



Planning &
Environment

APPENDIX A

Crows Nest Metro Sites Rezoning Discussion Paper

NSW Department of Planning and Environment

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Introduction

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 project. The significant public investment in world-class transport infrastructure brings with it a number of benefits and opportunities for transit-oriented development to provide new homes, jobs, open space and improved public domain and community infrastructure in this highly accessible location.

Proposed Amendments to North Sydney Local Environment Plan 2013

A State Environment Planning Policy (SEPP) is proposed to amend *North Sydney Local Environmental Plan 2013* (North Sydney LEP 2013). The proposed SEPP will amend the North Sydney LEP 2013, including related maps. It will apply to the Sydney Metro sites, bounded by Oxley Street to the north, by Pacific Highway to the west, by Clarke Street and Clarke Lane to the east, as shown outlined in red at **Figure 1**. The sites can be generally described as three rectangular blocks:

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

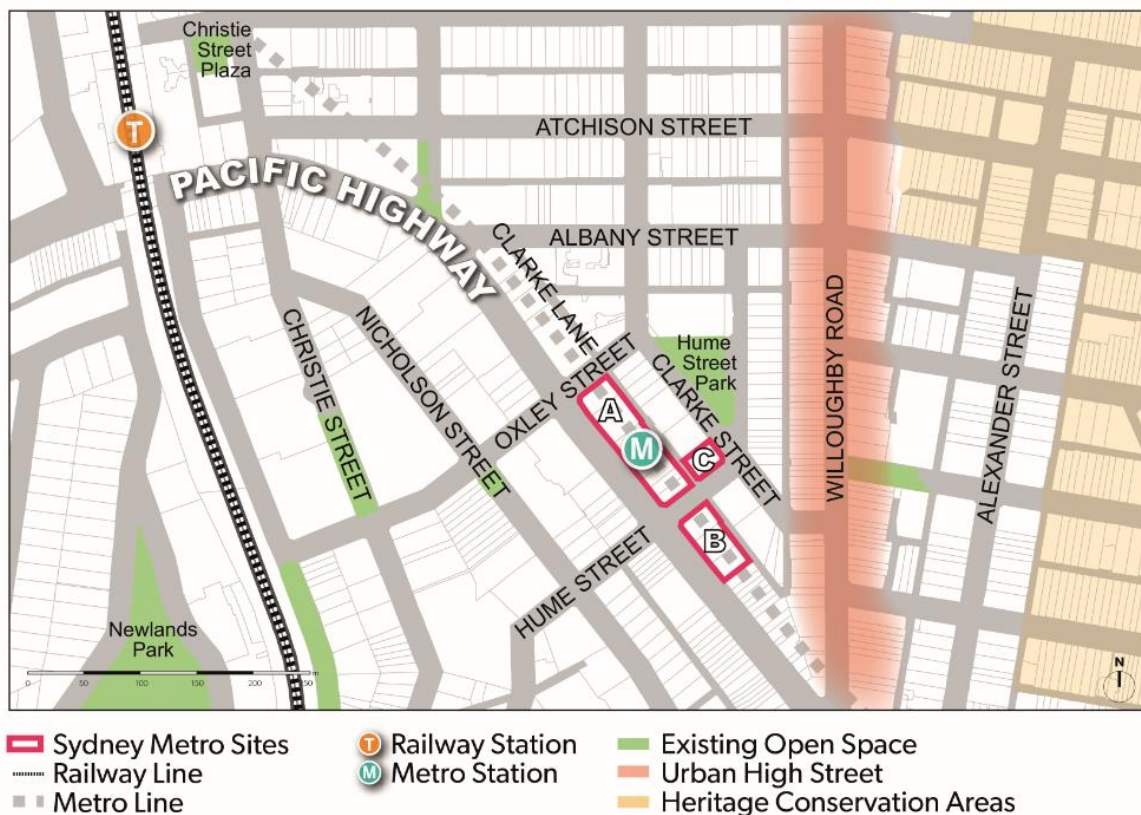


Figure 1: Location Map

The *Crows Nest Metro Sites - Rezoning Report* has been prepared to inform the proposed amendment to North Sydney LEP 2013. The proposed SEPP will amend the North Sydney LEP 2013 by making changes to the maximum height of buildings, maximum floor space ratio and the minimum non-residential floor space ratio that apply to the Metro sites. It will also introduce 'Design Excellence' provisions to ensure high quality built form outcomes.

