



PLANNED PRECINCTS

St Leonards and Crows Nest 2036 Planning Package

Response to Submissions – Finalisation Report

August 2020



NSW Department of Planning, Industry and Environment acknowledges the Traditional Custodians of the land, the Cammerraygal People of the Guringal language group, and pays respect to all Elders past, present and future.

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Executive Summary

St Leonards is identified as a Strategic Centre in the Greater Sydney Region Plan – A Metropolis of Three Cities and North District Plan and the area around the Royal North Shore Hospital designated as a Health and Education Precinct. One of the actions of The North District Plan is to *'leverage the new Sydney Metro Station at Crows Nest to deliver additional employment capacity'*.

Sydney Metro, Australia's largest public transport project, is a city-shaping project. The Sydney Metro project and the new Crows Nest Metro Station will bring about change in the local character of the area with an increase in population and a change in the size and architectural style of buildings. This change reflects the changes in accessibility and opportunity created by the Crows Nest Metro. This provides a catalyst for urban renewal and opportunities for transit-oriented development to deliver jobs, homes, new and upgraded public spaces and community infrastructure.

The Department of Planning, Industry and Environment (Department) has prepared a planning strategy for the St Leonards and Crows Nest Planned Precinct, referred to as the St Leonards and Crows Nest 2036 Plan (the 2036 Plan).

The 2036 Plan provides a strategic framework to guide future development in the area, (including approximately 16,500 new jobs and 6,680 new dwellings) and supporting infrastructure within walking distance of St Leonards and Crows Nest stations to 2036.

The package was informed by extensive community consultation captured in a supporting Local Character Statement. The package includes a land use and infrastructure plan (2036 Plan), Green Plan, Special Infrastructure Contributions Framework (SIC) and rezoning proposal for the Crows Nest Sydney Metro site.

The precinct has been planned to provide for:

- Significant additional commercial floor space to support new jobs to realise the North District Plan's target of 63,500 jobs in the area by 2036.
- A variety of mixed-use sites, both for short-term and long-term development.
- Crows Nest Metro Station over-station development for a significant number of new jobs, as well as housing and public domain upgrades.
- Development protection for Willoughby Road, Crows Nest Village, and Heritage Conservation Areas.
- Suitable provisions to allow for the transition of building heights and density in the St Leonards core to surrounding residential areas.
- Funding for open space and infrastructure upgrades through a new State infrastructure levy.
- Support for the long-term growth of the health and education precinct.

The draft 2036 Plan along with the draft Special Infrastructure Contribution, draft Green Plan, and associated technical studies, were publicly exhibited for 16 weeks between 15 October 2018 to 8 February 2020. A total 2,157 submissions were received by the Department during the public exhibition period.

The exhibited package also included the draft Sydney Metro Crows Nest Station rezoning proposal. Whilst the rezoning of the Crows Nest Metro station sites has progressed as a state led rezoning, it is consistent with the vision and strategic direction for the 2036 Plan in delivering a transit-oriented development with significant employment opportunities.

More information about the Crows Nest Metro site rezoning can be found on the Department's webpage here: <https://www.planning.nsw.gov.au/Plans-for-your-area/Priority-Growth-Areas-and-Precincts/St-Leonards-and-Crows-Nest>

This report responds to issues raised in submissions regarding the draft 2036 Plan and includes:

- A summary of the number, type and issues raised; and
- Responses to issues raised by the community, industry, organisations, agencies and councils.

There were a range of views expressed in community submissions, including concerns associated with reinforcing aspects of the guiding principles in the Local Character Statement, the impacts of tall buildings, lack of new employment opportunities balanced with no requirement to meet housing targets, and providing enough infrastructure to support growth.

North Sydney Council, Lane Cove Council, and Willoughby City Council provided detailed submissions which raised matters related to land use, built form, the inclusion of significant sites, transport impacts, and the function of the Special Infrastructure Contributions Framework ('SIC').

Responses to the key issues raised in submissions are presented in this Finalisation Report.

Background

Overview – Sydney Metro City and Southwest

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

Figure 1 illustrates Sydney Metro City and Southwest in the context of the wider Metro project.

