



Lane Cove Council

48 Longueville Road, Lane Cove NSW 2066

Tel: 9911 3555

Fax: 9911 3600

Date: 5 December 2018

Doc Ref: 76556/18

Sydney Metro
Transport for NSW
PO Box K659,
HAYMARKET NSW 1240

Re: Response to Crows Nest Rezoning Proposal

Thank you for the opportunity to provide comments regarding the proposed rezoning at the Crows Nest Metro Station.

The site is located along the Pacific Highway with the main entrance close to the Pacific Highway/Oxley Street intersection. This is the border between both Lane Cove and North Sydney Councils, as shown in the **Figure 1** below.



Figure 1 - Location

Council's understanding of the process is that an exhibition brochure was released for comment in July 2018 with a series of community information sessions. While this did not contain detailed plans, any comments received during this period will eventually be considered and on merit incorporated into a future State Significant Development Application.

Figure 2 below shows the location and proposed uses at the new Crows Nest Metro Station, as described in the brochure.

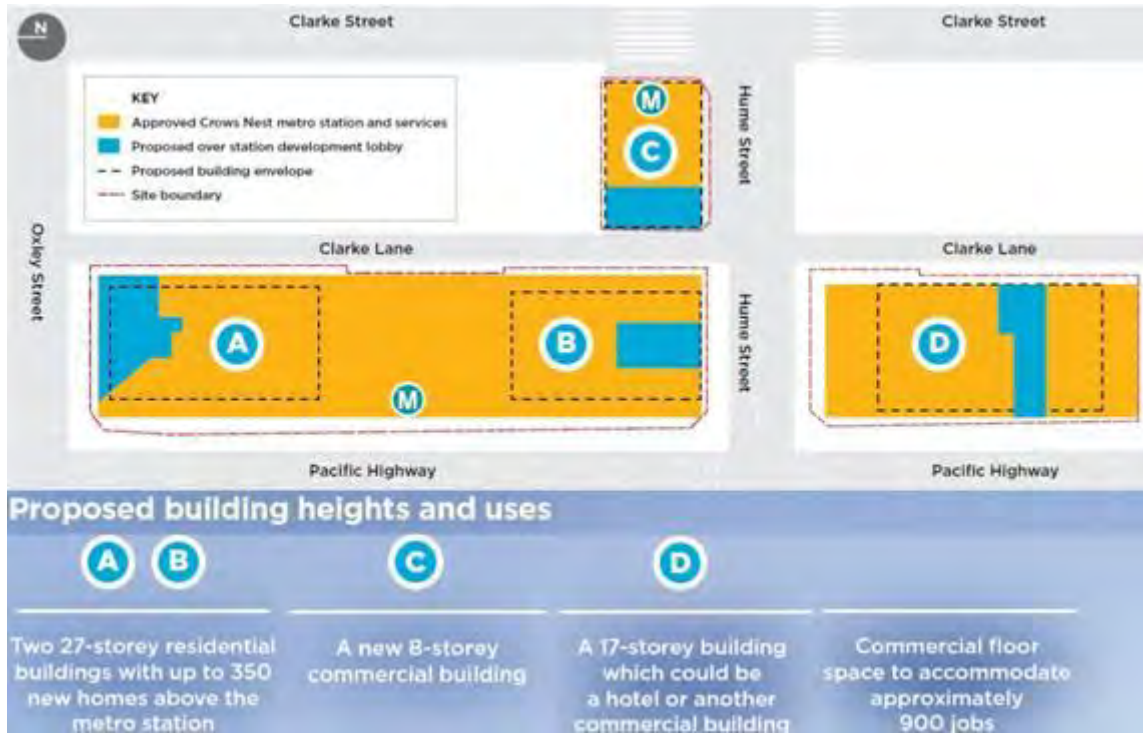


Figure 2 – Proposed building heights and uses

The proposal details two residential towers (Buildings A & B) above commercial podiums (27 storeys overall), with a small-scale (8 storey) commercial building on Building C and a proposed 17 storey hotel on Building D. According to the brochure, it could potentially have up to 350 new dwellings and enough commercial floor space to provide 900 jobs.

The rezoning proposal seeks to amend the existing planning controls in order to deliver these outcomes.

Overview

As shown in **Figure 1**, the site is broken into 3 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, Clarke Lane; and
- Block C – part of the block bounded by Clarke Lane, Hume Street, Clarke Street and Oxley Street.