General objectives and intended outcomes

The primary objective of the proposed amendment is to amend the existing planning controls that apply to the Sydney Metro Authority owned land at Crows Nest to include a new suite of controls to guide the future development of the over station development (OSD), which will be delivered alongside the approved Crows Nest Metro Station (SSI reference 15_7400).

The intended outcome of the proposed SEPP is to amend North Sydney LEP 2013 to facilitate the future development of the Metro sites in conjunction with the delivery of the new metro station to provide additional jobs and housing choices in a highly accessible location. It will also provide opportunities through the design excellence provisions to deliver better design outcomes that respect and enhance the local character of the Site.

No change to Land Zoning Map

The sites are currently zoned Zone B4 Mixed Use, as shown on the North Sydney LEP 2013 map (North Sydney LEP 2013 Map LZN_001) and there is no change proposed to the existing zoning.

Amendments to Height of Buildings Map

The existing Height of Buildings Map (North Sydney LEP 2013 Map HOB_001) is shown in **Figure 2**. It is proposed to make amendments to the maximum building heights that apply to the Metro sites, as shown in the proposed Height of Buildings Map in **Figure 3**.

An increase to the building heights across the sites is proposed as follows:

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

The existing planning controls for the sites were adopted in 2013, prior to any commitment by the NSW Government to deliver a new metro station at Crows Nest. To reflect the significant opportunities opened up by a new metro station including opportunities for new homes, jobs and community infrastructure it is proposed to amend the existing height controls.

The proposed height controls are based on the St Leonards and Crows Nest 2036 Plan which sets out a rationale for height across the Precinct. An Urban Design Study with specific consideration of the future built form vision for the Metro sites has been undertaken which builds upon the urban design analysis undertaken for the draft 2036 Plan. The Study details further urban design testing of built form concepts for the Metro sites to determine

an appropriate built form outcome for the sites. The proposed height concept also considers the expectation set in the Pacific Highway corridor by recent council approvals for buildings up to 50 storeys.

