

# **Response to Request for Additional Information**



Sydney Metro City & Southwest

**Crows Nest Over Station Development –  
Modification Application (SSD 9579 MOD 1)**

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| Date           | 15 September 2021   |   |

# 1 Introduction

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A Section 4.55(1A) Modification Application was lodged by Sydney Metro with the Department of Planning, Industry and Environment (DPIE) on 5 August 2021. The Modification Application relates to the approved Concept State Significant Development (SSD) Application (SSD 9579) for the Crows Nest over station development (OSD). It represents the first modification sought to the approved Concept SSD Application development consent.

The Modification Application seeks to amend conditions of consent to:

- refine the conditions of consent to provide further information or clarifications
- propose a new condition (A27) formalising future access and use of the Site A OSD loading dock by the Site C OSD.

On 16 August 2021, DPIE issued a Request for Additional Information (RFI) letter seeking additional information in relation to this Modification Application. Sydney Metro's response to each of the additional items raised is provided below.

This response should be read in conjunction with the appended documentation and the Section 4.55(1A) Modification Application Report prepared by Sydney Metro dated 4 August 2021.

## 2 Response to RFI

The following tables provide Sydney Metro's response to the matters raised within the RFI letter prepared by DPIE, and North Sydney Council's submission provided under separate cover.

### Department of Planning, Industry and Environment

| Extract  | Response  |
|--|---|
| Clarify changes to the servicing and loading strategy, including the relocation of the servicing and loading for Site C from the lay-by area along Clarke Lane to off-street loading dock within Site A. | <p>This Modification Application does not propose to relocate loading and servicing for Site C from the Clarke Street lay-by, which will remain unchanged. Instead, it seeks to enable usage of the Site A Loading Dock as an additional option for Site C tenants, providing additional flexibility.</p> <p>Owing to the constraints of Site C, which accommodates the station portal and is the smallest within the Crows Nest Station precinct, there is no opportunity to provide an on-site loading dock for the building. Accordingly, as proposed in the Detailed SSD Application for the Site C OSD (SSD-13852803), loading and servicing for Site C will continue to occur from the lay-by in Clarke Lane in accordance with the approved Concept SSD Application.</p> <p>Following completion of the OSD on Site A, it is proposed that loading and deliveries to Site C can also be made via the Site A Loading Dock through a booking system to be managed by the Site A OSD Building Manager. Service and maintenance vehicle parking for Site C OSD can also be accommodated within the Site A OSD parking on level 2.</p> <p>Waste collection for the Site C OSD will continue to use the available lay-by spaces in Clarke Lane, recognising that waste collection occurs outside of typical operational hours and needs to occur adjacent to Site C. This ensures there is direct access to the waste storage room within the Site C building for waste collection, and that waste is not being transported between Sites A and C.</p> <p>Accordingly, while Condition A27 facilitates additional options for loading and servicing for Site C, it does not replace the use of the lay-by on Clarke Lane. It is noted that the use of the Clarke Lane lay-by was addressed and approved as part of the approved Concept SSD Application. Additionally,</p> |

| Extract  | Response  |
|--|---|
|  | <p>the provision of the Clarke Lane rolled-kerbs forms part of the public domain works that are being completed under the CSSI Approval.</p> <p>It is noted that the previous buildings on the Station Site and the remaining buildings were, and are still, serviced from Clarke Lane, including rubbish removal. The proposed loading arrangements along Clarke Lane are therefore both an improvement on the previous situation and consistent with the existing approved servicing arrangements.</p>  |
| <p>A Traffic Statement to identify any impacts and mitigation measures for the proposed changes to loading and servicing arrangements.</p> | <p>As aforementioned, usage of the Clarke Street lay-by for Site C servicing and loading will continue. However, the Site A Loading Dock will also be provided as an additional option.</p> <p>The Traffic Statement prepared as part of the Concept SSD Approval dated November 2018 (Appendix AA of submitted package) has already assessed usage of the Site A Loading Dock by Site C tenants and found it to be appropriate. Refer to 6.4.4 of that report.</p> <p>The concurrent Detailed SSD Application for the Site C OSD commits to preparing a Management Plan for loading and servicing.</p> |

## North Sydney Council

| Extract   | Response  |
|---|---|
| In response to the Department's request regarding the above matter, Council raises no objection to the proposed amendments.   | Noted.  |
| However, Council remains concerned regarding the safety and efficiency of maintaining the truck lay-over space in Clarke Lane, despite being included in the original approval. | <p>Noted. This arrangement was assessed in detail and found to be appropriate as part of the Concept SSD Approval. It is not a relevant consideration under this Modification Application.</p> <p>Nevertheless, we note that the safety and efficiency of the lay-by was extensively discussed in the Concept SSD Approval Traffic Statement dated November 2018. This included the preparation of detailed swept path assessments confirming no adverse operational impacts (refer to <b>Figure 1</b>)</p> <p>As identified in the Traffic and Transport Assessment Report for the Detailed SSD Application for the Site C OSD, deliveries will be encouraged during off-peak hours to minimise any interference with pedestrian and vehicle flows. This would likely avoid the need for delivery vehicles crossing of the footpath near a busy Metro rail station and is considered appropriate for the Site C OSD, which is a small commercial building.</p> |

