than 3 hours between 9am and 3pm (winter solstice).
  - Residential areas outside of the draft 2036 Plan boundary between 9am and 3pm (winter solstice).
  - Willoughby Road between 11:30am and 2:30pm (winter solstice).
- Respect the village character of Crows Nest; and
- Minimise overshadowing on key public open spaces such as Hume Street Park and Ernest Place.

The draft 2036 Plan identified significant sites and provides design criteria, which includes consideration of fit, transition and off-site amenity impacts. Although the Sydney Metro sites are not identified as Significant Sites in the draft 2036 Plan, these design criteria can be additional considerations for future development.

The Department commissioned *Urban Design Study* (the Study) to test the future built form scenario for the Sydney Metro sites (Attachment B). The Study builds upon the urban design analysis undertaken for the draft 2036 Plan and details further urban design testing of built form concepts for the Sydney Metro sites to determine appropriate built form controls.

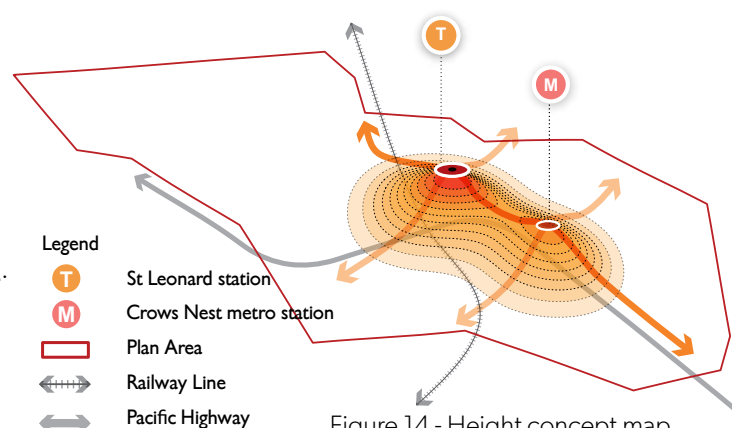
The Study establishes the following key principles to drive outcomes for the Sydney Metro sites:

- support the opportunity for transit orientated development at the Crows Nest Sydney metro station;
- implement heights proposed in the draft 2036 Plan;

- retain high levels of amenity to key streets, public open spaces and residential areas, as identified in the draft 2036 Plan; and
- consider the relationship to surrounding sites and how built form on the Sydney Metro sites can improve design outcomes in the adjoining public domain.

The Study established a built form scenario for the Sydney Metro sites with the following building height recommendations:

- concentrate the tallest buildings in close proximity to the Metro station and St Leonards station.
- include building podiums and set towers back to manage amenity impacts.
- focus the lowest heights towards the east of the Sydney Metro sites to reduce overshadowing impacts on Willoughby Road.
- provide staggered heights across the Sydney Metro sites, transitioning from the Significant Site near the station, to the fine-grain and low scale Crows Nest village at Willoughby Road.
- encourage perimeter block typology with slender towers towards street corners and appropriate building separation and setbacks.
- provide a variation in height along the Pacific Highway to avoid monotonous building forms and reduce overshadowing impacts on residential land to the south.
- recognise the limitations of the applicable airport restrictions, the PANS-OPS and the obstacle Limitation Surface (OLS). In this case, future development above 156m AHD would be subject to an assessment by the relevant aviation authorities, this includes approval to operate construction equipment (i.e. cranes).







## Height (Cont.)

The proposed built form of the Sydney Metro sites has been subject to rigorous testing for solar and view impacts. Testing in the Study (Attachment B), demonstrates that the shadow resulting from the proposed built form is designed to protect solar access to key public spaces and does not impact on nearby Heritage Conservation Areas. It also demonstrates that cumulative impacts of taller buildings can be managed adequately.

The view impact analysis demonstrates future built form scenario put forth in the Rezoning Proposal for the Sydney Metro sites will be visible from key points within the area, reinforcing its function as a key transport node. The addition of 27 and 17 storey buildings on the Sydney Metro sites provides a transition from heights on the Pacific Highway in St Leonards (including recent Council approved developments), to neighbouring low scale residential areas.

The following heights meet built form parameters established in the Study (Figure 15):

- **Block A** – increase height from 20 metres to RL 183 (equivalent to 27 storeys)
- **Block B** – increase height from 10 metres to RL 155 (equivalent to 17 storeys)
- **Block C** – increase height from 20 metres to RL 127 (equivalent to 8 storeys)



### Legend

- 127 RL metre (8 storey-24.5 metre)
- 155 RL metre (17 storey-52 metre)
- 183 RL metre (27 storey-72 metre)

Figure 15: Proposed maximum building heights

Figure 15 illustrates the proposed maximum heights across the Sydney Metro sites. Allowances for rooftop services including rooftop plant equipment and lift overruns will be made during drafting of the LEP controls.

The proposed height increases will accommodate additional jobs and homes in this accessible location and are consistent with heights recommended in the draft 2036 Plan.