	Site Area	Proposed Gross Floor Area
Block A	3, 877 m ²	37,500 m ² – primarily residential (potentially includes 2,700 m ² of social infrastructure i.e. community centre and child care centre)
Block B	1, 871 m ²	15,200 m ² (250 hotel rooms or commercial floor space)
Block C	608 m ²	2,700 m ² (commercial office premises or social infrastructure)

As part of these amendments, the existing zoning would remain however the planning controls for the sites are proposed to be changed as per **Figure 3** below.

Proposed Building Heights

Proposed Overall FSR

Proposed Non-residential FSR



Figure 3 – Proposed Changes to Planning Controls

All of these controls are proposed to deliver the indicative built form shown in the accompanying Urban Design Study, see **Figure 4** below.

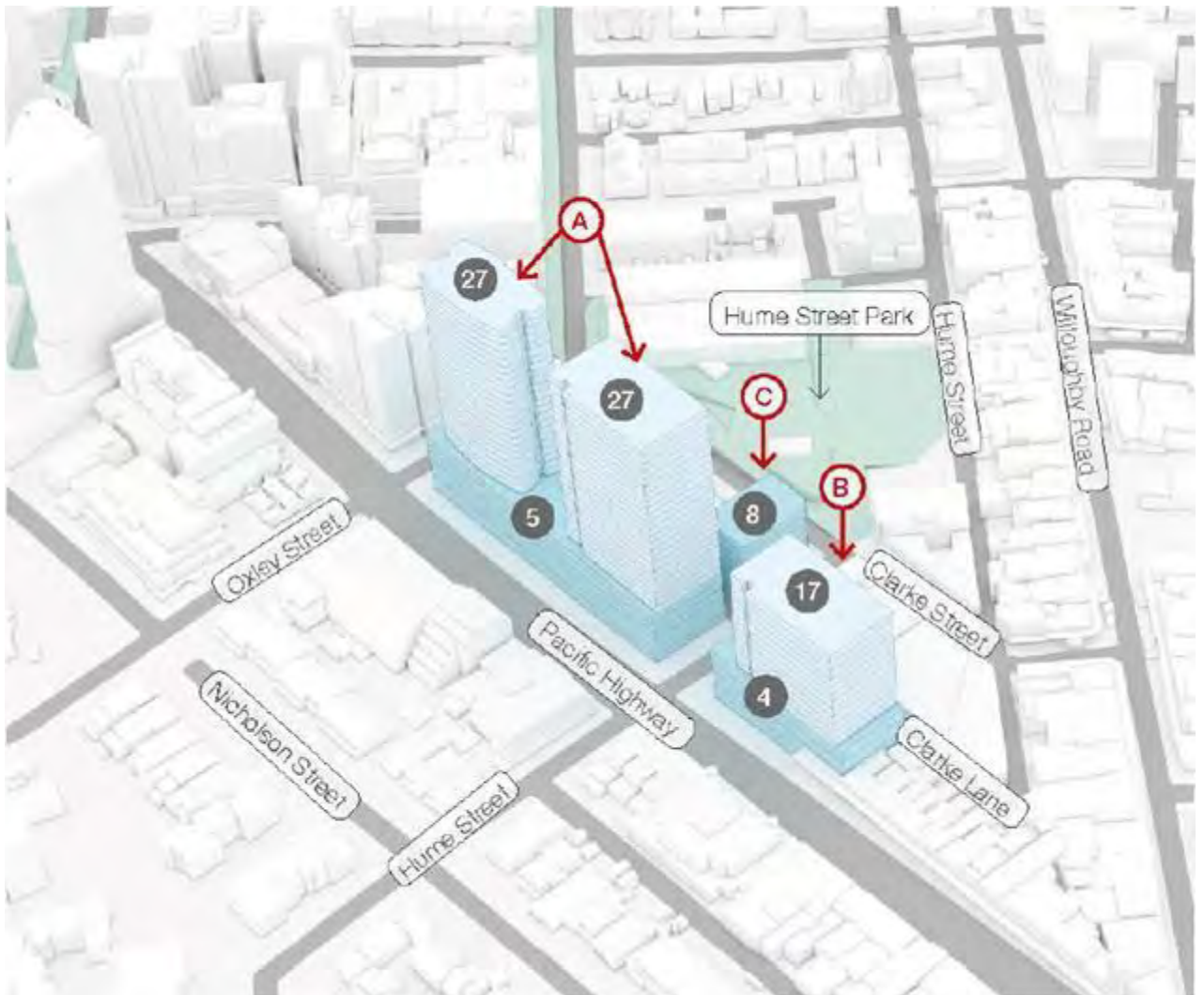


Figure 4 – Indicative Massing Diagram

According to the documents, there is also to be a Design Excellence clause inserted into North Sydney's Local Environmental Plan.