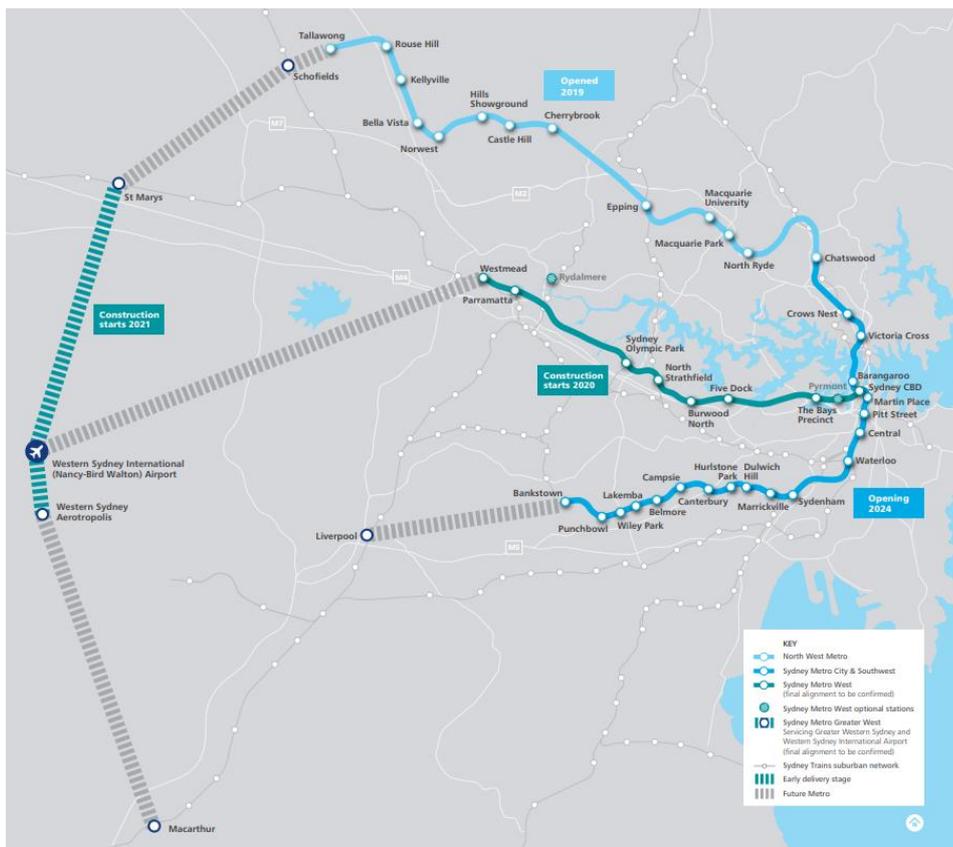


Figure 1 Proposed Sydney Metro Network

Overview – Draft St Leonards and Crows Nest 2036 Plan

St Leonards is identified in the Greater Sydney Region Plan – A Metropolis of Three Cities and the North District Plan as a Strategic Centre and health and education precinct. The North District Plan identifies St Leonards as having potential to leverage these health and education assets for mixed-use growth delivering key employment and urban renewal combined with the new Sydney Metro station at Crows Nest.

The 2036 Plan area (**Figure 1**) incorporates the three local government areas of North Sydney Council, Lane Cove Council, and Willoughby City Council. It includes the suburbs of St Leonards, Greenwich, Naremburn, Wollstonecraft, Crows Nest and Artarmon.

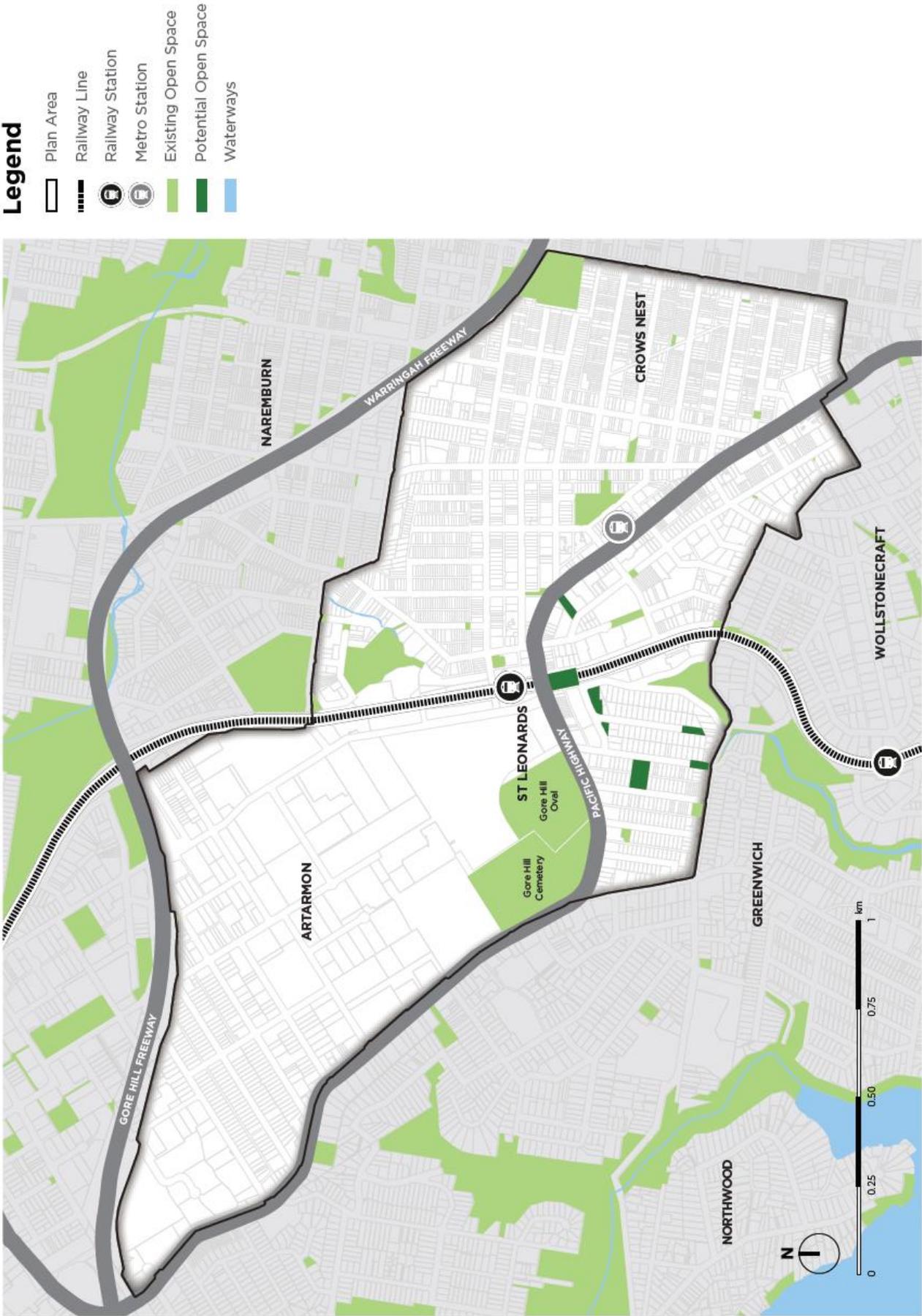
To ensure community aspirations and strategic planning objectives are met, the Department worked with councils, other agencies, and a range of technical consultants to identify opportunities to improve public space and infrastructure through a set of guiding principles for the area.