## Density

The Study tested a number of floor space scenarios to respond to establish built form parameters for the Sydney Metro sites. The Study considered the following principles, broadly based on the draft 2036 Plan, to test appropriate densities for the Sydney Metro sites:

- proximity to public transport – recognising that density should be located close to transport hubs to facilitate transit-oriented development, with taller buildings located at each station and transitioning down to lower scale development.
- centre hierarchy – reflecting that St Leonards will continue to be the commercial core, and Crows Nest as a secondary commercial area.
- response to character – densities should respond appropriately to the built form character of the surrounding area including bulk and scale.
- transitions and interfaces – there should be an appropriate transitions and interfaces between character areas.





## Density (Cont.)

A maximum overall Floor Space Ratio (FSR) control does not apply to the Sydney Metro sites under the existing North Sydney LEP. Only a minimum non-residential FSR control applies.

The Rezoning Proposal seeks to introduce the following maximum FSR (yield) controls for the site to provide certainty for development outcomes:

- **Block A** – maximum FSR of 12:1
- **Block B** – maximum FSR 8:1
- **Block C** – maximum FSR of 4:1

The proposed FSR controls (Figure 16) have been designed to work with the proposed height controls to provide a built form outcome across the Sydney Metro sites that responds sensitively to the character of the surrounding Heritage Conservation Areas, established residential areas to the south, and Willoughby Road. High density mixed-use has been balanced with the need to respect the existing character and manage amenity impacts of the surrounding residential areas. The proposed FSR controls are indicative and may be redistributed between the Sydney Metro sites as part of the design excellence process.

The proposed FSR controls have the potential to accommodate new jobs, homes and new amenities including ground floor retail, services and community facilities in a tower and podium configuration.

## Setbacks and Street Walls

The draft 2036 Plan identifies opportunities for improved walking and cycling connections and footpath widening via building setbacks. The draft 2036 Plan proposes 'asymmetrical streets' in a number of locations, including Oxley Street, where additional space created by setbacks will allow for landscaping including canopy trees.

Consistent with the draft 2036 Plan, the Rezoning Proposal recommends setbacks and street wall heights for future development on the Sydney Metro sites. These recommendations, particularly the widening of footpaths and street tree planting, would also significantly improve the public domain surrounding the Crows Nest Sydney Metro station.

Recommended street setbacks include:

- 3-metre street setback from the Pacific Highway to facilitate avenue street tree planting, pedestrian comfort and amenity on the busy highway.
- 1-metre street setback to Clarke Lane to ensure activation of the laneway (shared zoned) and provide a good interface between new buildings.
- 2-metre setback along Hume Street to allow for footpath widening.
- 2-metre setback along Oxley Street to align with the heritage building opposite.

Recommended street wall heights include:

- 4 - 5 storey street wall height is proposed for the part of the Sydney Metro sites directly fronting the Pacific Highway.
- 4 - 5 storey street wall height is proposed for the part of the Sydney Metro sites directly fronting Hume Street.

The combination of recommended street setbacks and street wall heights has been designed to improve the public domain around the Sydney Metro sites. They provide opportunities for canopy trees and room for pedestrians and cyclists. These recommendations have been incorporated the Heads of Consideration (see Section 5)

## Overshadowing and Solar Access

Community consultation has identified that access to sunlight, particularly during winter is important to the community. The draft 2036 Plan proposes appropriate heights and transitions to minimise overshadowing of key open spaces and public plazas surrounding residential areas.

Solar access requirements for apartments are specified in the Department's *Apartment Design Guide*. To determine the maximum heights and densities for the Sydney Metro sites, solar access modelling was undertaken and is discussed in the Height Section of this Report (page 18). The Study demonstrates that the Rezoning Proposal satisfies overshadowing requirements.



### Legend

- 4:1
- 8:1
- 12:1

Figure 16: Proposed FSR controls





## Street Level Activation

Key recommendations of the draft 2036 Plan include street level improvements to facilitate activation including:

- wider footpaths for alfresco dining, street trees and landscaping;
- improved pedestrian safety; and
- more active uses at the ground level.

The specific recommendations relevant to the Sydney Metro sites include:

- providing active frontages on key streets including the Pacific Highway, Hume Street and Oxley Street;
- Clarke Lane as an active laneway and that will provide a key connection for pedestrians between Willoughby Road, Crows Nest Sydney Metro station and St Leonards station via a through-site link;
- Clarke Lane as a shared pedestrian and vehicle zone; and
- improving the pedestrian experience along the Pacific Highway without compromising the transport function – including building setbacks, articulated frontages and avenue tree planting.

These recommendations are included in the Heads of Consideration at Section 5 of this Report.

## Design Excellence

The vision in the draft 2036 Plan encourages best practice design in new buildings, including demonstrating high quality design that respects the diverse local of character of the area.

The Rezoning Proposal seeks to introduce a new Clause into North Sydney LEP requiring any future development on the Sydney Metro sites to exhibit design excellence. This will ensure that any new buildings on the Sydney Metro sites demonstrate the highest standard of architectural, urban and landscape design. All new buildings on the Sydney Metro sites will be assessed against design excellence principles in the Clause. The Clause will apply to all development on the Sydney Metro sites, including the erection of a new building or external alterations to an existing building. The Clause will contain a list of matters for the determining authority to consider when assessing all future development on the Sydney Metro sites. These matters will be consistent with Heads of Consideration at Section 5 of this Report.



