# Sydney Metro City & South West:
# Crows Nest
# Over Station Development

Crows Nest Over Station Development Environmental Impact Statement Addendum

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| **Applicable to:** | Sydney Metro City & Southwest |
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| **Owner** | Sydney Metro Authority |
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# Executive Summary

Sydney Metro is progressing with the concept State Significant Development (SSD) Application for the Crows Nest OSD, which seeks approval for building envelopes (i.e. volumetric parameters), maximum gross floor areas (GFA) land uses (residential, commercial, tourist and visitor accommodation and social infrastructure), future subdivision (if required) and general development strategies to inform the future detailed design of the OSD. The building envelope has been designed to allow the future OSD buildings to sit above and be fully integrated with the Crows Nest Metro Station, forming a single integrated station development.

This concept SSD Application (including this Addendum statement) is the first stage in the development assessment process for the OSD. Consent is not sought for any construction or other physical work as part of this application, although a high-level assessment of potential construction related impacts is provided. These aspects of the development will be subject to detailed SSD Application(s).

The main volume of the Environmental Impact Statement (EIS) was prepared during a period when the Department of Planning and Environment (DPE) was undertaking strategic planning investigations into revitalising the surrounds of St Leonards railway station and the metro station at Crows Nest. In August 2017, DPE released the *St Leonards and Crows Nest Station Precinct Interim Statement (Interim Statement)* and in October 2018 released the *St Leonards and Crows Nest 2036 Draft Plan* (2036 Draft Plan) and its supporting DPE documents which detail recommended changes to land use controls in the precinct in response to the additional development capacity enabled by metro infrastructure. These documents recommend increases in development density along the Pacific Highway corridor, on and around the Crows Nest metro station whilst protecting the amenity of Willoughby Road.

The Interim Statement and 2036 Draft Plan build on the strategic intent underpinned by the *North District Plan*. In particular, the *North District Plan* identified the St Leonards / Crows Nest as a Strategic Centre, in addition to a health and education precinct. It set jobs targets for the Strategic Centre and housing targets for the North Sydney Local Government Area, which the *2036 Draft Plan* builds upon and assists in meeting. Consistent with the principles of transit-oriented development, density at metro stations and hence maximising the amount of people living and working within a close walking catchment of a metro station encourages the use of public transport resulting in a subsequent decrease in private car usage. This has the effect of reducing congestion in Sydney and increasing the liveability of citizens.

In October 2018, DPE also placed on public exhibition the *Crows Nest Sydney Metro Site Rezoning Proposal* (Rezoning Proposal). The Proposal outlines the State led rezoning of the subject site, on the basis that the current planning controls in the *North Sydney Local Environmental Plan 2013* (NSLEP 2013) do not reflect the opportunities for improved accessibility associated with the new Sydney Metro station enabling people to live, work and

spend time close to public transport. The Proposal recommends alignment of the planning controls commensurate with the built form proposed in this concept SSD Application.

Sydney Metro has been in consultation with the DPE during the development of these strategic planning documents, however, public access to these documents was first provided in October 2018.

This Addendum is submitted in response to the release of this recent strategic planning work by the DPE. Given the importance of these documents in shaping the future development of the subject site and local vicinity, this Addendum is submitted to provide detailed analysis against the aims, objectives and planning provisions of the documents. It aims to assess the proposal's consistency and compliance with the following DPE released documents:

- Rezoning Proposal
- 2036 Draft Plan
- Draft Local Character Statement
- Draft Green Plan
- Draft Special Infrastructure Contribution

It is noted that the DPE has also released additional technical studies which have supported the content of the above documents. Detailed assessment against these supporting technical studies has not been provided, as these documents are consistent with the final strategic documents listed above.

In summary, the concept SSD Application is generally consistent with the 2036 Draft Plan (and its associated documents) and the Rezoning Proposal. Minor variances associated with the Rezoning Proposal relate to the addition of a building services zone (exceeding the proposed height of building control by 3 metres) which is a key built form feature generally not fully appreciated at the strategic planning documents stage. In addition, whilst the overall concept SSD Application exceeds the minimum requirement of employment floorspace under the proposed non-residential floor space ratio (FSR) control, individual controls are not met on a site-by-site basis (i.e. for example Site A does not meet the control). However, the concept SSD Application continues to be consistent with these documents, as future allowances for building services zones and redistribution of FSR will be made during the drafting of the LEP controls, as indicated in the relevant documents. Sydney Metro will seek to make a submission to the Rezoning Proposal in order to ensure alignment between the concept SSD Application and the DPE Rezoning Proposal.

Two variation requests made under Clause 4.6 of the NSLEP 2013 are submitted at Appendix P (Height of Buildings) and Appendix Q (Non-Residential FSR) to further support the variation to the existing planning controls under the NSLEP 2013. It is noted that exhibition of a draft environmental planning instrument (i.e. the Rezoning Proposal) becomes

a relevant matter for consideration under Section 4.15 of the EP&A Act. Nonetheless, as these controls are not yet formally gazetted, the Clause 4.6 under NSLEP 2013 have been submitted to further support and justify the density and scale of development proposed, based on the individual merit of the concept SSD Application.

# 1.0 Introduction

## 1.1 Purpose of this report

This report supports a concept State Significant Development application (concept SSD Application) submitted to the Department of Planning and Environment (DPE) pursuant to Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act). The concept SSD Application is made under Section 4.22 of the EP&A Act.

Sydney Metro is seeking to secure concept approval for a mixed use development comprising four buildings above the Crows Nest Station, otherwise known as the over station development (OSD). The concept SSD Application seeks consent for building envelopes and land uses, maximum building heights, maximum gross floor areas, pedestrian and vehicular access, circulation arrangements and associated car parking and the strategies and design parameters for the future detailed design of the development.

Sydney Metro proposes to procure the construction of the OSD as part of an Integrated Station Development package, which would result in the combined delivery of the station, OSD and public domain improvements. The station and public domain elements form part of a separate planning approval for Critical State Significant Infrastructure (CSSI) approved by DPE on 9 January 2017.

As the development is within a rail corridor, is associated with railway infrastructure and is for commercial premises and residential accommodation with a Capital Investment Value of more than $30 million, the project is identified as State Significant Development (SSD) pursuant to Schedule 1, 19(2)(a) of the *State Environmental Planning Policy (State and Regional Development) 2011* (SRD SEPP). The development is therefore, State significant development for the purposes of Section 4.36 of the EP&A Act.

## 1.2 Overview of the Sydney Metro in its context

Sydney Metro is Australia's biggest public transport project. A new standalone metro railway system, this 21st century network will deliver 31 metro stations and 66km of new metro rail for Australia's biggest city — revolutionising the way Sydney travels. Services start in the first half of 2019 on Australia's first fully-automated railway.

Sydney Metro was identified in *Sydney's Rail Future*, as an integral component of the *NSW Long Term Transport Master Plan*, a plan to transform and modernise Sydney's rail network so it can grow with the city's population and meet the future needs of customers. In early 2018, *the Future Transport Strategy 2056* was released as an update to *the NSW Long Term Transport Master Plan* and *Sydney's Rail Future*. Sydney Metro City & Southwest is identified as a committed initiative in the *Future Transport Strategy 2056*.

Sydney Metro is comprised of three projects, as illustrated in **Figure 1**:

- **Sydney Metro Northwest** — formerly the 36km North West Rail Link. This $8.3 billion project is now under construction and will open in the first half of 2019 with a metro train every four minutes in the peak.
- **Sydney Metro City & Southwest** — a new 30km metro line extending the new metro network from the end of Sydney Metro Northwest at Chatswood, under Sydney Harbour, through the CBD and south west to Bankstown. It is due to open in 2024 with an ultimate capacity to run a metro train every two minutes each way through the centre of Sydney.
- **Sydney Metro West** – a new underground railway connecting the Parramatta and Sydney central business districts. This once-in-a-century infrastructure investment will double the rail capacity of the Parramatta to Sydney CBD corridor and will establish future capacity for Sydney's fast growing west. Sydney Metro West will serve five key precincts at Westmead, Parramatta, Sydney Olympic Park, The Bays and the Sydney CBD. The project will also provide an interchange with the T1 Northern Line to allow faster connections for customers from the Central Coast and Sydney's north to Parramatta and the Sydney CBD.

Sydney's new metro, together with signalling and infrastructure upgrades across the existing Sydney suburban rail network, will increase the capacity of train services entering the Sydney CBD – from about 120 an hour currently to up to 200 services beyond 2024. That's an increase of up to 60 per cent capacity across the network to meet demand.

Sydney Metro City & Southwest includes the construction and operation of a new metro rail line from Chatswood, under Sydney Harbour through Sydney's CBD to Sydenham and on to Bankstown through the conversion of the existing line to metro standards.