The 2036 Plan has been developed as a strategic land use and infrastructure plan to guide future development in the precinct. Changes to a site's existing planning controls may be required to allow development to occur in accordance with the 2036 Plan. It will be the responsibility of each council to implement the 2036 Plan through more detailed site specific investigations to inform changes to their local environmental plans. The exception to this is the Crows Nest Metro Station sites which have been rezoned through a state-led process, consistent with the vision, objectives and actions identified in the 2036 Plan.

Development will start to occur in accordance with the 2036 Plan once sites identified for proposed changes to planning controls have been rezoned. While the speed of development will depend on market forces, the Department anticipates this will occur incrementally over the 15 year timeframe of the 2036 Plan.

The Department will establish an implementation group with Lane Cove, North Sydney and Willoughby Councils to support the delivery of the land use and infrastructure changes recommended in the Plan. This will also help inform decisions on SIC funding allocation for project nominations. There will be further opportunities for the community to provide feedback as part of the public exhibition of any planning proposal to amend each council's local environmental plan.

Figure 1: St Leonards and Crows Nest Planned Precinct Boundary



Consultation Overview

The Department undertook an extensive program of consultation for the draft St Leonards and Crows Nest precinct. The details of the consultation and the outcomes are set out in this report.

Building on previous project engagement

Table 1 - Previous engagement

Engagement	Summary
St Leonards and Crows Nest announced as a priority precinct (July 2016)	The Minister for Planning announced the State Government would lead a strategic planning investigation of the St Leonards and Crows Nest area. The study area boundary was released with the announcement and a letter was sent to local councils inviting them to work with the Department on the project.
Terms of reference for a Council and agency working and steering groups agreed (September 2016)	The Department began working with Willoughby, Lane Cove and North Sydney Councils, Transport for NSW (TfNSW), Roads and Maritime Services (RMS) and the Greater Sydney Commission (GSC) in July 2016 and a governance agreement was settled in September.
Interim Statement released for public feedback (August 2017)	In collaboration with councils, TfNSW, RMS, GSC and the Government Architect NSW (GANSW), the Department prepared an Interim Statement identifying opportunities and constraints for the land use and infrastructure planning in St Leonards and Crows Nest. A total of 96 submissions were received following its release.
Local character consultation (March 2018)	The Department undertook local character consultation to inform the draft planning package. Consultation included three walking workshops with local community groups representatives, two targeted workshops with local residents, workshops with Council staff and an online survey with more than 1,900 responses.

Exhibited Documents

The Department consulted with Lane Cove, Willoughby and North Sydney Councils to develop the draft planning package. The package was also informed by the local character consultation captured in the draft Local Character Statement. The exhibited package included:

- **Draft Local Character Statement** – outlines the community’s vision for the future character of the area to guide future planning.
- **Draft 2036 Plan** – brings together community consultation outcomes and recommendations of specialist technical studies to detail how the vision for the area can be achieved with changes to planning controls and supporting infrastructure.
- **Draft Green Plan** – guides planning and design of open space and tree canopy in a coordinated manner.
- **Draft Special Infrastructure Contribution** – provides a framework for implementation of a levy on residential development to contribute to State and regional infrastructure upgrades that support sustainable growth.
- **Sydney Metro Crows Nest Station rezoning proposal** – rezoning proposal to implement a new planning framework to enable the delivery of the Crows Nest Metro Station over-station development (subject of a separate finalisation report).

Public Exhibition

The draft planning package was publicly exhibited for 16 weeks between 15 October 2018 to 8 February 2019.

The Department directly notified properties in both the investigation area and surrounding areas by mail and held community drop-in sessions throughout the exhibition period.

Notification

- 27,000 postcards.
- 12,798 letters posted.
- 1,426 email notifications sent with registered updates.
- Notice of exhibition published in the North Shore times.
- 4 LinkedIn posts. 1 Facebook post. 1 Twitter post. Total reach – 19,600

Drop-in sessions

Six community drop-in sessions were held during the exhibition period to allow members of the public an opportunity to speak directly with representatives of the Department.