Figure 17: Crowst Nest





### 3.5 LAND USE

#### Housing

The draft 2036 Plan focuses commercial and mixed uses between and around St Leonards and Crows Nest stations in the form of both stand-alone commercial buildings and mixed-use developments. This area is intended to be strengthened as a Strategic Centre with a balance of residential and associated retail and services that are attractive to employment uses.

The existing B4 zone allows for a mix of residential, retail, commercial and community spaces on the Sydney Metro sites. The retail, community uses on lower levels of future development would provide street level activation around the new Crows Nest Sydney Metro station. Residential apartments are likely to be on upper levels providing high amenity for their occupants.

The Study (Attachment B) has undertaken an urban design analysis of proposed heights and FSRs for compliance with the objectives of *SEPP 65 – Design Quality of Residential Apartment Development*. Based on this analysis, it is estimated that the Sydney Metro sites could accommodate approximately 350 new dwellings with a high standard of internal amenity.

#### Employment

The draft 2036 Plan recommends a range of measures to encourage jobs growth consistent with the North District Plan high jobs target. An Economic Feasibility Study was prepared to inform the draft 2036 Plan. The Feasibility Study concludes that the new Metro Station at Crows Nest will increase demand for commercial floorspace in the area and forecasts additional commercial floorspace required to meet demand in different zones within the study area by 2036.

Based on the findings of the feasibility study the draft 2036 Plan recommends increasing minimum non-residential FSRs in the mixed-use zone to align with the draft 2036 Plan and ensure future ISD at Crows Nest delivers new jobs.

The Rezoning Proposal seeks to amend the minimum non-residential FSR for the Sydney Metro sites in the North Sydney LEP. Proposed minimum non-residential FSR increases have been developed with consideration for the proposed overall FSRs for the Sydney Metro sites.

This Rezoning Proposal seeks to increase the existing minimum non-residential FSR controls on the Sydney Metro sites to the following (Figure 18):

- **Block A** – minimum non-residential FSR increased from 1.5:1 to 3:1;
- **Block B** – minimum non-residential FSR increased from 0.5:1 to 2:1; and
- **Block C** – minimum non-residential FSR increased from 0.5:1 to 2:1.

The Study tested the number of new jobs that are likely to be provided in the ISD based on the proposed heights and overall FSR having regard for the configuration of the Sydney Metro sites. This testing considered the fact that some elements of commercial floorspace associated with the Metro station would include low employment generating uses such as retail kiosks, station circulation areas, services and infrastructure. The proposed minimum non-residential FSRs have taken this into account to ensure a good number of new jobs can be accommodated on the Sydney Metro sites.

Testing undertaken in the Study indicated that the Sydney Metro sites could provide approximately 900 new jobs with the above minimum non-residential floorspace requirements assuming an average area of 18sqm per job. It is anticipated that much of the commercial floorspace will be allocated to lower floors of future ISD, with potential for one or two stand-alone commercial buildings. Flexibility regarding the distribution of non-residential FSR across the Sydney Metro sites allows the configuration of uses will be resolved through the SSD assessment having regard for design excellence.



Figure 18 - Proposed minimum non-residential FSR





## Community Facilities

Given the location of the Sydney Metro sites there is the opportunity to provide community facilities which are highly accessible by active and public transport in future ISD.

This Report does not propose to change the planning controls in relation to community facilities. Local community facilities to be provided as part of any future development on the Sydney Metro sites should be established through a community infrastructure needs analysis, in collaboration with North Sydney Council. Community infrastructure could include publicly accessible open space and child care facilities.

## Affordable Housing

The North District Plan encourages affordable housing. The Rezoning Proposal does not seek to introduce planning controls in relation to affordable housing. However, any future development proposal on Sydney Metro sites should recognise the opportunity to contribute towards the GSC's affordable housing targets.



Figure 19: Ernest Place





## 3.6 MOVEMENT

### Public and Active Transport

The Sydney Metro sites will be extremely well connected by public transport given their location above the new Crows Nest Sydney Metro station, and walking distance to bus stops and St Leonards station.

The Environmental Impact Statement (EIS) for Sydney Metro City & Southwest identifies a number of improvements as part of the Transport Integration Plan for Crows Nest Sydney Metro station. These improvements include:

- upgrade to signalised pedestrian crossing of Pacific Highway at Oxley street (missing leg provided);
- four new non-signalised (zebra) crossings provided at:
  - Oxley Street;
  - Clarke Street (mid-block);
  - Clarke Street (eastern end);
  - Hume Street; and
- new kiss-and-ride drop-off and taxi rank on Clarke Street.

There are two pedestrian entrances proposed for the Crows Nest Sydney Metro station - in the middle of the block fronting Pacific Highway between Oxley and Hume Streets, fronting Clarke Street, opposite Hume Street fronting Hume Street Park.

The EIS estimates that there will be approximately 4,600 customers entering the Crows Nest station by 2036 and 5,650 customers exiting the station at Crows Nest in the morning peak hour. Of the customers exiting the station nearly 50 percent are anticipated to walk north along the Pacific Highway towards the St Leonards commercial core. This demonstrates the need to provide improved pedestrian connections between the two stations and the importance of providing additional jobs in the area. Whilst the EIS indicates that the footpaths in the area would continue to operate at a good level of service, as identified in the draft 2036 Plan there is an opportunity to improve the public domain around the Sydney Metro sites.