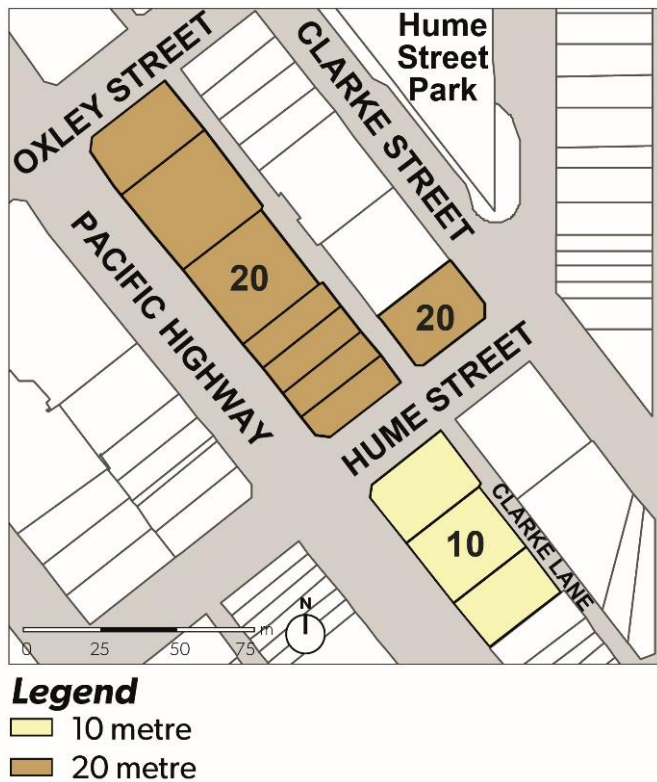


Figure 2: Existing Height of Building Map

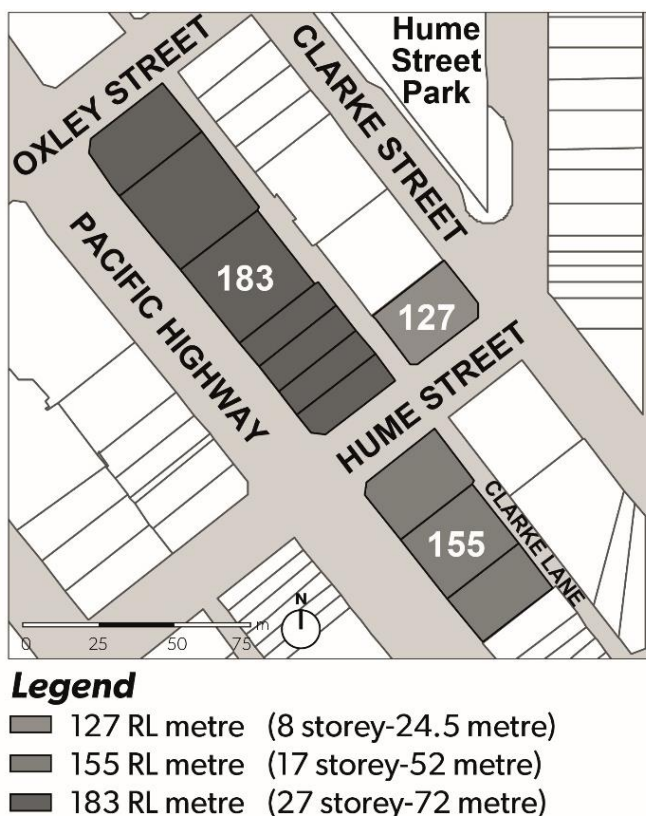


Figure 3: Proposed Height of Buildings map

Amendments to Floor Space Ratio Map

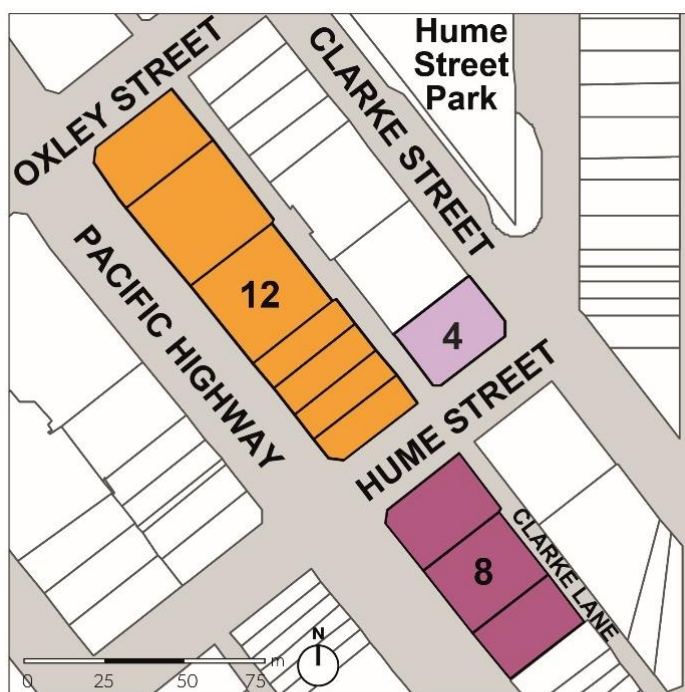
Currently, a maximum Floor Space Ratio (FSR) does not apply to the sites, North Sydney LEP 2013 Map FSR_001.

It is proposed to introduce a maximum floor space ratio to the site to ensure the density of development on the sites is compatible with the proposed changes to the maximum building heights proposed on the sites, limiting the bulk and scale of development. The proposed density controls have been designed to work with the proposed height controls to provide a built form outcome across that sites that responds sensitively to the character of the surrounding areas.

The proposed amendments recognise the significant public investment being made in this city shaping project – Sydney Metro, and the benefits and opportunities a new metro station at Crows Nest brings. The proposed density controls have the potential to accommodate new jobs, homes and new amenities including ground floor retail, services and community facilities

The maximum FSR proposed for the Metro sites is shown at **Figure 4**:

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



Legend

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

Figure 4: Proposed FSR map

Amendments to Non-Residential Floor Space Ratio Map

It is proposed to increase the existing minimum non-residential FSR that applies to the Metro sites (North Sydney LEP 2013 Map LCL_001 at **Figure 5**) to deliver new jobs and promote employment uses, as shown at **Figure 6**. The proposed increase to the minimum non-residential FSR will align with the proposed increase in development potential of the sites, maintain the employment function of the Pacific Highway corridor and maximise employment opportunities across the sites to leverage its proximity to public transport and a range of services and amenities.