The project also involves the delivery of six (6) new metro stations, including at Crows Nest, together with new underground platforms at Central. Once completed, Sydney Metro will have the ultimate capacity for a train every two minutes through the CBD in each direction - a level of service never seen before in Sydney.


**Figure 1:** Sydney Metro alignment map

On 9 January 2017, the Minister for Planning (the Minister) approved the Sydney Metro City & Southwest - Chatswood to Sydenham application lodged by TfNSW as a Critical State Significant Infrastructure project (reference SSI 15_7400), hereafter referred to as the CSSI Approval.

The CSSI Approval includes all physical work required to construct the CSSI, including the demolition of existing buildings and structures on each site. Importantly, the CSSI Approval also includes provision for the construction of below and above ground structures and other components of the future OSD (including building infrastructure and space for future lift cores, plant rooms, access, parking and building services, as relevant to each site). The rationale for this delivery approach, as identified within the CSSI application is to enable the OSD to be more efficiently built and appropriately integrated into the metro station structure.

The EIS for the Chatswood to Sydenham alignment of the City & Southwest project identified that the OSD would be subject to a separate assessment process.

Since the CSSI Approval was issued, Sydney Metro has lodged four modification applications to amend the CSSI Approval as outlined below:

- **Modification 1** - Victoria Cross and Artarmon Substation which involves the relocation of the Victoria Cross northern services building from 194-196A Miller Street to 50 McLaren Street together with the inclusion of a new station entrance at this location referred to as

Victoria Cross North. The modification also involves the relocation of the substation at Artarmon from Butchers Lane to 98 – 104 Reserve Road. This modification application was approved on 18 October 2017.

- **Modification 2 -** Central Walk which involves additional works at Central Railway Station including construction of a new eastern concourse, a new eastern entry, and upgrades to suburban platforms. This modification application was approved on 21 December 2017.
- **Modification 3** - Martin Place Station which involves changes to the Sydney Metro Martin Place Station to align with the Unsolicited Proposal by Macquarie Group Limited (Macquarie) for the development of the station precinct. The proposed modification involves a larger reconfigured station layout, provision of a new unpaid concourse link and retention of the existing MLC pedestrian link and works to connect into the Sydney Metro Martin Place Station. It is noted that if the Macquarie proposal does not proceed, the original station design remains approved. This modification application was approved on 22 March 2018.
- **Modification 4** - Sydenham Station and Sydney Metro Trains Facility South which incorporated Sydenham Station and precinct works, the Sydney Metro Trains Facility South, works to Sydney Water's Sydenham Pit and Drainage Pumping Station and ancillary infrastructure and track and signalling works into the approved project. This modification application was approved on 13 December 2017.

The CSSI Approval as modified allows for all works to deliver Sydney Metro between Chatswood and Sydenham Stations and also includes upgrade of Sydenham Station.

The remainder of the City & Southwest alignment (Sydenham to Bankstown) proposes the conversion of the existing heavy rail line from west of Sydenham Station to Bankstown to metro standards. This part of the project, referred to as the Sydenham to Bankstown upgrade, is the subject of a separate CSSI Application (Application No. SSI 17_8256) for which an EIS was exhibited between September and November 2017, and a Submissions and Preferred Infrastructure Report was exhibited in June and July 2018. This application is currently being assessed by DPE.

## 1.3 Planning relationship between Crows Nest Station and the OSD

While Crows Nest Station and the OSD will form an Integrated Station Development, the planning pathways defined under the *Environmental Planning & Assessment Act 1979* require separate approval for each component of the development. In this regard, the approved station works (CSSI Approval) are subject to the provisions of Part 5.1 of the EP&A Act (now referred to as Division 5.2) and the OSD component is subject to the provisions of Part 4 of the EP&A Act.

For clarity, the approved station works under the CSSI Approval included the construction of below and above ground structures necessary for delivering the station and also enabling construction of the integrated OSD. This includes but is not limited to:

- demolition of existing development
- excavation

- integrated station and OSD structure (including concourse and platforms)
- lobbies
- retail spaces within the station building
- public domain improvements
- pedestrian through-site link
- access arrangements including vertical transport such as escalators and lifts
- space provisioning and service elements necessary to enable the future development of the OSD, such as lift cores, plant rooms, access, parking, retail, utilities connections and building services.

The vertical extent of the approved station works above ground level is defined by the 'transfer level' level, above which would sit the OSD. This delineation is illustrated in **Figure 2**.

The CSSI Approval also establishes the general concept for the ground plane of Crows Nest Station including access strategies for commuters, pedestrians, workers, visitors and residents.

Since the issue of the CSSI Approval, Sydney Metro has undertaken sufficient design work to determine the space planning and general layout for the station and identification of those spaces within the station area that would be available for the OSD. In addition, design work has been undertaken to determine the technical requirements for the structural integration of the OSD with the station. This level of design work has informed the concept proposal for the Crows Nest OSD. It is noted that ongoing design development of the works to be delivered under the CSSI Approval would continue with a view to developing an Interchange Access Plan (IAP) and Station Design Precinct Plan (SDPP) for Crows Nest Station to satisfy Conditions E92 and E101 of the CSSI Approval.

All public domain improvement works around the site would be delivered as part of the CSSI Approval.

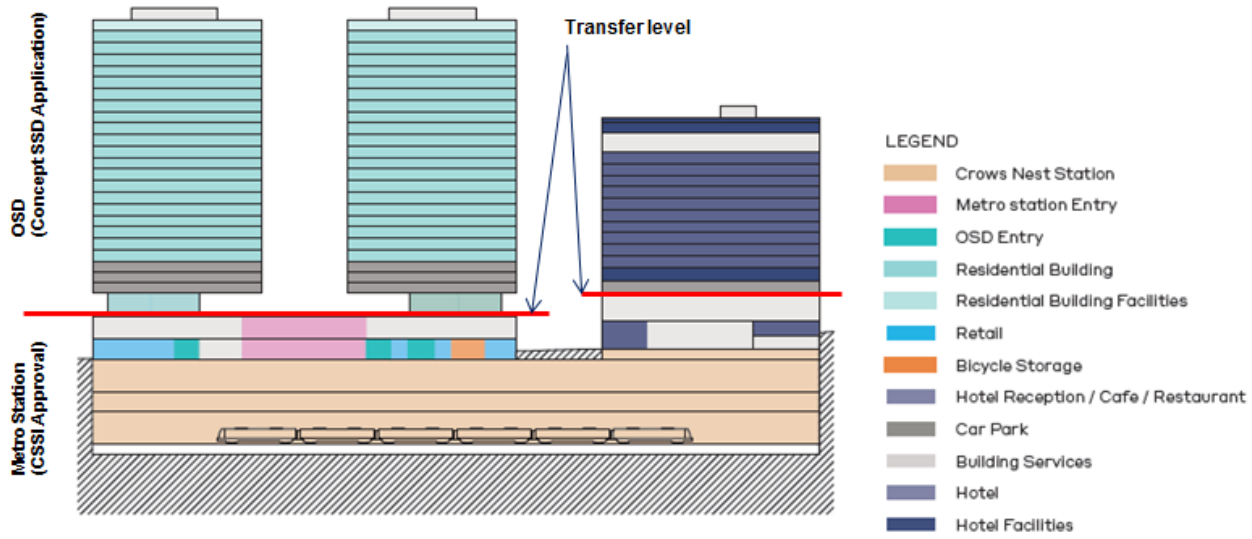


**Figure 2:** Delineation between the Metro station and OSD (based on indicative OSD design)

## 1.4 The strategic planning context

DPE is currently undertaking strategic planning investigations into revitalising the area surrounding St Leonards railway station and the metro station at Crows Nest. In August 2017, DPE released the *St Leonards and Crows Nest Station Precinct Interim Statement* and in October 2018 DPE released the *St Leonards and Crows Nest 2036 Draft Plan* (2036 Draft Plan) and supporting documents which detail recommended changes to land use controls in the precinct. These documents recommend new developments be centred around the Pacific Highway corridor and the Crows Nest Station while protecting the amenity of Willoughby Road.

In October 2018, DPE also placed on public exhibition the *Crows Nest Sydney Metro Site Rezoning Proposal* (Planning Proposal). The Planning Proposal outlines the State led rezoning of the subject site, on the basis that the current planning controls in the *North Sydney Local Environmental Plan 2013* do not reflect the opportunities for improved accessibility associated with the new metro station enabling people to live, work and spend time close to public transport. This concept SSD Application is aligned with the planning controls proposed in the Planning Proposal.

## 1.5 The site

Crows Nest Station precinct is located between the Pacific Highway and Clarke Street (eastern side of the Pacific Highway) and Oxley Street and south of Hume Street, Crows Nest (**Figure 3**).

The site is located within the North Sydney Local Government Area.