Table 2 – Drop-in session summary

Date	Time	Venue	Number of attendees
30 October 2018	4pm-7pm	Crows Nest Centre	78
08 November 2018	4pm-7pm	2 Ernest Place, Crows Nest	76
10 November 2018	12pm-3pm		250
21 November 2018	4pm-7pm		84
24 November 2018	11am-2pm		28

Date	Time	Venue	Number of attendees
11 December 2018	4pm-7pm	Lane Cove Community Hub 1 Pottery Lane, Lane Cove	23

Briefings were also provided to Councillors, council staff and community group representatives. Developers and landowners were also provided with opportunities to present their feedback on the draft planning package.

Capturing your feedback

- 2,157 submissions received.
- 286 online surveys completed.
- 78 comments or likes on social pinpoint map.

Overview of Submissions

A total of 2,157 formal submissions (Table 3) were received during the exhibition period.

Table 3 - Submission Overview

Submission	No. submissions recorded		
	Local Character Statement, draft 2036 Plan, and Green Plan	Crows Nest Metro Rezoning Proposal	Draft Special Infrastructure Contribution
Community	831 (including approx. 500 form letters)	708	524 (including approx. 500 form letters)
Community Organisations	7	5	3
Landowner	59	N/A	3
Council	3 North Sydney Council Lane Cove Council Willoughby City Council	2 North Sydney Council Lane Cove Council	3 North Sydney Council Lane Cove Council Willoughby City Council
Agency	3 Property NSW NSW Health TfNSW	N/A	N/A

Submission	No. submissions recorded		
	Local Character Statement, draft 2036 Plan, and Green Plan	Crows Nest Metro Rezoning Proposal	Draft Special Infrastructure Contribution
Industry Body	3 UDIA Property Council of Australia Urban Taskforce	1 UDIA	2 UDIA Property Council of Australia

A detailed review and analysis of the submissions has been undertaken and is provided below.

Receipt of Submissions

Each submission has been assigned an individual number by the Department. Submitters can contact the Department to obtain their individual submission number or access the Department's website: <https://www.planning.nsw.gov.au/Plans-for-your-area/Priority-Growth-Areas-and-Precincts/St-Leonards-and-Crows-Nest/St-Leonards-and-Crows-Nest-2036-plan>

Due to the volume of submissions received, not all individual submissions have been referenced throughout this report, however, the content of each submission has been carefully reviewed and captured. The issues raised have been categorised according to key issues (e.g. height/bulk/scale, overshadowing, traffic/parking). This approach means that while the exact wording of issues raised by the community is not referenced, the intent and issues raised have been identified.

Key Issues Raised in Submissions

Based on a review and analysis of the submissions made by Government agencies, industry, and the broader community, the primary issues of concern have been identified as:

Guiding Principles

- The guiding principles established in the draft Local Character Statement were generally supported, however it was felt that these principles were not reflected throughout the draft 2036 Plan.
- Submissions focussed on the following aspects of the guiding principles:
 - Protecting access to sunlight.
 - Minimising wind impacts.
 - Optimising public open space.
 - Limiting tall buildings east of Oxley Street.
 - Maintaining areas of low-rise development.
 - Managing impacts of traffic.

Impacts of tall buildings

- There were concerns about the impacts of tall buildings including the potential for an undesirable change to the character of the local area.
- There were also concerns that additional tall buildings along Pacific Highway would create a wind tunnel and cause significant overshadowing.
- Much emphasis was placed on the need for gradual transitions from high density to low density areas.

- There was concern that key open spaces and places would be overshadowed by tall buildings. These concerns generally related to Hume Street Park, Ernest Place, and Willoughby Road.
- Discomfort was expressed regarding a lack of certainty about potential building heights on significant heights.

Employment and Housing

- There was a strong sentiment that more could be done to support St Leonards as an employment hub including planning for more stand-alone commercial development. Flexibility to support a mix of commercial premises ranging in size and type was highlighted as an opportunity.
- Many felt there was no need for additional housing as housing targets for the local government areas are being met.
- Submissions reflected on recent development and concluded the mix of housing types they would like to see in the area had not been realised.

Infrastructure to Support Growth

- Many felt strongly that there is a lack of open space in the area and wanted to see plans for improvements to total useable open space in the area.
- There was a strong sentiment that planning for infrastructure, in particular schools, should be a priority.
- Additional open space, healthcare and traffic management were frequently raised as infrastructure priorities.
- The importance of the timing of the delivery of new infrastructure (preferably before further development and population increase occurs) was highlighted.
- Many felt the road network is getting increasingly congested and expressed concern that further increases to the population density would result in additional congestion and overflow of parking.

In reviewing and collating submissions, a number of sub-issues and concerns have been identified under these top issues. This is further explored and a response to these issues provided in the **Response to Submissions** section of this report.

Final St Leonards and Crows Nest Planning Package

The St Leonards and Crows Nest planning package has been informed by a series of objectives and design principles to guide land use and infrastructure planning in the precinct. These objectives have been informed by the planning priorities in the North District Plan and community and stakeholder consultation undertaken for the 2036 Plan.

These objectives reflect the aspects of St Leonards and Crows Nest valued by the community and their aspirations for good growth. Clear precinct objectives provide the framework for achieving the North District Priorities and delivering the vision for St Leonards and Crows Nest. The 2036 Plan also includes specific actions under five key themes of place, landscape, built form, land use and movement to realise the opportunities for renewal within St Leonards and Crows Nest.