One of the key principles identified in the draft 2036 Plan is to improve pedestrian connections between Crows Nest station, St Leonards station, Willoughby Road and Hume Street Park. Footpath improvements are recommended on all streets surrounding the Sydney Metro sites.

The Heads of Consideration, at Section 5 of this Report, set out a number of public domain improvements to be considered as part of any future development on the Sydney Metro sites. These recommendations align with the key public domain improvements put forward in the draft 2036 Plan.

### Vehicle Movement and Access

The Pacific Highway is part of the national highway network. It provides access to the local area and has significant volumes of passing traffic. Clarke Lane, to the east of the Sydney Metro sites, is identified in the draft 2036 Plan as a shared zone with recommended reduced speed limits of 40km/hr.

Any future development on the Sydney Metro sites would need to demonstrate suitable arrangements for vehicle and loading access, and undertake a detailed traffic and parking assessment to analyse the impacts of proposed development.

### Car Parking

This Report recommends adopting the existing maximum parking rates specified in North Sydney's DCP. Given the highly accessible location of the Sydney Metro sites parking rates for future development should meet or be below the maximum rate in the North Sydney DCP. This will encourage residents, workers and visitors to use public transport and active transport and reduce overall car reliance in the area.

Given the constraints of the new Metro station beneath this site, parking will likely be provided above ground. The Heads of Consideration at Section 5 of this Report provide guidance for the design of above ground parking.



Figure 20: Active transport in St Leonards





# 4.0 PROPOSED AMENDMENTS TO PLANNING CONTROLS

This section of the Report details the proposed amendments to the planning controls in the North Sydney LEP as they apply to the Sydney Metro sites. A detailed Discussion Paper is provided at Attachment A.

## 4.1 ZONING

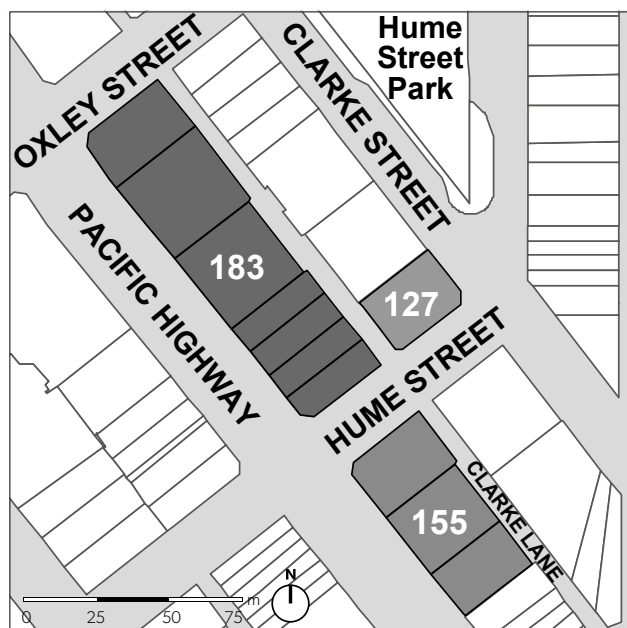
The Sydney Metro sites are currently zoned B4 Mixed Use and no changes are proposed to the existing zone. The B4 Mixed Use zone allows for a variety of residential, commercial and retail uses including hotels.

## 4.2 HEIGHT OF BUILDINGS

A maximum height limit of 20 metres applies to the majority of the Sydney Metro sites under the existing North Sydney LEP. Block B has a maximum height limit of 10 metres. The Rezoning Proposal seeks to increase the following maximum building heights for the Sydney Metro sites:

- **Block A** – RL 183 (equivalent to 27 storeys);
- **Block B** – RL 155 (equivalent to 17 storeys); and
- **Block C** – RL 127 (equivalent to 8 storeys).

Figure 21 shows the proposed Height of Building controls. The existing height controls do not reflect the significant investment in transport infrastructure and the opportunities offered by the new Crows Nest Sydney Metro station. Allowances for rooftop services including rooftop plant equipment and lift overruns will be made during drafting of the LEP controls.



### Legend

- 127 RL metre (8 storey-24.5 metre)
- 155 RL metre (17 storey-52 metre)
- 183 RL metre (27 storey-72 metre)

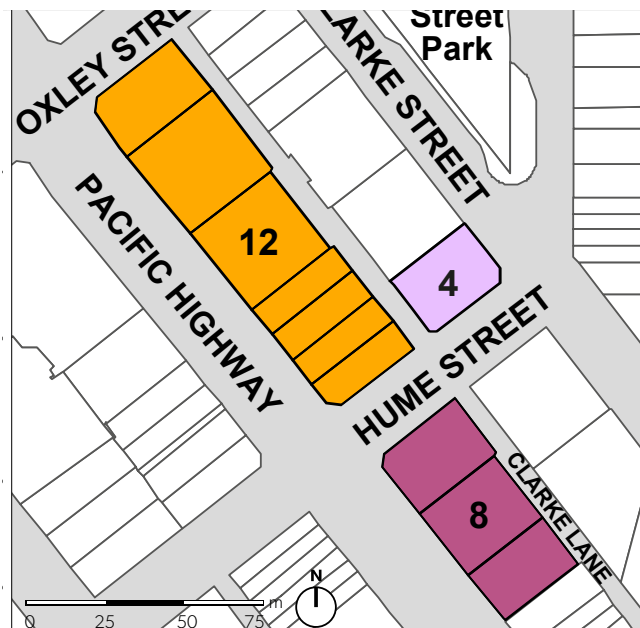
Figure 21 – Proposed Height of Buildings Map