The Crows Nest Station precinct is divided into three separate sites as illustrated in **Figure 4** and described below:

- **Site A:** Six lots in the block bound by the Pacific Highway, Hume Street, Oxley Street and Clarke Lane (497-521 Pacific Highway, Crows Nest)
- **Site B:** Three lots on the southern corner of Hume Street and Pacific Highway (477-495 Pacific Highway, Crows Nest)
- **Site C:** One lot on the north-western corner of Hume Street and Clarke Street (14 Clarke Street, Crows Nest).

Sites A, B and C have a combined site area of 6,356 square metres.

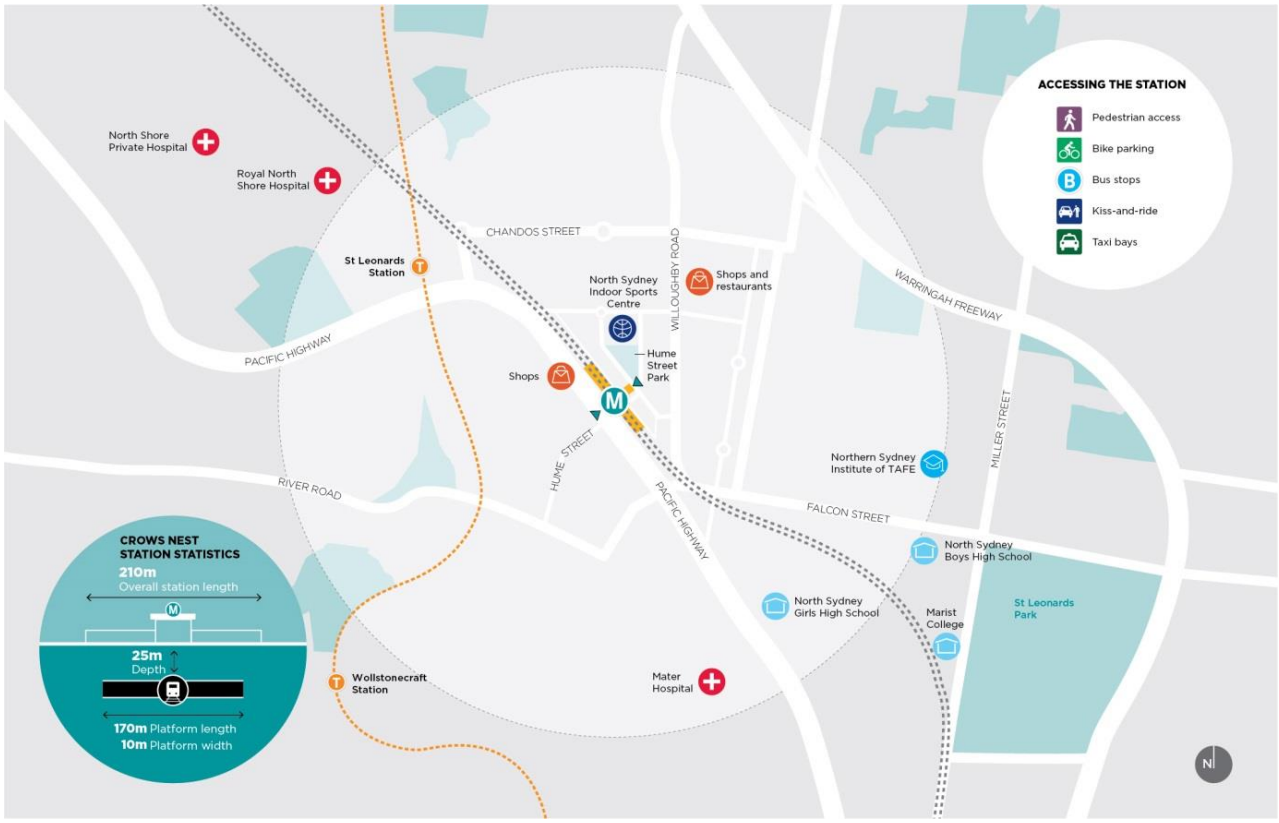


**Figure 3:** Crows Nest Station location plan


**Figure 4:** The subject site

The site comprises the following properties:

- **Site A:**
  - 497 Pacific Highway (Lot 2 in DP 575046)
  - 501 Pacific Highway (Lot 1 in DP 575046)
  - 503-505 Pacific Highway (Lot 3 in DP 655677)
  - 507-509 Pacific Highway (Lot 4 in DP 1096359)
  - 511-519 Pacific Highway (SP 71539)
  - 521-543 Pacific Highway (Lot A and Lot B in DP 374468)
- **Site B:**
  - 477 Pacific Highway (Lot 100 in DP 747672)
  - 479 Pacific Highway (Lot 101 in DP 747672)
  - 491-495 Pacific Highway (Lot 100 in DP 442804)
- **Site C:**
  - 14 Clarke Street (Lot 1 in SP 52547)

## 1.6 Overview of the proposed development

This concept SSD Application comprises the first stage in the Crows Nest OSD project. It will be followed by a detailed SSD Application for the design and construction of the OSD to be lodged by the successful contractor who is awarded the contract to deliver the Integrated Station Development.

This concept SSD Application seeks approval for the planning and development framework and strategies to inform the future detailed design of the Crows Nest OSD.

The concept SSD Application specifically seeks approval for the following:

- maximum building envelopes for Sites A, B and C, including street wall heights and setbacks as illustrated in the plans prepared by Foster + Partners for Sydney Metro
- maximum building heights:
    - **Site A:** RL 183 metres or equivalent of 27 storeys (includes two station levels and conceptual OSD space in the podium approved under the CSSI Approval)
    - **Site B:** RL 155 metres or equivalent of 17 storeys (includes two station levels and conceptual OSD space approved under the CSSI Approval)
    - **Site C:** RL 127 metres or 8 storeys (includes two station levels and conceptual OSD space approved under the CSSI Approval)

      *Note 1:* the maximum building heights defined above are measured to the top of the roof slab and exclude building parapets which will be resolved as part of future detailed SSD Application(s)
    - maximum height for a building services zone on top of each building to accommodate lift overruns, rooftop plant and services:
        - **Site A:** RL 188 or 5 metres
        - **Site B:** RL 158 or 3 metres
        - **Site C**: RL 132 or 5 metres

      *Note 1:* the use of the space within the building services zone is restricted to non-habitable floor space.

      *Note 2:* for the purposes of the concept SSD Application, the maximum height of the building envelope does not make provision for the following items, which will be resolved as part of the future detailed SSD Application(s):
        - communication devices, antennae, satellite dishes, masts, flagpoles, chimneys, flues and the like, which are excluded from the calculation of building height pursuant to the standard definition in NSLEP 2013
        - architectural roof features, which are subject to compliance with the provisions in Clause 5.6 of NSLEP 2013, and may exceed the maximum building height, subject to development consent.
- maximum gross floor area (GFA) of 55,400sqm for the OSD comprising the following based on the proposed land uses:
    - **Site A:** Residential accommodation - maximum 37,500 square metres (approximately 350 apartments)
    - **Site B:** Hotel / tourist accommodation and associated conference facilities or commercial office premises GFA - maximum of 15,200 square metres (approximately 250 hotel rooms)
    - **Site C:** Commercial office premises GFA - maximum of 2,700 square metres

- **Site A or C**: social infrastructure GFA inclusive of the GFA figures nominated above for each site, with provision optional as follows:
  - Site A: podium rooftop (approximately 2,700 square metres)
  - Site C: three floors and rooftop (approximately 1,400 square metres)

  *Note 1:* GFA figures exclude GFA attributed to the station and station retail space approved under the CSSI Approval

- a minimum non-residential floor space ratio (FSR) for the OSD across combined Sites A, B and C of 2.81:1 or the equivalent of 17,900 square metres
- the use of approximate conceptual areas associated with the OSD which have been provisioned for in the Crows Nest station box (CSSI Approval) including areas above ground level (i.e. OSD lobbies and associated spaces)
- a maximum of 150 car parking spaces on Sites A and B associated with the proposed commercial, hotel and residential uses
- loading, vehicular and pedestrian access arrangements
- strategies for utilities and services provision
- strategies for managing stormwater and drainage
- a strategy for the achievement of ecological sustainable development
- a public art strategy
- indicative signage zones
- a design excellence framework
- the future subdivision of parts of the OSD footprint, if required.

As this is a staged development pursuant to section 4.22 of the EP&A Act, future approval would be sought for the detailed design and construction of the OSD.

The proposed location of the buildings on the site is illustrated in the location plan provided at **Figure 5**.