A local heritage item is located behind the Metro site on the North Sydney portion which is addressed in the heritage design guide. This guide has no additional implications for Lane Cove and does not affect any heritage items or conservation areas in the Lane Cove area.

It is noted that no part of the Metro site is within Lane Cove Council LGA. It is also worth noting that the potential buildings do not overshadow any properties in Lane Cove LGA.

Issues

Council wishes to highlight the following issues in regard to this rezoning proposal that have been identified and require resolution as part of this strategic planning process.

Pedestrian Connectivity

The plans and information released do not address pedestrian connectivity West to East and across Pacific Highway. Nor do the Draft 2036 plans address how a large number of people would cross Pacific Highway (from the Lane Cove side) or Oxley Street in order to access the Metro Station. Underground or elevated pedestrian movements would minimise disruption to Pacific Highway traffic flow and should be actively considered.

Relying on signalised pedestrian signals should be discouraged and alternatives such as an underpass or over bridge to efficiently take and deliver a large number of pedestrians to the Metro Station and St Leonards CBD generally. This is particularly important for this station as it will be located entirely underground.

This issue is of critical importance and should be addressed in the Secretary's Environmental Assessment Requirements (SEARs) stage i.e. prior to the Development Application stage.

Failure to do so would place unacceptable demands on existing streets and the efficient movement of traffic, including on the Pacific Highway.

Community Facilities

Despite the Metro Station being a significant piece of public transport infrastructure is not delivering any larger scale community facilities.

As part of the Draft 2036 Planning Package, the Social Infrastructure and Open Space study identified that there is a proposal to provide a new 1,000 m² branch library on the JQZ site (adjoining the St Leonards Plaza) – approved by the Sydney North Planning Panel on 4 December 2018 – which would service the needs of the local community.

However, it is also noted by the same study that with the additional population envisaged by the Draft 2036 plans and the role of St Leonards as a strategic centre, that there may be a need for additional community services i.e. a central or additional branch library elsewhere in the St Leonards and Crows Nest precinct. One of the recommendations in the Social Infrastructure and Open Space study is that it identifies the Metro site as potentially providing an additional central or branch library.

We support additional social infrastructure within the precinct that services the wants and needs of all 3 Councils (i.e. North Sydney, Lane Cove and Willoughby).

The Metro site would be an ideal location for a central or additional branch library as the larger commercial podiums (in Buildings A & B) will allow for a larger sized library to be delivered and accommodated, along with additional community facilities.

It would also have the added benefit of being close to a transport node and could potentially provide additional valuable community space.

Additional Commercial Space

In addition to the community facilities, mentioned above, further consideration should be given to alternative and/or additional commercial floor space on the Metro site; i.e. the proposed hotel could be re-located to Building C and commercial offices to Building B. No clear justification for a hotel has been provided as part of the rezoning proposal.

While the draft plans and brochures show that there would be commercial podiums and a hotel as part of the development, it is understood that the final uses and mix will be determined at the Development Application stage.

Transitional built form

The scale proposed provides minimal transitions to the surrounding areas, but rather extends the height from the St Leonards Commercial centre into the Crows Nest Village precinct, previously stopped at Oxley Street, which the current imagery demonstrates building envelopes, which do not resolve the transition.

It will therefore be important that the Design Excellence Clause clearly states the principles adopted to be used to ensure the best planning outcome and places greater emphases on resolving the transition issue.

Errors

Council has noticed minor errors in the document '*Crows Nest Sydney Metro Sites: Detailed Urban Design Study*'. Both figures on pages 23 and 24 of this report provide incorrect information and are required to be updated. These errors are explained in **AT-1**.

Conclusion

Overall the need for a clearly stated planning strategy that includes urban design outcomes to be achieved is supported. The issue of promoting pedestrian crossing of the Pacific Highway to access the Metro Station site, from the Lane Cove side, is yet to be adequately addressed despite the projected growth for the St Leonards area. It is strongly recommended that an additional underpass (or overpass) be provided at the Oxley Street/Pacific Highway intersection to ensure efficient pedestrian movements to and from the Metro station.