## 4.3 FLOOR SPACE RATIO

Under the existing North Sydney LEP, an overall floor space ratio control (FSR) does not apply to the sites. The Rezoning Proposal seeks to introduce a FSR control for the Sydney Metro sites to ensure an appropriate built form outcomes for the Sydney Metro sites. The proposed FSR controls are shown in Figure 22 below and include:

- **Block A** – FSR of 12:1
- **Block B** – FSR 8:1; and
- **Block C** – FSR of 4:1

The proposed FSR controls are indicative and may be redistributed between the Sydney Metro sites as part of the design excellence process.



### Legend

- 4:1
- 8:1
- 12:1

Figure 22 – Proposed Overall FSR Map





#### 4.4 NON-RESIDENTIAL FLOOR SPACE RATIO

The existing minimum non-residential FSR is 1.5:1 for Block A and 0.5:1 for Blocks B and C. The Rezoning Proposal seeks to amend the existing minimum non-residential FSR controls for the Sydney Metro sites. The proposed minimum non-residential FSR controls are shown in Figure 23 include:

- **Block A** – minimum non-residential FSR of 3:1;
- **Block B** – minimum non-residential FSR of 2:1; and
- **Block C** – minimum non-residential FSR of 2:1.

The minimum non-residential FSR controls are proposed to be increased due to the importance of providing more jobs in the St Leonards and Crows Nest area to support the key priorities of State planning and the job targets in the North District Plan. The proposed minimum non-residential FSR controls are indicative and may be redistributed between the Sydney Metro sites as part of the design excellence process.

The strategic location of the Sydney Metro sites presents an opportunity to accommodate a large number of jobs in a location that is well connected to transport, services and other Strategic Centres in Sydney.

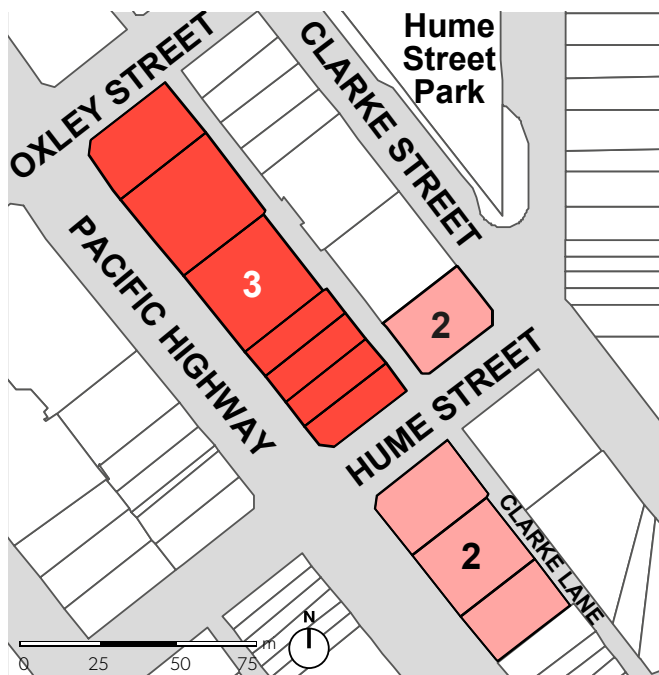
#### 4.5 DESIGN EXCELLENCE

To ensure high quality built form, the Rezoning Proposal seeks to insert a new Clause into the North Sydney LEP requiring any development on the Sydney Metro sites to exhibit design excellence. This will ensure that any future buildings on the Sydney Metro sites to demonstrate the highest standard of architectural, urban and landscape design.

All new buildings on the Sydney Metro sites will be assessed against design excellence principles in the Clause. The Clause will apply to any development on the Sydney Metro sites including the erection of a new building or external alterations to an existing building and will include a list of matters for the determining authority to consider when assessing the proposal. Matters in the Clause will be consistent with the proposed Heads of Consideration at Section 5 of this Report.

#### 4.6 CONSISTENCY WITH STRATEGIC PLANS

An assessment of consistency of the Proposed Rezoning with existing strategic plans is provided at Attachment D.



#### Legend

2:1

3:1

Figure 23 – Proposed Non-residential FSR Map





# 5.0 HEADS OF CONSIDERATION

## 5.1 INTRODUCTION

Based on the analysis undertaken at Section 3 of this Report, supported by the Urban Design Study (Attachment B) and Heritage Design Guide (Attachment C), recommended Heads of Consideration have been developed to be used in the assessment of future development on the Sydney Metro sites.

The Heads of Consideration are designed to inform and guide the assessment of future development so that it is consistent with the Department's draft 2036 Plan and the supporting technical analysis undertaken.