In response to the submissions received, the Department undertook additional technical investigations, including urban design, traffic, transport and economic analysis to inform amendments to the draft St Leonards and Crows Nest planning package for finalisation.

The key amendments proposed are outlined in **Table 4**, below.

Table 4 - Proposed Amendments to Final Planning Package

Amendment	Explanation
2036 Plan	
Homes	<p>The community felt there were too many new homes planned and the number should be reduced, while industry feedback was that more dwellings should be provided for the area.</p> <p>The 2036 Plan has struck a balance and allowed for up to 6,683 new homes, a reduction of more than 700 initially proposed.</p>
Jobs	<p>The community wanted more employment floorspace to support up to 16,500 new jobs by 2036.</p> <p>The 2036 Plan has more than doubled the amount of extra employment floorspace, to 119,979sqm to deliver capacity for more jobs in the precinct.</p> <p>These changes generally apply to land within the St Leonards Core for the delivery of commercial floor space. Some other sites were identified to have opportunities for additional employment floor space controls where complementary health and education jobs could be provided</p>

Amendment	Explanation
Significant sites.	<p>The community said they were uncertain about development outcomes on five sites identified as 'significant' and raised concerns about building heights, density and overshadowing</p> <p>The following sites were identified as significant sites under the draft 2036 Plan:</p> <ol style="list-style-type: none"> 1. 601 Pacific Highway, St Leonards. 2. 20-22 Atchison Street, Crows Nest. 3. 524-542 Pacific Highway, 69 Christie Street, St Leonards. 4. 65-69 Nicholson Street, 460 Pacific Highway, St Leonards. 5. 391-423 Pacific Highway, 8 Alexander Street, 3-15 Falcon Street, Crows Nest. <p>These sites were indicated as being appropriate for additional density, subject to further assessment.</p> <p>To address the community's concerns, detailed urban design analysis was undertaken to inform an appropriate built form outcome in the context of the draft 2036 Plan's objectives and design principles.</p> <p>The Department has applied development controls in a manner consistent with other sites within the plan boundary and removed the concept of 'significant sites' in the final Plan. New height and floor space controls now apply for all sites marked for renewal in the 2036 Plan.</p> <p>The resultant development controls for the sites ensure that key objectives and principles in the Plan can be achieved, including protecting solar access for key areas of public open space, upholding the two-peak height model and ensuring appropriate height transitions to lower density residential areas.</p> <p>Rezoning is still required to allow development to occur on these sites in accordance with the 2036 Plan.</p> <p>Further discussion is provided within the Site-Specific Feedback section of this report.</p>
Reinforcing solar access controls to protect public spaces from overshadowing.	<p>The draft 2036 Plan included solar access controls to protect key public open spaces from overshadowing.</p> <p>The importance of these solar access controls is reinforced in the final 2036 Plan and modified to ensure development outcomes can be met and residential amenity is maintained.</p>

Special Infrastructure Contribution

Adopting a grouped infrastructure schedule for future upgrades.	<p>Infrastructure items are now to be grouped by infrastructure type and a total attributable cost applied to each group.</p> <p>This will ensure the SIC is flexible and can respond to requirements identified through the future planning process.</p>
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Amendment	Explanation
Re-allocate SIC funding to increase open space opportunities.	<p>The community raised concerns with a lack of new open space and existing undersupply of open space to meet future growth demands with the precinct.</p> <p>The SIC allocates more than \$78million for open space - an increase of more than \$20million. SIC funding will be prioritised for additional open space. This includes, working with North Sydney Council to bring forward development contributions for a new park with underground parking at Holtermann Street carpark and working with Lane Cove and Willoughby City Councils on open space opportunities.</p>
Crows Nest Metro Station Site Rezoning	
Changes in accordance with SEPP (Crows Nest Metro Station) 2020	<p><i>State Environmental Planning Policy Amendment (Crows Nest Metro Station) 2020</i> has amended the planning controls in <i>North Sydney Local Environmental Plan 2013</i> for the Crows Nest Metro Station sites. This is reflected in the 2036 Plan.</p> <p>Refer separate Crows Nest Metro Station Site Rezoning Finalisation Report for further details.</p>
Green Plan and Local Character Statement	
No proposed acquisition of additional sites near Hume St Park	<p>The Green Plan has been updated to reflect North Sydney Council's comments in relation to the planning for the upgrade of Hume Street Park. Acquisition of sites to expand Hume Street Park no longer forms part of the Green Plan.</p> <p>No key changes have resulted to the Local Character Statement from exhibition.</p>
St Leonards South	
Rezoning aligned with St Leonards South amended planning proposal.	<p>The Minister's delegate has determined to approve the rezoning of the St Leonards South planning proposal (PP_2016_LANEC_001_03) in the Lane Cove local government area. This is referenced in the 2036 Plan.</p> <p>Refer separate St Leonards South Finalisation Report for further details.</p>

The above amendments are explored further in the response to submissions sections below.

Response to Community Submissions

This section provides a response to the key issues raised in community submissions received on the planning package. The response is set out by the key issues raised, as follows:

- Land use mix.
- Excessive height and scale of proposed development.
- Landscape and lack of open space.
- Movement including traffic congestion.
- Place including impacts on local character.

Land use mix

Issues raised

Feedback showed strong support to encourage more jobs in the area and concern about the impacts of new dwellings on existing infrastructure. Housing targets and the function of St Leonards and Crows Nest as an employment centre was raised frequently in submissions.