Despite the Metro project being one of the largest infrastructure projects in Australia, it is not providing community facilities that are normally associated with major infrastructure of this type. It is also questioned what justification there is for a hotel on this strategically significant site. However, the Draft 2036 Plans have recommended that the site could potentially accommodate a central or additional branch library. The larger floor plates would be able to accommodate such a use and provide additional valuable community space. Please note that the recently approved JQZ site has been approved for a 1,000 m² library facility.

It is also unclear as to the final amount and mix of commercial floor space to be provided. It is recommended that the applicant investigate and consider alternative and/or additional commercial floor space as part of the future Development Application stage.

Transitional built form fails to adequately consider or justify change to the existing built form, and it is requested that the Design Excellence clause places greater emphasis on resolving this issue.

If you have any further questions, please don't hesitate to contact Council's Coordinator, Strategic Planning on (02) 9911-3516.

Yours sincerely

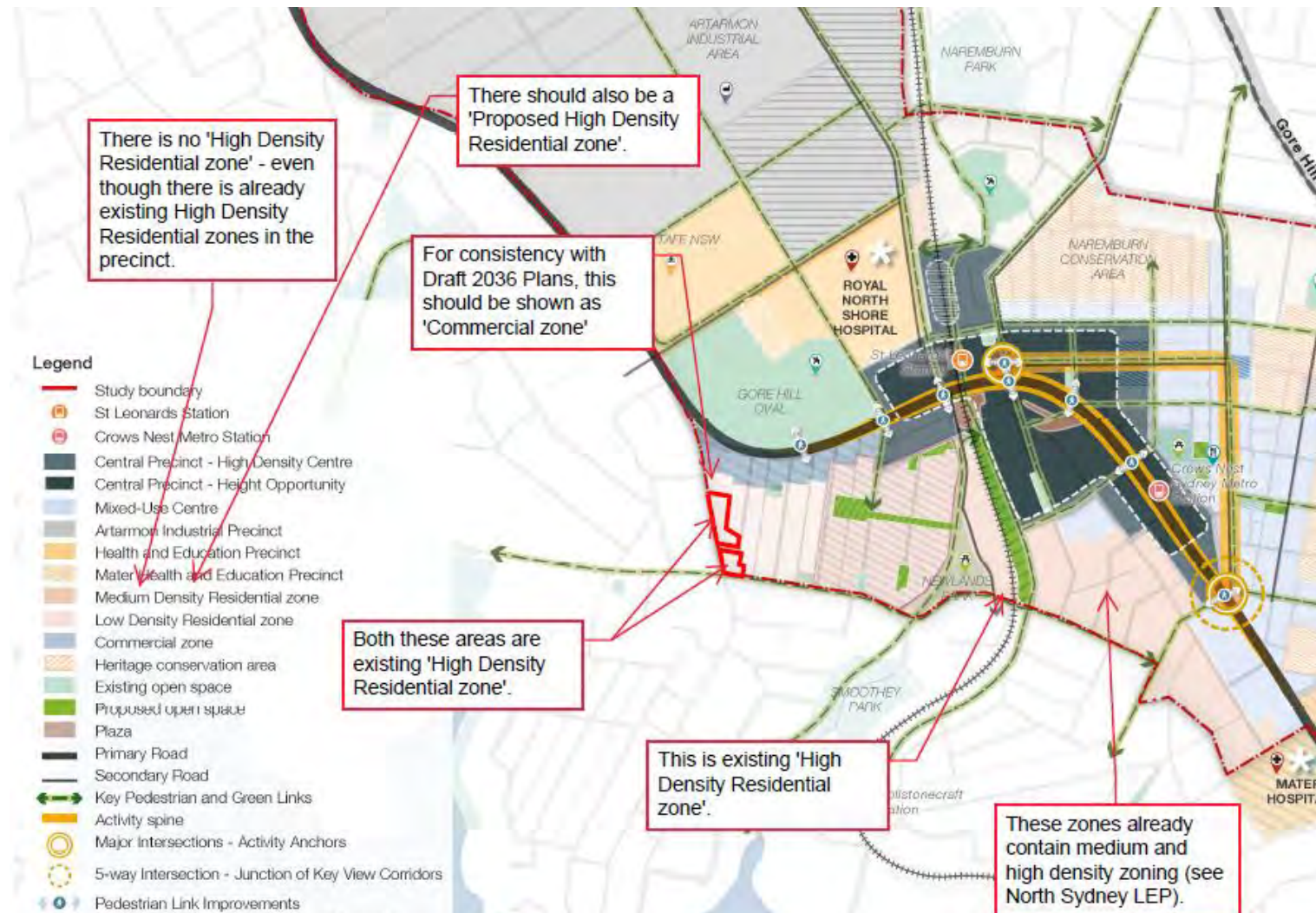
A handwritten signature in black ink, appearing to read 'Michael Mason', followed by a horizontal line.