It is noted that Section 4.15 of the EP&A Act requires other matters to be taken into consideration by a consent authority including any draft environmental planning instrument that is placed on exhibition.

## 5.2 HEADS OF CONSIDERATION

Consent for development on the Sydney Metro sites should consider the following:

### General

Ensure consistency with any draft plan for the St Leonards and Crows Nest area by the Department, including but not limited to the following:

#### Height

Taller buildings should be focused at St Leonards and Crows Nest stations.

Provide for an appropriate transition in height to the 3 storey scale of Willoughby Road.

#### Setbacks

3-metre street setback from the Pacific Highway to facilitate landmark street tree planting, pedestrian comfort and relief from the busy highway.

1-metre setbacks to Clarke Lane to ensure activation of the laneway (shared zoned) and provide a good interface between new buildings.

2-metre setback along Hume Street to allow for footpath widening.

2-metre setback along Oxley Street to align with the heritage building opposite.

Ensure an appropriate street wall height is provided having consideration of the surrounding context.

### Articulation

Articulate the podium to break down the scale of the built form.

Consider the placement of slender towers to minimise building bulk.

Ensure towers are setback above to reduce wind impacts on the public domain and to buffer residential uses from the Pacific Highway.

Ensure built form elements are appropriately setback and not visually dominant.

Maintain adequate separation distances between buildings to break up building bulk and ensure high quality residential amenity is provided.

### Land use

Ensure appropriate land uses (i.e. employment) are provided in locations to buffer against noise and vibration impacts along the Pacific Highway.

### Activation

Provide active frontages along the Pacific Highway, Hume Street, Oxley Street and Clarke Street through the provision of a mix of uses and activities at the ground plane.

Improve amenity along the Pacific Highway through appropriate ground floor uses.

### Solar Amenity

Ensure the bulk and scale of built form does not cause significant overshadowing impact to Willoughby Road between 11:30am – 2:30pm.

Ensure there are no overshadowing impacts on any surrounding residential areas for at least 3 hours between 9am and 3pm.

Minimise overshadowing impacts on Hume Street Park and Ernest Place.

Maximise sunlight access to surrounding streets including Willoughby Road and existing and proposed public open spaces.

Consider the cumulative impact of overshadowing of multiple towers on the public domain in Crows Nest.





## Amenity

Provide for a variety of uses across the Sydney Metro sites to create a vibrant, mixed-use development.

Ensure any proposed development on the Sydney Metro sites does not detrimentally impact on view corridors including views of the sky from streets and the public domain.

Ensure open sky vista is maintained where possible.

## Heritage

Ensure the envelope from any development on the site is considered as deferential to the adjacent heritage item (Item I0141) through appropriate setbacks from the front elevation to Oxley Street.

Proposed elevations on the north-western and south-western sides of the site should consider taking cues from the floor level arrangement of the heritage item.

Ensure separation along Clarke Lane is maintained to ensure the building is understood as a separate entity.

Ensure that the heritage item (i.e. curved risers and pebblecrete plinth) retains its prominence on the streetscape.

Any future development on the Sydney Metro sites should consider the provision of heritage interpretation including history and photographs to enhance the significance of the adjacent heritage item to the community.

## Movement

Ensure any development on the Sydney Metro sites is consistent with the approved Crows Nest Station Transport Integration Plan (SSI 15\_7400).

Improve pedestrian access to and from the Sydney Metro sites across Pacific Highway at Oxley Street.

Support and encourage cycling through improved cycle links and integrate end of trip facilities with those proposed as part of the station.

Provide improved connectivity through and around the Sydney Metro sites.

Consider the application of reduced parking rates, leveraging the accessibility of the site.

## Landscape and Open Space

Ensure sufficient, high quality public open space is provided within any future development in a publicly accessible location.

Ensure any proposed publicly accessible open space is an appropriate size, location and designed for optimum amenity including good solar access as well as facilitating everyday uses and events for community gatherings.

Provide a green link from the Pacific Highway to Hume Street Park through way-finding, high quality streetscaping and accessibility.

Ensure any future development maintains a high level of amenity for Hume Street Park.

Ensure any proposed development enhances the Pacific Highway as a landmark landscape avenue through the design of built form and improved landscaping.

Provide active transport links from the site to existing cycleways along Oxley Street.

Contribute towards strengthening the connectivity between the existing two stations via laneways and green links.





# 6.0 NEXT STEPS

## 6.1 EXHIBITION

This Report outlines the proposed amendments to the existing planning controls in North Sydney LEP. The amendments are supported by recommended Heads of Consideration for the Sydney Metro sites to inform and guide any future development proposals to ensure alignment with State planning – the draft 2036 Plan.

The Report and supporting technical documents will be publicly exhibited so the community can have their say on the Rezoning Proposal. During the exhibition period, formal submissions are encouraged.

It should be noted that the following documents for St Leonards and Crows Nest are also concurrently on exhibition:

- draft Local Character Statement;
- draft St Leonards and Crows Nest 2036 Plan;
- draft Green Plan; and
- draft Special Infrastructure Contribution Plan.

This Report and all of the above documents can be downloaded from the Department's website by entering St Leonards and Crows Nest in the search bar.