Concerns were raised in relation to the following:

Employment

- The draft 2036 Plan does not support a range of sizes and types of commercial and retail premises.
- There should be more commercial floor space to support the development of St Leonards as an employment hub.

Housing

- There is an oversupply of housing, the St Leonards area is already growing at a faster rate than other parts of the Greater Sydney Region and the Northern District.
- The draft 2036 Plan needs actions for achieving a greater mix of housing types for different households, for example townhouses.

Education

- Plans for schools are needed including identifying the location of new schools and the open space schools would use.

Response

Employment

St Leonards is identified as a Strategic Centre under the Greater Sydney Region Plan – A Metropolis of Three Cities and North District Plan to accommodate additional growth.

The draft 2036 Plan provided capacity to meet the high jobs target in the North District Plan (16,500 additional jobs by 2036). The 2036 Plan, informed by supporting specialist economic analysis, recommends a range of actions to promote employment growth within the area and forecasts additional commercial floor space required to meet demand in different zones within the precinct by 2036.

The final 2036 Plan has built on this work and reviewed opportunities to further increase commercial floor space in the precinct. The revised land use scenario in the final 2036 Plan has made amendments to the height, FSRs and non-residential FSRs of specific sites which can accommodate additional commercial development. These sites are generally located in the St Leonards Core or where complementary health and education uses could be provided.

Through these amendments, an additional planning capacity of approximately 71,644sqm of commercial floor space is provided under the final 2036 Plan, when compared to the draft 2036 Plan. This results in a total additional capacity of 119,979sqm of commercial floor space in the precinct.

It is acknowledged that the take-up of 16,500 additional jobs by 2036 still applies to the precinct, the additional commercial floor space gives the Plan future flexibility in responding to market conditions and ensuring the balance of employment generating land uses can be achieved.

In regards for the Crows Nest Metro Station sites, the Department has increased the non-residential FSR control over these sites to deliver additional commercial floor space. These changes could accommodate approximately 2,160 new jobs on the Crows Nest Metro Station sites.

Housing

The draft 2036 Plan provided capacity for approximately 7,525 new dwellings. This figure included the capacity of each council's existing planning controls and the capacity of advanced planning proposals supported by councils, such as St Leonards South Planning Proposal that was exhibited for around 2,400 new dwellings.

Supporting Economic Analysis by SGS Consultants, forecasts that not more than 6,800 new dwellings would be delivered by the market by 2036, and of these dwellings not more than 6,500 would be apartments.

The revised land use scenario has resulted in a significant reduction in planning capacity for dwellings, with 6,683 dwellings being considered under the final 2036 Plan. The reduction is based on the following:

- The Crows Nest Metro Station site proposes a reduced dwelling amount of around 140 dwellings, from the 350 dwellings proposed during exhibition. The final dwelling mix will be confirmed through the Concept State Significant Development Application process.
- The amended St Leonards South planning proposal has a reduced dwelling yield of around 2,000 from 2,400.
- Changes in planning controls and the introduction in planning controls for the five (5) significant sites in the 2036 Plan.

The Greater Sydney Region is forecast to need around 1.03 million additional homes by 2041 based on forecast population growth. The Department forecasts the construction of 191,050 homes in Greater Sydney in the next five years (2019-2020 to 2023-2024). St Leonards and Crows Nest will contribute to housing needs in Greater Sydney.

The final 2036 Plan also includes actions for councils to explore emerging land uses such as build-to-rent and to encourage further housing diversity.

Education

Department of Education is actively investigating new early childhood, schools and tertiary education facilities in the precinct.

There are preliminary plans for a new primary school development as part of the Herbert Street Precinct within the Royal North Shore Hospital site. This work is under investigation and would be subject to further community consultation through a separate planning process.

Excessive height and scale of proposed development

Issues raised

Height

- High-rise buildings should stop east of Oxley Street, where the Crows Nest and Wollstonecraft suburbs start. The built form character of these suburbs should remain distinct from that of St Leonards.
- The heights proposed along Pacific Highway are too high. The concentration of tall buildings along Pacific Highway will create a wind tunnel.
- Tall buildings will create social isolation, there is concern for the welfare of people living in tall buildings and the wider community.
- Some landowners felt that their site has been overlooked as a site for a tall building or “significant site” that proposed heights for their site should be increased to facilitate improve development feasibility.

Density

- There will be a high demand on social and physical infrastructure because of increased densities.
- Increased density could result in more crime.

Interface and Transitions

- More detail and planning guidance should be provided for interfaces between new development and Heritage Conservation Areas.
- There should be requirements to address noise impacts in new buildings that face the Pacific Highway.
- The heights proposed along Pacific Highway do not provide a good transition to the low-rise character of Crows Nest.

Appearance

- No submissions mentioned the appearance of buildings specifically, but many wanted to have input into the design of future development, especially significant sites.

Configuration

- One submission raised concerns about loss of privacy if a tall building was built next door to their home.

Significant sites

- There should be certainty about maximum heights on significant sites.
- Community should be involved in the process for determining heights on significant sites.
- The ‘triangle site’ (bound by Pacific Highway, Falcon Street and Alexander Street) should not be a significant site.
- Significant sites should be removed from the plan because they could set a precedent for more significant sites in the future.
- There should be more information about the design excellence process, including information about who will ultimately decides planning controls for significant sites. The community would like to be a part of this process.