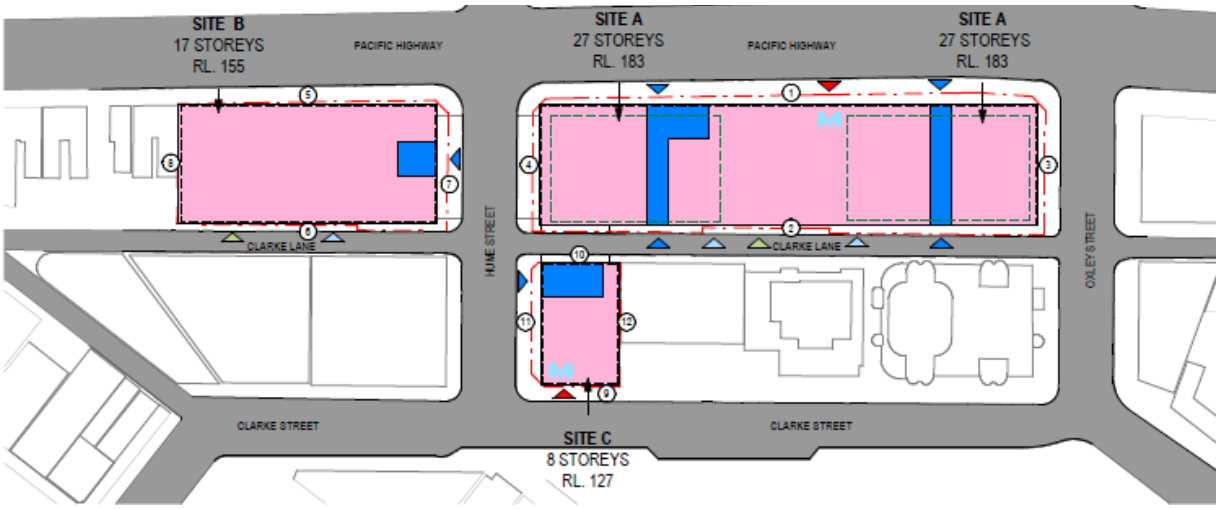


**Figure 5 –** Proposed location of buildings on the

The total GFA for the integrated station development, including the station GFA (i.e. retail, station circulation and associated facilities) and the OSD GFA is 60,400 square metres, equivalent to a floor space ratio (FSR) of 9.5:1.

The concept proposal includes opportunities for community uses in the development on either Site A or Site C. This space has the potential to be used for a range of uses including community facilities, child care centre, recreational area/s, library, co-working space, which can take advantage of the site's accessibility above the metro station.

Through design development post the CSSI Approval, pedestrian access to the metro station is proposed from the Pacific Highway and from Clarke Street, opposite the Hume Street Park. Vehicular access to the site including separate access to the loading docks and parking is proposed from Clarke Lane.

Public domain works around the site would be delivered as part of the CSSI Approval. Notwithstanding, the OSD will be appropriately designed to complement the station and activate the public domain. Provision for retail tenancies to activate the public domain are included in the ground floor of Sites A, B and C, as part of the CSSI Approval. Future detailed development applications will seek approval for the fitout and specific use of this retail space.

Drawings illustrating the proposed building envelopes are provided in Figures 6 and 7. The concept SSD Application includes an indicative design for the OSD to demonstrate one potential design solution within the proposed building envelope (refer to Figure 8).

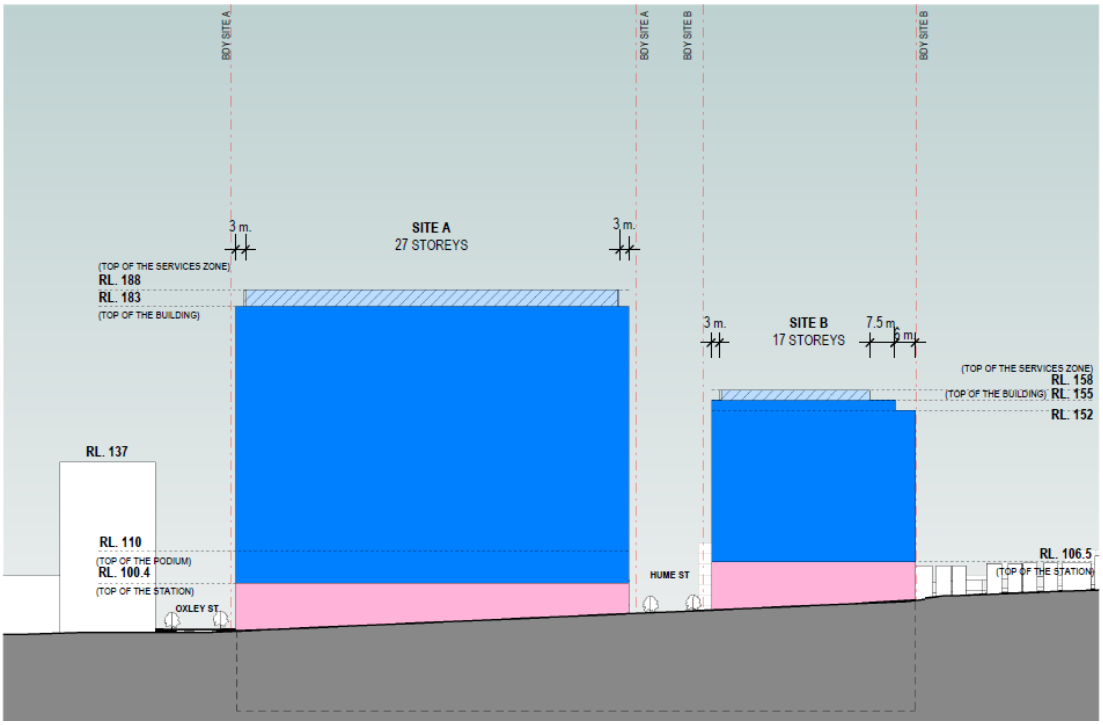


**Figure 6:** Proposed Crows Nest OSD building envelopes – west elevation (Pacific Highway)

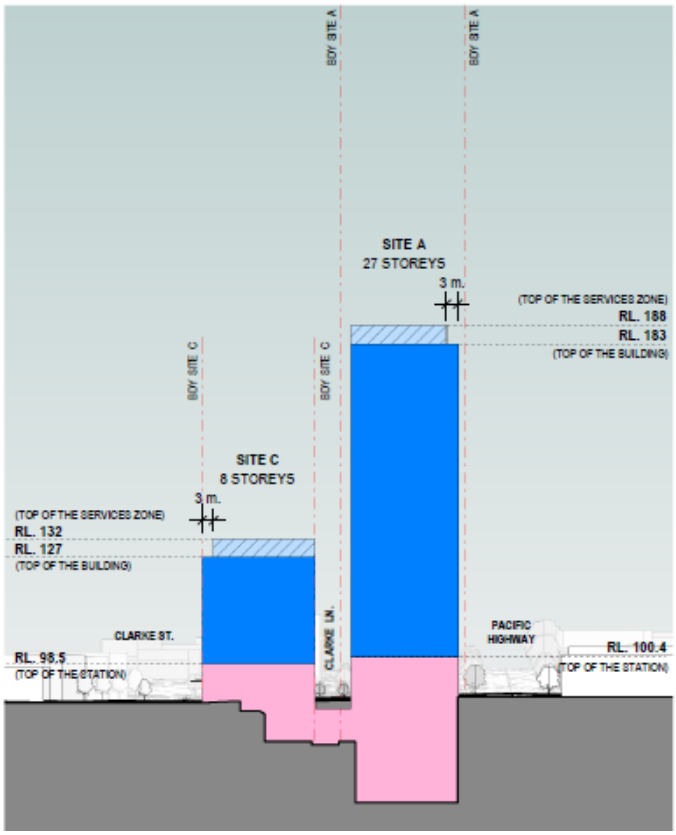


**Figure 7:** Proposed Crows Nest OSD building envelopes – cross section through the site (east-west)

**Figure 8:** Crows Nest OSD indicative design

# 2.0 Rezoning Proposal

The DPE released the Rezoning Proposal Report to support a proposal to amend the NSLEP 2013. The Rezoning Proposal applies to the site subject to this concept SSD Application.

The existing planning controls for the subject site 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.

Table 1 below illustrates the existing controls under the NSLEP 2013 and the proposed controls under the Rezoning Proposal.