Following the public exhibition, the Department will consider all submission received and make changes if appropriate to address issues raised in the submissions. A finalisation Report will be prepared by the Department to address all of the submissions received and outline any post-exhibition changes that have been made.

The Finalisation Report will be submitted to the Minister for Planning with a recommendation and the Department will advise affected landowners the results of the Minister for Planning's review. It will include a recommendation to amend controls in the North Sydney LEP for the sites through a self-repealing State Environment Planning Policy (SEPP). Following any decision, the Department will notify affected landowners.

## 6.2 INTEGRATED STATION DEVELOPMENT

Sydney Metro publicly released a document titled 'Crows Nest Integrated Station Development' in July 2018 seeking community initial feedback on an ISD concept. Any ISD will be subject to the relevant assessment pathway under the EP&A Act.

Sydney Metro have subsequently lodged a request for Secretary's Environmental Assessment Requirements (SEARs) on the 29 August 2018. SEARs for Sydney Metro's site were issued on 26 September 2018. Sydney Metro are now required to prepare a detailed Environmental Impact Statement (EIS) for their proposal which will be subsequently exhibited.

Further details regarding the SEARs, please refer to the Department's Major Projects website: [http://majorprojects.planning.nsw.gov.au/index.pl?action=view\\_job&job\\_id=9579](http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=9579)







## **ATTACHMENT A – DISCUSSION PAPER**









## **ATTACHMENT B – URBAN DESIGN STUDY (SJB)**









## **ATTACHMENT C – HERITAGE DESIGN GUIDE (WIER ANALYSIS)**









## ATTACHMENT D – CONSISTENCY WITH STRATEGIC PLANS

**Table D1 – Consistency with North District Plan**

Action	Consistency
Leverage the new Sydney Metro station at Crows Nest to deliver additional employment capacity	The Sydney Metro sites are located above and adjacent to the new Crows Nest Sydney Metro station. The Department is proposing to increase the non-residential FSR to ensure jobs are provided in this highly accessible location and the District Plan's job target can be achieved.
Grow jobs in the centre	As above.
Reduce the impact of vehicle movements on pedestrian and cyclist accessibility	The new Metro station at Crows Nest will significantly improve accessibility to the area and change the way people move in Crows Nest. The station will ideally reduce car reliance in the area and encourage active transport by providing connections to key destinations and existing and proposed cycleways.
Protect and enhance Willoughby Road's village character and retail/restaurant strip	A key objective of the proposed amendment was to ensure that any proposed amendment respected the local character of Crows Nest Village including Willoughby Road. Appropriate transitions and built form controls were recommended to ensure this area was protected.
Deliver new high quality open space, upgrade public areas and establish collaborative place-making initiatives	The provision of additional open space will be assessed at the SSDA stage; however, the site has the potential to create significant public domain improvements including providing strong connections to the adjacent Hume Street Park.
Promote synergies between Royal North Shore Hospital and other health and education related activities in partnership with NSW Health	Whilst the Sydney Metro sites are not located within the health and education sub-precinct, the site has the potential to provide jobs in the health and education sectors.
Retain and manage the adjoining industrial zoned land for a range of urban services	Not applicable.





**Table D2 – Consistency with North Sydney LEP**

Aims	Consistency
To promote development that is appropriate to its context and enhances the amenity of the North Sydney community and environment	The proposed amendments respect the local character of Crows Nest Village including Willoughby Road through appropriate transitions and built form controls. The proposed amendments also recognise the significantly improved accessibility of Crows Nest.
<p>In relation to the character of North Sydney's neighbourhoods:</p> <ul style="list-style-type: none"> <li>(i) to ensure that new development is compatible with the desired future character of an area in terms of bulk, scale and appearance, and</li> <li>(ii) to maintain a diversity of activities while protecting residential accommodation and local amenity, and</li> <li>(iii) to ensure that new development on foreshore land does not adversely affect the visual qualities of that foreshore land when viewed from Sydney Harbour and its tributaries,</li> </ul>	The proposed amendments respect the local character of Crows Nest Village including Willoughby Road through appropriate transitions and built form controls.
<p>In relation to residential development:</p> <ul style="list-style-type: none"> <li>(i) to ensure that new development does not adversely affect residential amenity in terms of visual and acoustic privacy, solar access and view sharing, and</li> <li>(ii) to maintain and provide for an increase in dwelling stock, where appropriate</li> </ul>	The proposed amendments will enable the development of additional dwellings above or adjacent to the Crows Nest Sydney Metro station. A detailed Urban Design Analysis was undertaken to ensure the development on the Sydney Metro sites do not adversely affect residential amenity.
<p>In relation to non-residential development:</p> <ul style="list-style-type: none"> <li>(i) to maintain a diversity of employment, services, cultural and recreational activities, and</li> <li>(ii) to ensure that non-residential development does not adversely affect the amenity of residential properties and public places, in terms of visual and acoustic privacy, solar access and view sharing, and</li> <li>(iii) to maintain waterfront activities and ensure that those activities do not adversely affect local amenity and environmental quality,</li> </ul>	The Sydney Metro sites are located above and adjacent to the new Crows Nest Sydney Metro station. The Department is proposing to increase the non-residential FSR to ensure jobs are provided in this highly accessible location, and the District Plan's job target can be achieved.
<p>in relation to environmental quality:</p> <ul style="list-style-type: none"> <li>(i) to maintain and protect natural landscapes, topographic features and existing ground levels, and</li> <li>(ii) to minimise stormwater run-off and its adverse effects and improve the quality of local waterways,</li> </ul>	Environmental quality including protection of natural landscapes has been considered as part of the Department's proposed amendments.
To identify and protect the natural, archaeological and built heritage of North Sydney and ensure that development does not adversely affect its significance,	A Heritage Analysis has been undertaken for the local heritage item adjacent to the site to ensure that the proposed amendments do not adversely affect its significance.
To provide for the growth of a permanent resident population and encourage the provision of a full range of housing, including affordable housing.	The proposed amendments do not make the provision for affordable housing; however, this does not preclude the delivery of affordable housing on the Sydney Metro sites.