Overshadowing (including solar access planes)

- Overshadowing of Hume Street Park, Ernest Place and Willoughby Road should not be allowed.
- Overshadowing of low to medium rise residential areas should not be allowed.
- Our homes and backyards could be mostly in shade because of new buildings.

Response

Height, interface, and transitions

The maximum building height controls proposed align with the two-peak height concept and are supported under the key urban design principles in the draft and final 2036 Plan.

This height concept details that increased density should be concentrated between the St Leonards Station and Crows Nest Metro Station as this presents opportunities for transit-oriented development and the accessibility of these locations is attractive to business. This is consistent with the height expectation set in the Pacific Highway corridor by recent Council approvals for buildings up to 50 storeys.

The Urban Design Study (prepared by SJB) exhibited with the draft 2036 Plan was undertaken to have consideration for building separation and transitions. This work was then reviewed by the Office of the Government Architect of New South Wales (GANSW) and refined in response to findings of the review. GANSW included consideration of significant sites, building separation, streetscapes and view lines. Further urban design analysis was undertaken to inform built form recommendations in the final 2036 Plan.

The final 2036 Plan allocates maximum building heights on previously identified significant sites to ensure the two-peak height concept is maintained and there is minimal overshadowing to key areas of public open space. The final 2036 Plan provides a clear urban structure focus on rail stations, the core public domain, and facilitates good solar access and views. Taller built form is located along the Pacific Highway to reinforce topography and balance solar access.

The Department considers that the building heights proposed provide adequate transitions to lower-density areas within the Plan boundary and support the two-peak height concept. Heights generally transition down to 18 storeys between the stations and fall towards residential areas.

There will be more opportunities to provide feedback regarding design, privacy, wind impacts, noise impacts, and overshadowing as part of future planning proposals and development applications for each individual site identified for change.

Density

The proposed FSR controls have been designed to align with the proposed height controls to deliver a built form outcome consistent with the two-peak height concept and respond to the undulating topography along the Pacific Highway and the character of the surrounding Heritage Conservation Areas.

Street setbacks and street wall height controls are also proposed to manage built form outcomes and ensure towers are adequately setback to minimise bulk and scale as experienced from the street. This is generally aligned and informed by each council's DCP, the outcomes of the urban design analysis, and having regard to built form outcomes and controls already established in developments in the area.

The SIC scheme is designed to ensure that development which relies on new and improvements to State and regional infrastructure provide a contribution to help deliver these assets. The St Leonards and Crows Nest SIC establish the framework to make a contribution and guides the identification, prioritisation, and allocation of funding to support anticipated growth in St Leonards and Crows Nest.

Significant sites

The significant sites designation has been removed from the final 2036 Plan and built form controls applied consistent with other sites within the Plan boundary.

The Department undertook additional urban design analysis of these sites to determine an appropriate built form outcome consistent with the objectives and key urban design principles of the Plan.

The Department has balanced the strategic location of each specific height alongside consideration for solar access, proximity to stations, height transitions, maintaining conservation

areas and ensuring a transition between character areas, and protection for public open space to ensure a built form relationship consistent with the surrounding urban context.

This has informed planning controls that provide greater certainty and transparency to landowners, councils, and the community of the scale of development that is considered appropriate.

Rezoning is still required to allow development to occur on these sites in accordance with the 2036 Plan and there will be more opportunities for community feedback during subsequent planning stages.

Overshadowing (including solar access planes)

The proposed built form of the final 2036 Plan has been informed by the necessity to protect solar access and minimise overshadowing. This is one of the key considerations for the Department, particularly given the feedback from engagement on the importance of protecting existing open space from development impacts.

The Department has reviewed the solar access controls in detail and made minor amendments in the final 2036 Plan to support the consistent application of these controls. These amendments relate to the application of solar access controls to residential areas within the precinct from 9:00am-3:00pm 'for at least 3 hours', being changed to 'for at least 2 hours'. This is more consistent with the current urban form in the area.

The Department considers the controls outlined in the final 2036 Plan are appropriate for the consideration of solar access to public open spaces within the precinct.

These controls are consistent with solar access controls across Sydney and in other comparable urban areas reflecting established benchmarks and a key criteria of the 2036 Plan.

Mid-winter (21 June) is most commonly used and considered 'worst case scenario'. New development in St Leonards and Crows Nest should also consider potential overshadowing impacts at March and September equinox periods (21 March, 21 September) as areas such as Willoughby Road and Ernest Place are more likely to be impacted during this period.

Landscape and lack of open space

Issues raised

Public Open Space and Tree Canopy

- More public open space, including sporting fields, is needed to cater for population growth.
- Proposed setbacks to create wider greener streets on Oxley, Mitchell, Chandos Street are not explained clearly.
- An additional park at the corner of Hume Street and Pacific Highway would be more appropriate than high rise buildings.
- The draft 2036 Plan is unclear about which side of the 'asymmetrical streets' will have trees.
- Some small parks and street trees are not enough to provide a green canopy.
- Strong objection from owners to property acquisition to expand Hume Street Park.

Natural Environment

- Further resources are needed to manage the sustainability of the Lane Cove Bushland Reserves.