**Table 1:** Existing controls under the NSLEP 2013 and proposed controls under the Rezoning Proposal

| Control | Existing controls (NSLEP 2013) | Proposed Controls (Rezoning Proposal) |
|---|---|---|
| Zoning | The site is zoned B4 Mixed Use. | No changes are proposed to the existing B4 Mixed Use Zone |
| Height | The following maximum building heights apply to the sites:<br>• Blocks A and C: maximum height limit of 20 metres<br>• Block B: maximum height limit of 10 metres | The Rezoning Proposal seeks to increase the following maximum building heights for the Sydney Metro sites:<br>• Block A – RL 183 (equivalent to 27 storeys)<br>• Block B – RL 155 (equivalent to 17 storeys)<br>• Block C – RL 127 (equivalent to 8 storeys) |
| Floor Space Ratio (FSR) | There is no FSR applicable to the sites | The Rezoning Proposal seeks to introduce an FSR control for the Sydney metro sites, including:<br>• Block A – FSR of 12:1<br>• Block B – FSR of 8:1<br>• Block C – FSR of 4:1 |
| Non-residential FSR | The following minimum non-residential FSRs apply to the sites:<br>• Block A: non-residential FSR of 1.5:1<br>• Blocks B and C: non-residential FSR of 0.5:1 | The Rezoning Proposal seeks to increase the following non-residential FSR controls for the Sydney Metro sites:<br>• Block A – minimum non-residential FSR of 3:1<br>• Block B – minimum non-residential FSR of 2:1<br>• Block C – minimum non-residential FSR of 2:1 |

| | | |
|---|---|---|
| Minimum lot size | There is no minimum lot size applicable to the sites | No changes are proposed under the Rezoning Proposal |
| Heritage | There are no heritage items identified on site.<br><br>It is noted that a local heritage item (I0141 – the St Leonards Centre) listed in the NSLEP 2013 is located at 28-34 Clarke Street on the corner of Oxley Street | No changes are proposed under the Rezoning Proposal |
| Design Excellence | No site-specific design excellence provisions currently relate to the subject site | The Rezoning Proposal seeks to insert a new clause into the NSLEP 2013 requiring any development on the Sydney Metro sites to demonstrate the highest standard of architectural, urban and landscape design. |

Consistency of the concept SSD Application with the existing controls of the NSLEP 2013 is assessed in Section 7.6 of the main body of the EIS and the Clause 4.6 variations at Appendix P (Height of Buildings) and Appendix Q (Non-residential FSR). This assessment acknowledges that the existing controls do not accommodate the portions of the CSSI station portal let alone any over station development.

Table 2 assesses the consistency of the concept SSD Application with the proposed controls under the Rezoning Proposal. This assessment demonstrates that the concept SSD Application is generally aligned with the proposed controls. Minor variations are noted with regard to building services allowances (which is a key built form feature generally not fully appreciated at the strategic planning documents stage) and configuration of gross floor area across the three sites, however, these items are also acknowledged by the DPE as issues which can be resolved during the final drafting of the LEP. Sydney Metro will seek to make a submission to the Rezoning Proposal in order to ensure alignment between the concept SSD Application and the DPE Rezoning Proposal.

**Table 2**: Consistency of the proposed concept SSD Application against the proposed controls in the Rezoning Proposal

| Control | Proposed Controls (Rezoning Proposal) | Proposed concept SSD Application | Consistency |
|---|---|---|---|
| Zoning | No changes are proposed to the existing B4 Mixed Use Zone | The buildings are to be occupied by residential, tourist and visitor accommodation, commercial and social infrastructure | Compliant.<br><br>The proposed uses are permitted in the B4 Mixed Use Zone. |
| Height | The Rezoning Proposal seeks to increase the following maximum building heights for the Sydney Metro sites:<br>• Block A: RL 183 | The proposed heights under this concept SSD Application include:<br>• Site A North: RL 186m (equivalent of 27 storeys) | Generally consistent.<br><br>The proposed building heights under the concept SSD Application exceed the proposed maximum building |

| Control | Proposed Controls (Rezoning Proposal) | Proposed concept SSD Application | Consistency |
|---|---|---|---|
| | (equivalent to 27 storeys)<br>• Block B: RL 155 (equivalent to 17 storeys)<br>• Block C: RL 127 (equivalent to 8 storeys) | • Site A South: RL 186m (equivalent of 27 storeys)<br>• Site B: RL 158m (equivalent of 17 storeys)<br>• Site C: RL 130m (equivalent of 8 storeys) | heights under the Rezoning Proposal by 5m on Site A and Site C, and 3m on Site B. These additional heights reflects allowance made for a building services zone on each building.<br><br>However, the Rezoning Report states the following:<br><br>*'Allowances for rooftop services including rooftop plant equipment and lift overruns will be made during drafting of the LEP controls'.*<br><br>Given the above, it is deemed that the concept SSD Application is generally consistent with proposed height under the Rezoning Proposal. |
| Floor Space Ratio (FSR) | The Rezoning Proposal seeks to introduce an FSR control for the Sydney metro sites, including:<br>• Block A: FSR of 12:1<br>• Block B: FSR of 8:1<br>• Block C: FSR of 4:1 | The proposed FSR for the OSD component only of the concept SSD Application include:<br>• Site A: 9.67:1<br>• Site B: 8.12:1<br>• Site C: 4.44:1<br><br>In addition to the above, 5,000m$^2$ of gross floor area is included within the station and station retail as part of the CSSI Approval. Hence, the total FSR of the integrated station development is 9.5:1. | Generally Consistent.<br><br>The proposed FSR is exceeded by 0.12:1 on Site B and 0.44:1 on Site C.<br><br>However, the Rezoning Report states the following:<br><br>*'The proposed FSR controls are indicative and may be redistributed between the Sydney Metro sites as part of the design excellence process'*<br><br>Given the above, it is deemed that the concept SSD Application is generally consistent with proposed FSR under the Rezoning Proposal.<br><br>Further to the above, the FSR of the total integrated station development is less than what is permitted by the |

| Control | Proposed Controls (Rezoning Proposal) | Proposed concept SSD Application | Consistency |
|---|---|---|---|
| | | | Rezoning Proposal, even considering that there are variances on a site by site basis. |
| Non-residential FSR | The Rezoning Proposal seeks to increase the following non-residential FSR controls for the Sydney Metro sites:<br>• Block A: minimum non-residential FSR of 3:1<br>• Block B: minimum non-residential FSR of 2:1<br>• Block C: minimum non-residential FSR of 2:1 | The proposed non-residential FSR for the OSD component only of the concept SSD Application include:<br>• Site A: 0.7:1 (or 2,700m$^2$) (note: where social infrastructure is provided on Site A (and not on Site C) the OSD non-residential FSR increases to 3.24:1)<br>• Site B: 8.12:1 (or 15,200m$^2$)<br>• Site C: 4.44:1 (or 2,700m$^2$) (Note: where social infrastructure is provided on Site C (and not on Site A) the OSD non-residential FSR reduces to 2.81:1<br>As acknowledged above, there is a level of flexibility incorporated into the concept SSD Application, whereby the final configuration of land uses (particularly in relation to social infrastructure) is to be confirmed during the detailed design phase.<br>In addition to the above, 5,000m$^2$ of gross floor area is included within the station and station retail as part of the CSSI Approval. Hence, the total FSR of the integrated station development is 3.6:1 or 4.02:1. | Generally consistent.<br>Given the concept SSD Application seeks flexibility in the non-residential FSR across the three sites, there is potential for Site A to fall below the minimum non-residential FSR requirement by 2.3:1.<br>However, the Rezoning Report states the following:<br>*'The proposed minimum non-residential FSR controls are indicative any may be redistributed between Sydney Metro sites as part of the design excellence process'*<br>Given the above, it is deemed that the concept SSD Application is generally consistent with proposed non-residential FSR under the Rezoning Proposal.<br>Further to the above, the non-residential FSR of the total integrated station development is more than what is required by the Rezoning Proposal, even considering that there are variances on a site by site basis. |
| Design Excellence | The Rezoning Proposal seeks to insert a new clause into the NSLEP 2013 requiring any development on the Sydney Metro sites to demonstrate | Sydney Metro has prepared guidelines and a Design Excellence Strategy to guide the design of the future OSD. Refer to Appendix N. | Compliant |

| Control | Proposed Controls (Rezoning Proposal) | Proposed concept SSD Application | Consistency |
|---|---|---|---|
| | the highest standard of architectural, urban and landscape design. | | |

Division 3.5 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) relates to development applications for development that can only be carried out if the applicable local environmental plan (LEP) is amended.

This relates to the proposed development that is the subject of this report. Section 3.39 of the EP&A Act provides the following:

> *Nothing in this Act prevents:*
>
> *(a) the making of a development application to a consent authority for consent to carry out development that may only be carried out if an environmental planning instrument applying to the land on which the development is proposed to be carried out is appropriately amended, or*
>
> *(b) the consideration by a consent authority of such a development application, subject to this provision*

In other words, the application can be submitted and assessed prior to the amendment to the LEP, but it cannot be determined until the LEP amendment is gazetted.

Section 3.40 of the EP&A Act provides relevant public exhibition requirements. These require that the planning proposal and the development application be formally publicly exhibited together where practicable (or if that is not practicable, as closely together as is practicable), and that they be exhibited for the same length of time.