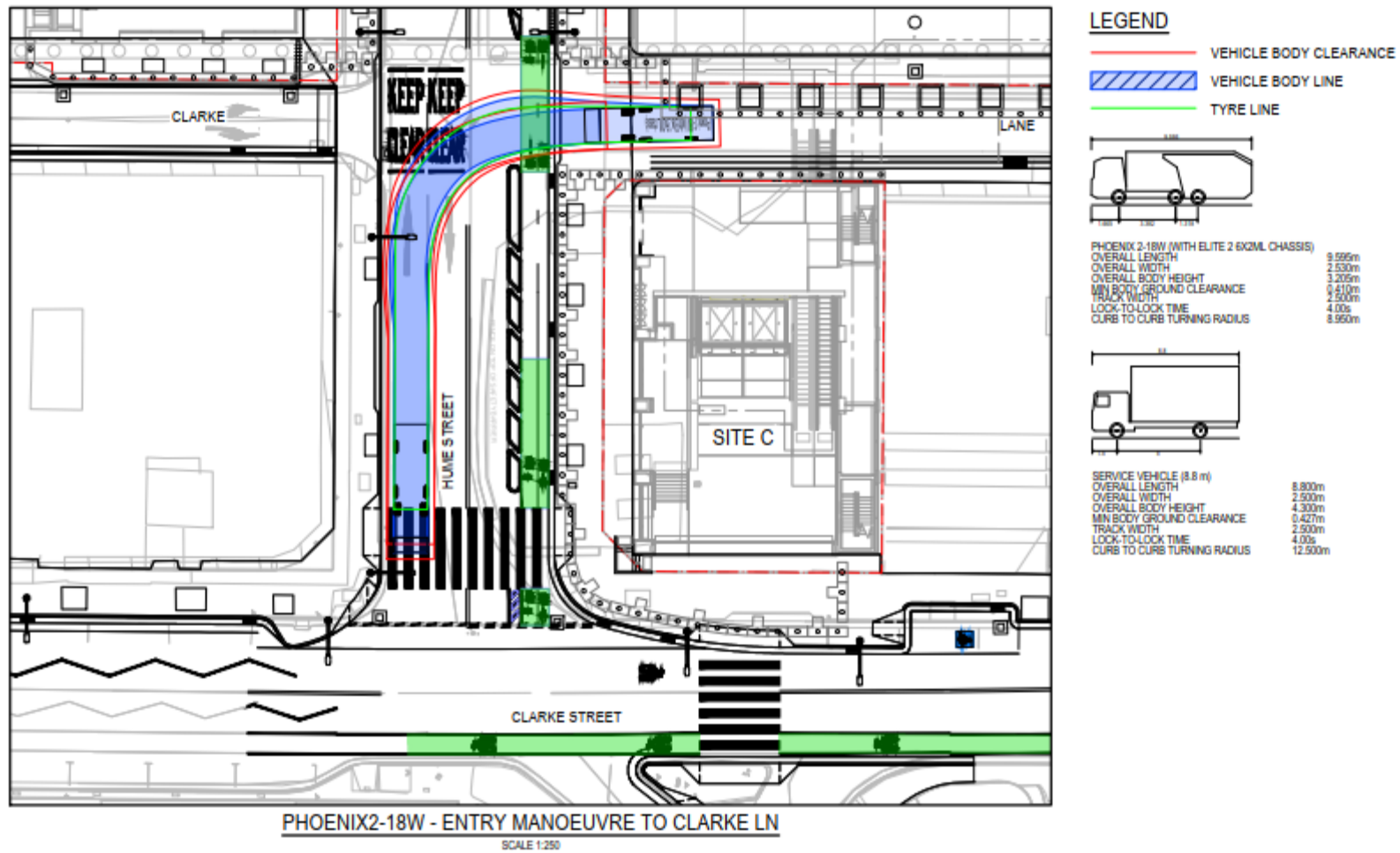


Figure 1: Swept path assessment of Clarke Lane lay-by

### 3 Conclusion

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This report has been prepared in response to DPIE's RFI letter dated 16 August 2021. It sets out Sydney Metro's response to each of the issues raised by DPIE and North Sydney Council. The Modification Application does not require revision of the mitigation measures nominated in Section 12 of the SSD 9579 EIS.

We trust that the above is sufficient to enable the continued assessment of the Modification Application to SSD 9579.