Michael Mason
Executive Manager - Environmental Services

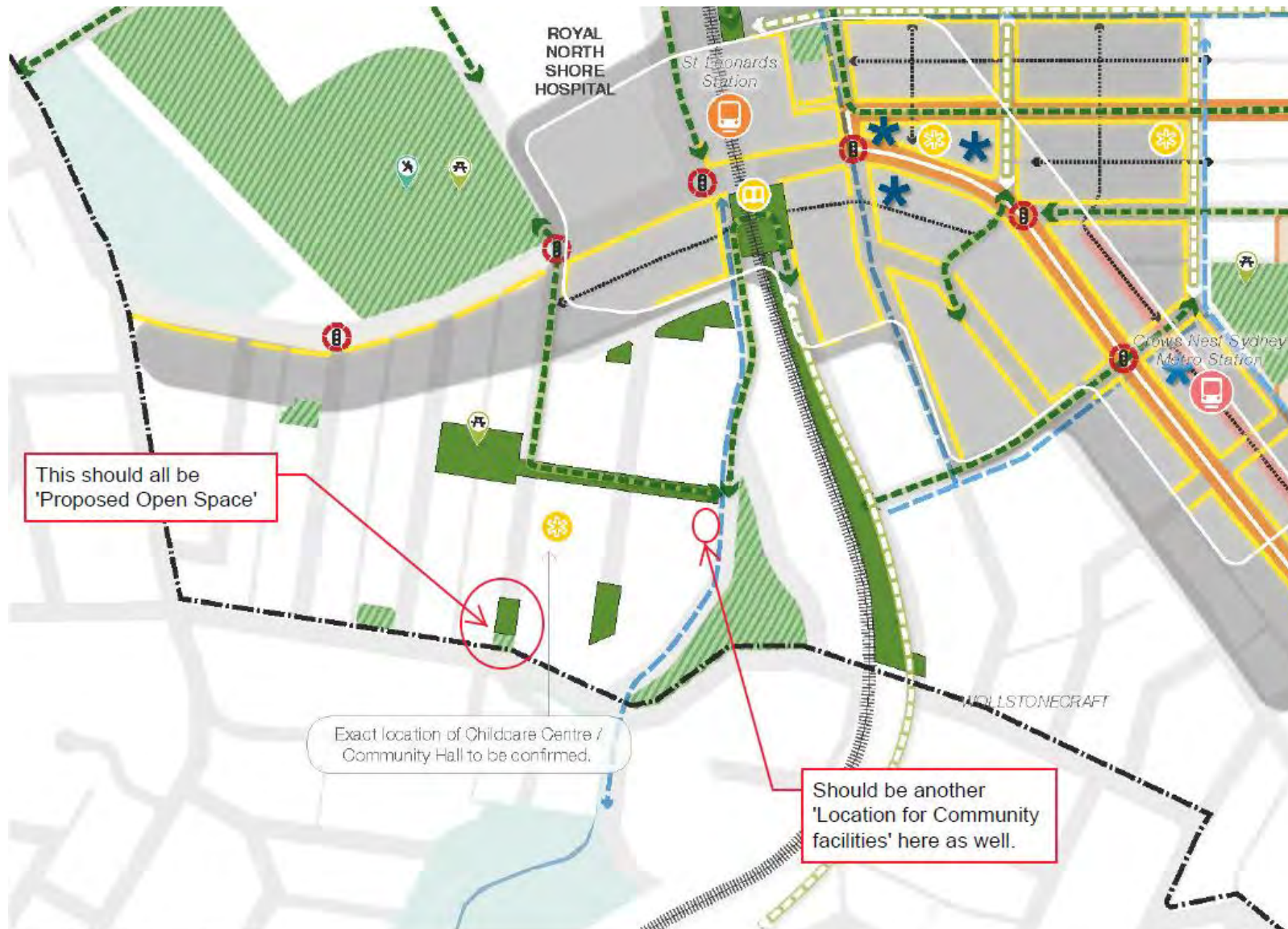
AT-1

Draft Crows Nest Metro Rezoning Proposal:
Errors

Errors in figures from – Crows Nest Sydney Metro Sites: Detailed Urban Design Study



Source: Figure not given a name or number (page 23)



Source: Figure 1.1.1 (page 24)