The clause 4.6 variation requests submitted in support of the concept SSD Application are submitted in relation to the existing controls under the NSLEP 2013. These submissions are made with respect to providing legal justification to allow development to occur on site if there are unforeseen delays with the progression of the Rezoning Proposal, subject to further consultation with relevant stakeholders.

# 3.0 2036 Draft Plan

The 2036 Draft Plan released in October 2018 is the draft Land Use and Implementation Plan referred to in the Interim Statement released in August 2017. It has built on the work included in the Interim Statement and has updated the vision for the area as follows:

> *'The St Leonards and Crows Nest area will be a major centre for workers, residents, students and visitors, offering a variety of homes, jobs and activities for the diverse local population. The area will continue to be a place that people are proud to work in, visit and call home.'*

As noted in Section 2, the planning controls for the site are proposed to be amended under the Rezoning Proposal, commensurate with the objectives and principles of the 2036 Draft Plan. The proposed changes in the built form are predicated on a height concept that proposes a cluster of high-density mixed-use development between St Leonards and Crows Nest station. The 2036 Draft Plan argues that this is a logical place for increased density from a transit-oriented development perspective and the accessibility of this station is attractive to business. This height concept is shown at Figure 9 below. This forms the basis for increasing densities in and around the subject site in addition to the additional density afforded to the subject site under the Rezoning Proposal.

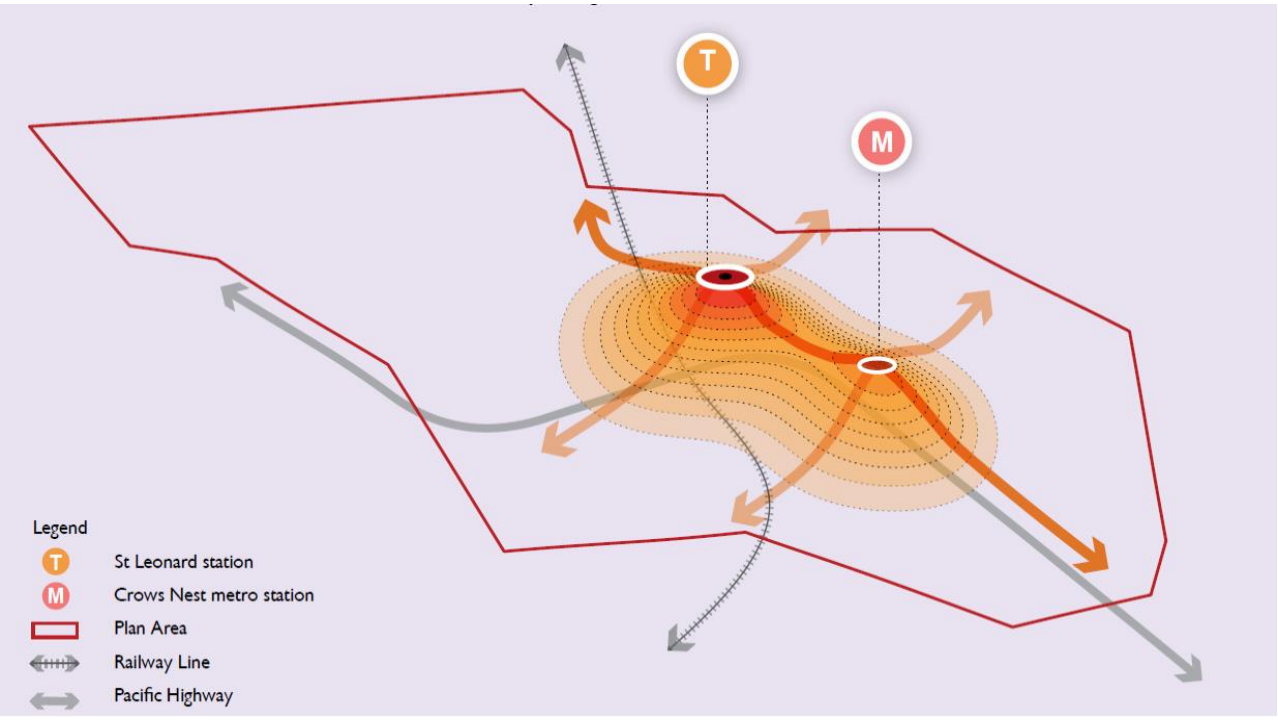


**Figure 9:** Height Concept Map under the 2036 Draft Plan

The 2036 Draft Plan includes Guiding Principles centred around five main themes. Any new development within the Precinct will need to demonstrate how it is consistent with these Principles. The Principles, and how they relate to the concept SSD Application are assessed in Table 3 below.

**Table 3**: Consistency of the proposed concept SSD Application against the Guiding Principles of the 2036 Draft Plan

| Draft Guiding Principle | Comment |
|---|---|
| **Place** | |
| **A vibrant community** – New development around the Crows Nest Sydney Metro station will provide energy and life along the Pacific Highway and St Leonards. The existing vibrancy and liveliness of the Crows Nest Village and Willoughby Road will provide a foundation for the revitalisation of the St Leonards Core. | A key factor in delivering a vibrant community for Crows Nest is to ensure a compatible mix of land uses is provided. Whilst the station will be an anchor of activity in itself that will bring energy and life to the Pacific Highway, the mix of uses proposed in the concept SSD Application – including residential, commercial, tourist and visitor accommodation and social infrastructure – will bring a mix of people into the precinct, support local businesses and activate the area at different times of the day and night.<br>Community uses are included on the Sydney Metro site as part of the concept SSD Application and improvements to the public domain are being provided as part of the CSSI Approval. These improvements will further assist in the creation of a new community focal point in a highly accessible location. |
| **A place that protects its past** – Heritage Conservation Areas and buildings are to be retained and celebrated as an important connection to the past | The subject site is not located within a Heritage Conservation Area and there are no heritage buildings on site. The impact against the nearby heritage item, the St Leonards Centre, has been undertaken at Section 8.7 of the main body of the EIS. |
| **Movement** | |
| **An accessible place –** An attractive and easy place to walk, cycle and move through, with improved local and regional connections. | The concept SSD Application has demonstrated through its indicative design, that a future development on the site is capable of becoming an attractive and easy place to visit, with improved pedestrian and cyclist connections. Refer to further analysis in the Transport, Traffic and Parking Assessment in Section 8.9 of the main body of the EIS. |
| **Built Form** | |
| **A well-designed place** – New buildings that model the highest quality design, respecting and enhancing the existing local character of the area | During the detailed design phase of the Crows Nest OSD, the new buildings will be required to demonstrate the highest quality design that respects and enhances the diverse local character of the area. This will be done in accordance with the Design Excellence Strategy at Appendix M. |
| **Land Use** | |
| **An employment hub –** Providing 16,500 additional jobs over the next 20 years to support a growing and evolving economy, with opportunities for employment in the industrial, professional, creative, retail, health and education sectors. | The concept SSD Application will enable a future development that will protect and strengthen the area's commercial role with additional commercial and complementary uses, including tourist and visitor accommodation, to capitalise on renewed confidence in the commercial market as well as retail, creative, health and education sectors. |
| **A home for people of all ages** – A greater mix of homes will be available to the diverse | The concept SSD Application provides for approximately 350 apartments in a highly accessible location to meet the housing |

| Draft Guiding Principle | Comment |
|---|---|
| range of people that live in that area. | needs of a diverse range of people that live in the area. |
| **Landscape** | |
| **A greener place** – Parks and public green spaces will provide areas for locals to be active, creative and enjoy | Whilst the concept SSD Application does not necessarily provide for a new park, public domain improvements are being delivered under the CSSI Approval, each building will have rooftop green space, and expansions and improvements to the adjacent Hume Street Park are planned to be actioned by North Sydney Council which are not compromised by the Concept SSDA. |

## 3.1 Activation of Clarke Lane

The *2036 Draft Plan* proposes the provision of pedestrian / vehicle shared zones along Clarke Lane. It recommends in conjunction with North Sydney Council, that investigation of traffic calming measures and active frontages in Clarke Lane is carried out.

As per the Transport, Traffic and Pedestrian Assessment Report at Appendix AA of the EIS, Clarke Lane is proposed to be the location for entrance into the car park for the OSD in addition to be a significant service lane for the OSD. The proposed usage of Clarke Lane for service vehicles is summarised in Table 4 below.