An increase to the minimum non-residential FSR across the sites is proposed as follows:

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

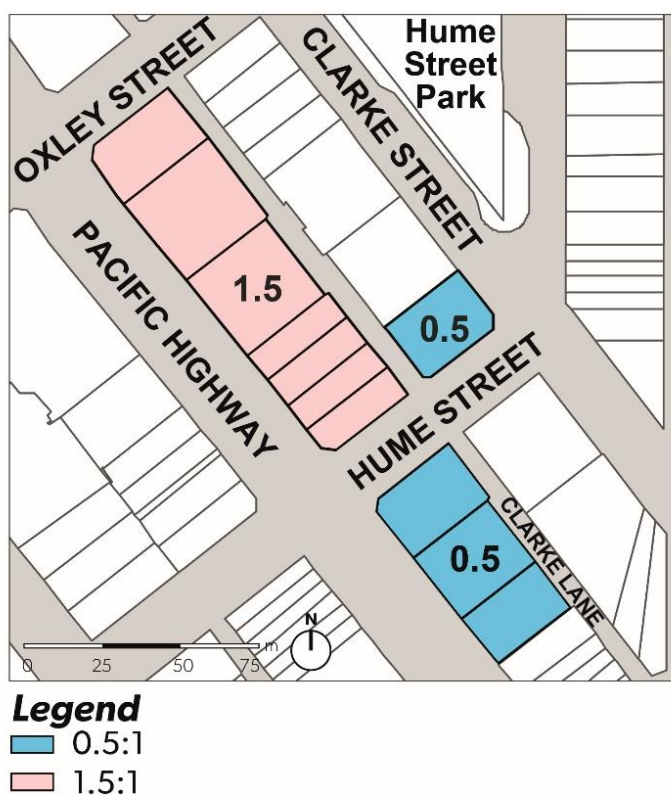


Figure 5: Existing Minimum Non-residential FSR Map

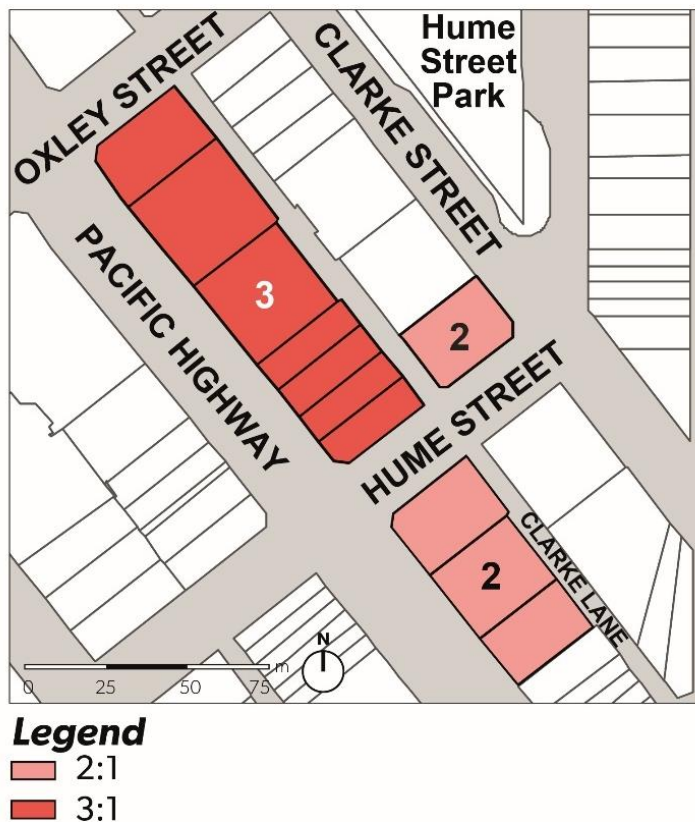


Figure 6: Proposed Minimum Non-residential FSR map

Amendment to Part 6 - Additional local provisions

Design Excellence

It is proposed to insert a new site-specific clause requiring development across the sites to demonstrate design excellence. It will apply to development on the sites involving the erection of a new building or external alterations to an existing building.

The proposed clause will require the consent authority to consider whether the development within the mapped area exhibits design excellence. In deciding whether to grant development consent to the development application, the consent authority is to take certain matters into account, these include; architectural design, form and external appearance, view corridors, land use mix, heritage, building separation, bulk and massing, street frontage heights, environmental impacts, active transport connections, public domain, relationship to character areas, landscaping and ground level interfaces.

The introduction of the proposed clause will ensure any future development on the sites demonstrate the highest standard of architectural, urban and landscape design.