**Table D3 - Consistency with State Environmental Planning Policies**

SEPP		Consistency
No. 1	Development Standards	Not applicable.
No. 19	Bushland in Urban Areas	Not applicable.
No. 21	Caravan Parks	Not applicable.
No. 30	Intensive Agriculture	Not applicable.
No. 33	Hazardous and Offensive Development	Not applicable.
No. 36	Manufactured Home Estates	Not applicable.
No. 44.	Koala Habitat Protection	Not applicable.
No. 47	Moore Park Showground	Not applicable.
No. 50	Canal Estate Development	Not applicable.
No. 52	Farm Dams	Not applicable.
No.55	Remediation of Land	The proposed amendments do not propose to change the existing B4 Mixed Use zone on the Sydney Metro sites. However, any future integrated Station Development would be above and integrated with the station at Crows Nest approved under CSSI 7400. Any potential contamination impacts have been identified and addressed in accordance with the CSSI approval.
No. 62	Sustainable Aquaculture	Not applicable.
No. 64	Advertising and Signage	The proposed amendments do not affect the operation of this SEPP. Any proposed advertising and signage will need to comply with the SEPP as required.
No. 65	Design Quality of Residential Apartment Development	The proposed amendments have had consideration of this SEPP in determining the proposed controls. Any future development application for residential apartments will need to comply with the SEPP as required.
No. 70	Affordable Housing (Revised Schemes)	The proposed amendments do not make the provision for affordable housing; however, this does not preclude the delivery of affordable housing on the site.
SEPP	(Affordable Rental Housing) 2009	The proposed amendments do not affect the operation of this SEPP. Future development for affordable rental housing types will need to have regard to the SEPP.
SEPP	(Building Sustainability Index: BASIX) 2004	Any future development application will need to comply with the SEPP as required.
SEPP	(Coastal Management) 2018	Not applicable.
SEPP	(Educational Establishments and Child Care Centres) 2017	Any development that is subject to this SEPP, will need to comply with the provisions of this SEPP as required.
SEPP	(Exempt and Complying Development Codes) 2008	The proposed amendments do not affect the operation of this SEPP.
SEPP	(Housing for Seniors or People with a Disability) 2004	The proposed amendments do not affect the operation of this SEPP.





**Table D3 - Consistency with State Environmental Planning Policies cont.**

SEPP		Consistency
SEPP	(Infrastructure) 2007	The ISEPP is likely to be applicable to any future Integrated Station Development as it involves development within, above, or adjacent to a rail corridor. Any future development may also constitute a traffic generating development depending on the scale proposed and would need to be refer to the relevant government agency.
SEPP	(Integration and Repeals) 2016	Not applicable.
SEPP	(Kosciuszko National Park – Alpine Resorts) 2007	Not applicable.
SEPP	(Kurnell Peninsula) 1989	Not applicable.
SEPP	(Mining, Petroleum Production and Extractive Industries) 2007	Not applicable.
SEPP	(Miscellaneous Consent Provisions) 2007	Not applicable.
SEPP	(Penrith Lakes Scheme) 1989	Not applicable.
SEPP	(Rural Lands) 2008	Not applicable.
SEPP	(State and Regional Development) 2011	The proposed amendment does not affect the operation of this SEPP. However, an Integrated Station Development is likely to be considered as State Significant Development (SSD) under this SEPP and will need to comply with the provisions of this SEPP as required.
SEPP	(State Significant Precincts) 2005	Not applicable.
SEPP	(Sydney Drinking Water Catchment) 2011	Not applicable.
SEPP	(Sydney Region Growth Centres) 2006	Not applicable.
SEPP	(Three Ports) 2013	Not applicable.
SEPP	(Urban Renewal) 2010	Not applicable.
SEPP	(Vegetation in Non-Rural Areas) 2017	Consistent, there is very limited vegetation cover on the site.
SEPP	(Western Sydney Employment Area) 2009	Not applicable.
SEPP	(Western Sydney Parklands) 2009	Not applicable.
SEPP	(Coastal Management) 2018	Not applicable.
SEPP	(Educational Establishments and Child Care Centres) 2017	Any development that is subject to this SEPP, will need to comply with the provisions of this SEPP as required.
SEPP	(Exempt and Complying Development Codes) 2008	The proposed amendments do not affect the operation of this SEPP.