**Table 4:** Proposed service vehicle provisions

| Site | Land uses to be served | Location | Loading dock access and management |
|---|---|---|---|
| Site A (Building A-North and Building A-South) | Shared Residential and Metro | 1 x entry off Clarke Lane for OSD- Site A:<br>• 1 MRV<br>• 3 SRV<br>1 MRV in Clarke lane<br>• 4 additional services vehicle spaces for trades in car park | • Shared loading dock for residential (Building A-North and A-South) and metro use.<br>• Access loading dock and loading zone off Clarke Lane (one way northbound)<br>• Private refuse collection via rolled kerb space in Clarke Lane |
| Site B/ Building B | Hotel/ Conference facilities | 1 x entry off Clarke Lane for OSD- Site B<br>• 1 MRV<br>• 2 SRV<br>• 1 MRV in Clarke lane | • Access loading dock via Clarke Lane (one way northbound)<br>• Private refuse collection via driveway space in Clarke Lane |
| Site C/ Building C | Commercial | Site C is serviced by the loading dock facilities in Site A<br>Lay-by in Clarke Lane for waste collection | • Deliveries and loading will be undertaken via Site A dock<br>• Private refuse collection from Clarke Lane |

Given the proposed usage of Clarke Lane, Sydney Metro will work with DPE and Council to ensure that any future activation of the laneway does not compromise pedestrian safety or servicing functions for the OSD.

# 4.0 Draft Local Character Statement

The draft Local Character Statement aims to capture the voices of the Crows Nest and St Leonards community, to showcase what is valued about the local area and what the community sees for its future.

The feedback from the community has captured that the look and feel of Willoughby Road should be protected and a similar level of atmosphere brought to other areas. Also, of relevance to the Crows Nest metro site is that there are differing opinions on increased density in the area, and that the community wants improved walking and cycling connections within and outside of the area. The key messages received from the community with regard to the wider precinct are shown in the figure below.

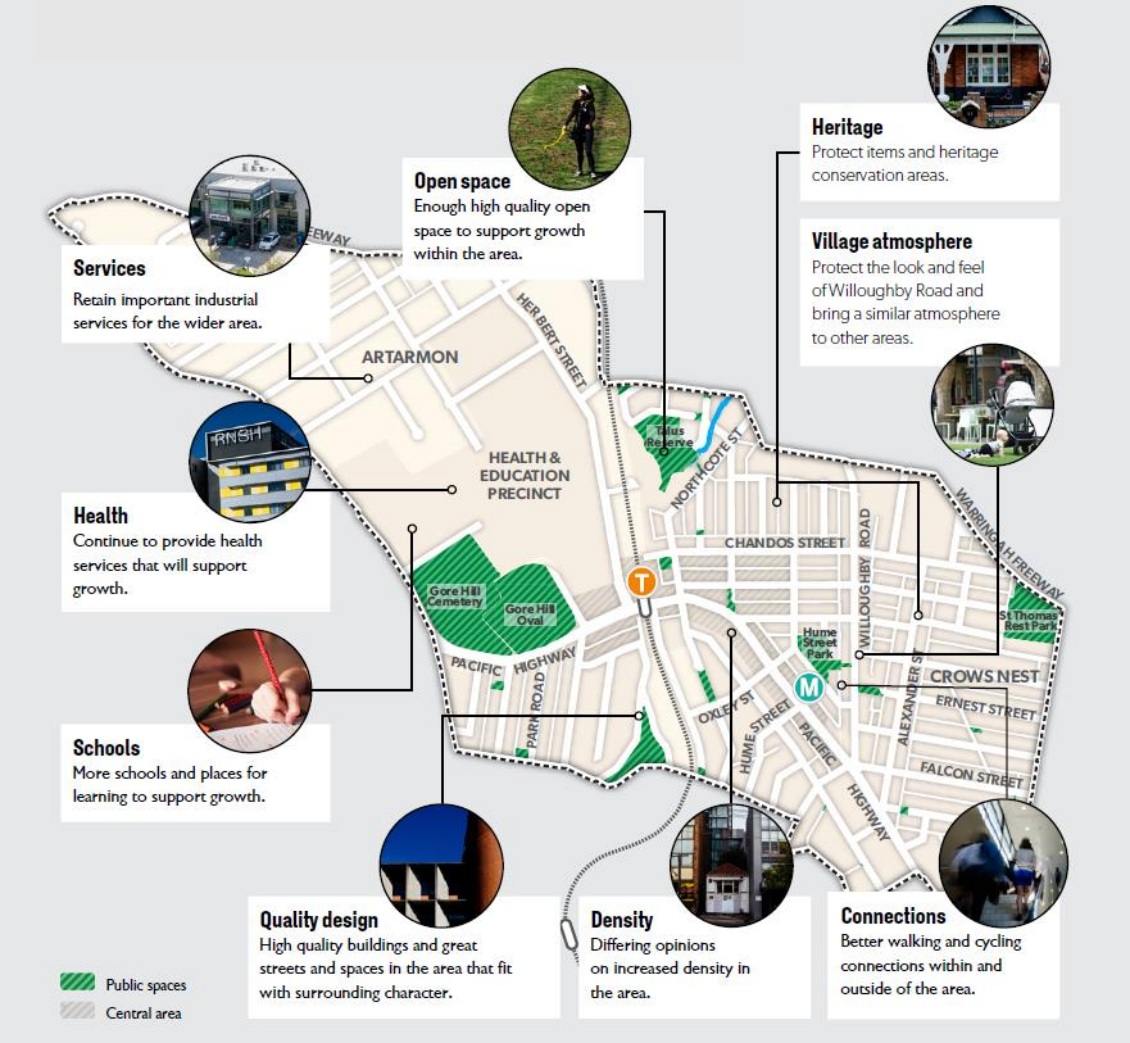


**Figure 10:** Key Messages of the Draft Local Character Statement

The draft Local Character Statement includes guiding principles for future development under five main themes. The consistency of the concept SSD Application with these guiding principles is assessed in Table 5 below.

**Table 5**: Consistency of the proposed concept SSD Application against the Guiding Principles of the draft Local Character Statement

| Draft Guiding Principle | Comment |
|---|---|
| **Place** | |
| 1. Retain and enhance the village atmosphere in and around Crows Nest, particularly Willoughby Road. New development in St Leonards should incorporate street level improvements such as wide footpaths, street trees and active uses for a more energetic atmosphere. | This concept SSD Application has, to the fullest extent possible, reduced impacts on Willoughby Road in terms of visual impact and overshadowing. This includes no overshadowing of Willoughby Road prior to 2.30pm at mid-winter (and by consequence, at any time of the year). Refer to further analysis in Section 8.4 of the EIS.<br><br>Further to this, the proposed combination of land uses could generate almost $30 million annually in local expenditure, contributing to the ongoing economic sustainability of Willoughby Road. |
| 2. Ensure that new development close to heritage conservation areas is designed to maintain the feeling of connection to the area's history. | The site is not located within close proximity to a heritage conservation area. It is, however, adjacent to the heritage item known as the St Leonards Centre. The impacts on the St Leonards Centre are assessed in detail in Section 8.7 of the main body of the EIS. The design of building envelopes and podiums have been configured to reduce the impact on this heritage item. |
| 3. Protect access to sunlight where possible, especially for open spaces and important parts of the public domain. | Detailed analysis of overshadowing is undertaken in Section 8.4 of the main body of the EIS. In summary, the concept SSD has sought to, reduce the overshadowing impact on key areas of public space including Hume Street Park, Ernest Place and Willoughby Road. This includes no overshadowing of Willoughby Road prior to 2.30pm at mid-winter (and by consequence, at any time of the year). The concept SSD Application complies with the relevant controls relating to sunlight access to open space in the *2036 Draft Plan*. |
| 4. Ensure busy pedestrian routes to and from key destinations are well lit and offer passive and active surveillance to promote a feeling of safety. | Lighting of busy pedestrian routes at ground level is not a relevant consideration for assessment of a concept development. Notwithstanding this, crime prevention through environmental design analysis has been undertaken in Section 8.22 of the main body of the EIS and will be further implemented in the detailed development application stages. |
| 5. Minimise wind impacts from new development for more comfortable and enjoyable places. | The Wind Impact Assessment found that the wind conditions at most locations around the site based on the concept proposal would be expected to be similar to or marginally stronger than the existing wind conditions. Several locations are expected to experience higher wind speeds, namely along Clarke Lane and at ground level around Site B, however, mitigation measures to be further explored in the detailed design have been suggested and mitigation measures.<br>The wind conditions at most locations around the proposed development site are expected to be suitable for pedestrian standing/walking activities under the Lawson criterion. |

| Draft Guiding Principle | Comment |
|---|---|
| **Landscape** | |
| 1. Identify opportunities for more open space, particularly around Crows Nest and St Leonards station. | No additional open space is proposed under this concept SSD Application. Public domain improvements are being delivered under the CSSI Approval, each building will have rooftop green space.<br>Provision has been made for social infrastructure to be a part of a future building. Separate to this concept SSD Application, North Sydney Council are planning an expansion of Hume Street Park adjacent to the subject site which are not compromised by the Concept SSDA. |
| 2. Improve tree canopy, particularly along busy streets to increase the sense of connection to the natural environment. | Any improvements to the public domain, including through tree planting, is a relevant matter for consideration under the CSSI Approval. |
| 3. Design new development to fit in with the varied topography of the area. | Due to the sloping topography of the site, the maximum building heights are set at reduced levels, rather than metres above ground level. This ensures a consistent approach to the built form regardless of topography. The station site is located in a prominent location on the ridgeline, which has required view and visual impact analysis as detailed in Section 8.3 in the main body of the EIS. |
| 4. Improve connections to surrounding green spaces to enable more choice and use of other open spaces. | The pedestrian links proposed in the CSSI Approval and SSDA improve permeability and access to Hume Street Park and Willoughby Road. |
| **Built Form** | |
| 1. Concentrate taller buildings and higher densities around St Leonards Core and along the Pacific Highway. | The built form proposed in this concept SSD Application is consistent with the principles represented in the 2036 Draft Plan, whereby density at 27 storeys is considered appropriate for the Metro site. |
| 2. Protect the village atmosphere and low scale built environment around Willoughby Road in Crows Nest and ensure that new development does not impose upon these areas. | This concept SSD Application has sought to reduce impacts on Willoughby Road in terms of visual impact and overshadowing. Further to this, the proposed combination of land uses could generate almost $30 million annually in local expenditure, contributing to the ongoing economic sustainability of Willoughby Road. |
| 3. Provide building setbacks and podiums where possible to create a more human scale feel at street level. | Building setbacks and podiums are a matter of consideration for a future detailed SSD Application. The OSD envelope, however, provides the following setbacks:<br>• the OSD envelope has been setback approximately 1.5 - 3 metres on Site A and 0 - 0.9 metres on Site B along the Pacific Highway in response to design development of the station box<br>• the building envelopes on Sites A and B are further setback an additional 2-2.8 metres and 1.2-2.6 metres respectively along Clarke Lane to allow for future street widening<br>• The building envelopes are setback along Hume Street to allow a 24 metre building separation between the buildings on Site A. |

| Draft Guiding Principle | Comment |
|---|---|
| | • The Site A envelope is setback approximately 1.5 metres along Oxley Street to align with the St Leonards Centre building across Clarke Lane.<br><br>The chosen setbacks have been thoroughly considered to respond to the immediate surrounding built form on the Pacific Highway. Ground level setbacks are consistent with the adjacent context. |
| 4. Ensure new development models reflect best practice design, picking up the best elements of surrounding building types. | Best practice design will be a feature of a future detailed SSD Application, to be informed by the Design Excellence Strategy at Appendix N. |
| 5. Provide gradual sensitive height transitions from high-rise to low-rise areas and minimise overshadowing of public open space. | The concept SSD Application provides an appropriate transition between the taller, more dense developments in St Leonards and the lower scale village character of Willoughby Road and seeks to minimise overshadowing of public open space. Refer to further analysis in Sections 8.3 and 8.4 in the main body of the EIS. |
| **Land Use** | |
| 1. Provide a supportive environment for learning with new schools and creative spaces. | Whilst a school is not proposed, social infrastructure (e.g. community or childcare facilities, co-working spaces, or library space) is proposed. |
| 2. Ensure a range of community facilities are available to support the area. | The concept proposal seeks to contribute to the vitality and amenity of the precinct by providing opportunities for new social infrastructure (i.e. community and/or childcare facilities, co-working space, library and/or open space) in response to community feedback |
| 3. Provide a mix of housing types at different price points to ensure that households at all stages of life are encouraged to live in the area. | The concept SSD Application provides for approximately 350 apartments in a highly accessible location to meet the housing needs of a diverse range of people that live in the area. |
| 4. Continue to provide a high standard of health services into the future. | Not applicable to this concept SSD Application. The tourist and visitor accommodation proposed contributes to demand for short stay accommodation from users of the main RNSH Hospital. |
| 5. Protect essential industrial activities in Artarmon as these service the area and much of the North Shore. | Not applicable to this concept SSD Application |
| 6. Protect the diverse range of employment opportunities available in the area and allow for a better mix of office spaces for different business sizes and types. | Minimum employment floorspace aggregates are achieved for the overall integrated station development in order to support employment opportunities on the site. |
| **Landscape** | |
| 1. Deliver connectivity improvements to and around St Leonards and Crows Nest stations to make it easy to travel to schools, work, shops and meet up with friends both within the area and | Pedestrian movement in and around the site has been a relevant matter for consideration under this concept SSD Application, however primarily relates to pedestrian movement at ground level interfacing with the CSSI Approval to connect to lobbies and vertical transport options for the building above. |

| Draft Guiding Principle | Comment |
|---|---|
| further afield. | |
| 2. Investigate new and improved cycleways and walkways to make it easy, safe and comfortable to move within the local area. | Whilst this concept SSD Application does not provide for new cycleways and walkways at ground level, it encourages use of the nearby bicycle network by providing up to 198 bicycle spaces. Cyclists will be able to access and egress from the OSD via the proposed Hume Street cycle link, either directly or via Clarke Lane. |
| 3. Consider more opportunities to safely cross the Pacific Highway. | Whilst this concept SSD Application does not necessarily provide for increased opportunities to cross the Pacific Highway, pedestrian crossings are available at the intersection of the Pacific Highway with both Hume Street and Oxley Street. At Oxley Street, an additional pedestrian crossing is proposed on the northern side of the intersection. |
| 4. Consider a coordinated parking strategy to manage the community's needs, while minimising traffic congestion. | The concept SSD Application proposes a reduction in on-site car parking provisions compared to the previous site uses, justified by the site's location above a metro station. |

# 5.0 Draft Green Plan

The draft Green Plan provides a framework for the provision of new open space and open space infrastructure, together with an integrated urban tree canopy network and green links. In summary, key features of the draft Green Plan include the identified need for 8.57ha of new open space in addition to a proposed total of 2,038 new trees within St Leonards and Crows Nest.

This concept SSD Application relates to development above a metro station and relevant public domain improvements are a relevant matter for consideration under the CSSI Approval. Each building as part of the concept SSDA will have rooftop green space with space available for planting and trees.

In addition to these public domain improvements, Council is also proposing significant improvements to the adjacent Hume Street Park and intend to provide new connections through to Willoughby Road.

# 6.0 Proposed Special Infrastructure Contribution

The proposed contribution rate for the St Leonards and Crows Nest Special Infrastructure Contribution (SIC) is $15,100 per additional dwelling inside the boundary.

The infrastructure proposed to be funded via the SIC includes the following items in the vicinity of the OSD:

- upgrades to the intersection of Oxley Street and Pacific Highway to improve pedestrian connectivity and provide for a right turn to Oxley Street southbound; and

- expansion of Hume Street Park via the acquisition of commercial properties in Hume Street.

If a Special Infrastructure Contributions scheme ultimately is made for the St Leonards-Crows Nest area, the OSD may be required to pay contributions at the detailed SSD application stage. However, on the basis that the Sydney Metro project is a significant piece of State infrastructure, which will drive future development in the St Leonards and Crows Nest area and the associated value uplift which will be subject to the SIC, it is considered there is a sound basis for the OSD to be exempted from the SIC. Further, the concept OSD proposes a significant contribution to the local community and is intended to offset the combined value of the s.94 contribution and the SIC. This will be addressed in a future VPA.

# 7.0 Conclusion

This EIS Addendum has addressed the compliance of the concept SSD Application against recently released strategic planning documentation undertaken by DPE with regard to the Crows Nest and St Leonards Precinct. This includes proposed changes to the built form controls for the subject site.

The concept SSD Application is consistent with the strategic intent for the Crows Nest and St Leonards area. Primarily, this includes concentrating density in and around the metro station and reducing the overshadowing and amenity impacts on Willoughby Road. This assessment demonstrates that whilst the concept SSD Application is generally aligned with the proposed controls for the site, minor variations are noted with regard to building services allowances and configuration of gross floor area across the three sites. However, the Rezoning Proposal documents themselves recognise that:

- *'Allowances for rooftop services including rooftop plant equipment and lift overruns will be made during drafting of the LEP controls.*
- *'The proposed FSR controls are indicative and may be redistributed between the Sydney Metro sites as part of the design excellence process'*
- *'The proposed minimum non-residential FSR controls are indicative any may be redistributed between Sydney Metro sites as part of the design excellence process'*

The Rezoning Proposal exhibition documents therefore recognise the need for flexibility between the three Sydney Metro sites and allows Sydney Metro to request alignment between the final Rezoning Proposal and the concept SSDA. This will allow the final Rezoning Proposal to reflect the more detailed design thinking that has occurred across the evolution of the concept SSDA. Further, the concept DA remains entirely consistent with the objectives and vision enshrined in the Rezoning Proposal, 2036 Draft Plan, the Draft Local Character Statement and the Draft Green Plan.