Draft Green Plan

- Certainty about timing of 'aspirational' open space is lacking.
- New open should be space provided proportional to population growth.
- 2.83 hectares of open space per 1000 population is an established benchmark that should apply to St Leonards and Crows Nest.

Response

'Open space' includes private and public open space, roof gardens, pedestrian access and dedicated land. Providing new and upgraded public open spaces to meet the needs of the community is a key principle of the 2036 Plan. Existing mature trees are planned to be retained, with opportunities to incorporate new landscaping across the precinct.

Opportunities for new open space in the precinct are limited and the creation for new areas of green space generally require major land acquisition. Given these challenges, the final 2036 Plan reinforces the need to protect the existing open space within the precinct from overshadowing. The role of streets in delivering adequate tree canopy and opportunities for open space as part of future developments takes on increased importance as a result of these limitations.

The Department has identified the opportunity to bring forward development contributions to assist North Sydney Council design and deliver a potential new area of open space at Holtermann Street through upgrade of the Holtermann Street carpark. The Department will collaborate with Council to assist with the design and delivery of this new open space.

The final 2036 Plan, as supported by the Green Plan, recommends actions to enhance open space within the precinct:

- The Special Infrastructure Contribution (SIC) scheme will support the 2036 Plan by providing up to \$78.4 million in funding toward the open space improvements, an increase of more than \$20 million from the exhibited draft SIC. The priority will be allocating funding towards the delivery of new open space in the precinct.
- Upgrade of the Holtermann Street carpark to deliver new high quality public open space with underground parking. This will enable an improved connection to Ernest Place and Crows Nest centre. The Department will work with North Sydney Council to bring forward development contributions to help Council deliver the park.
- Enhancement of Hume Street Park to create a large multi-function green open space area in the heart of St Leonards and Crows Nest. Improving Hume Street Park will create a 'village green' in the heart of Crows Nest adjacent to the Crows Nest Metro Station sites. The Department will collaborate with North Sydney Council to realise the best outcome for this important piece of open space. There is an opportunity for Council and State development contributions to assist the delivery of Council's Hume Street Park masterplan.
- Improving the pedestrian experience along the Pacific Highway through increased building setbacks for wider streets, articulated frontages and avenue tree planting on both sides of the highway.
- Clarke Lane as an active laneway that will provide a key connection for pedestrians between Willoughby Road, Crows Nest Metro Station and St Leonards Station.

The Green Plan identifies projects and concept plans which could be investigated for delivery within the precinct to provide additional open space. It is intended that the SIC will provide funding for additional open space projects to be nominated by councils.

The Precinct Support Scheme has allocated NSW Government funding to additional public open space within the precinct. :

- \$3.5million has been allocated to North Sydney Council for the delivery of Stage 1 of the Hume Street Park upgrade:
- \$3.6million has been allocated to Lane Cove Council to upgrade Bob Campbell Oval in Lane Cove.
- \$3.6million has been allocated to Willoughby City Council for detailed design of active transport links.

Setbacks to Mitchell and Oxley Streets will be resolved through the Council-led planning proposal process. No additional setbacks are proposed to Chandos Street, instead the existing road and footpath are proposed to be adapted to provide additional landscaping.

The Green Plan identifies a new urban tree canopy strategy to deliver a total of 2,038 trees in public areas within the precinct in order to achieve:

- 16% tree canopy in the industrial area.
- 25.7% tree canopy in the urban area.
- 32.7% tree canopy in the heritage residential area.

The Green Plan recommends measures which include additional planning on road corridors and existing and possible future open spaces and realise this strategy. This will aid in the reduction of the heat island effect and provide improved, walkable streets.

Movement including traffic congestion

Issues raised

Public Transport

- There is a need to encourage more people to use public transport, including prioritising active transport connections to public transport.

Active Transport

- Crossing Pacific Highway doesn't feel safe. Underpasses from the Metro Station should be considered.
- More detail is required on the proposed design of cycle improvements.

Road Network

- Roads are already congested from recent development; additional growth will exacerbate this congestion.
- People living in apartments will have cars, this will create further congestion and overflow parking.
- Guarantees are sought that the south-east intersection of Christie and Oxley Streets will not be opened to vehicles.

Parking

- Commuter parking is needed at the new Metro Station.
- Introduce parking maximums to reduce car dependency.

Response

The 2036 Plan proposes higher density urban development within 800m of both the St Leonards Station and planned Crows Nest Metro Station to provide homes and jobs in easily accessible locations.

The delivery of the Crows Nest Metro Station (set to open in 2024) will provide additional public transport capacity for the precinct and provide residents and commuters reduced travel times to and from the area. It is envisaged that this will reduce multi-modal journey times and encourage more people to use public transport as an alternative to private vehicle trips.

Sydney Metro have confirmed that new commuter parking would not be provided at the Crows Nest Metro Station. Commuters are instead encouraged to access the station via public or active transport.

Additional traffic and transport analysis was undertaken to model the precinct's network performance at future year 2026 and 2036 scenarios to confirm if proposed transport upgrades

identified in the draft 2036 Plan can be supported in conjunction with the forecasted increase in travel demand.

This modelling was undertaken with a conservative approach regarding traffic impacts, including an assumption that the presence of the Crows Nest Metro Station would not substantially change modal choice in the precinct area. In this sense, the modelling can be considered a 'worst-case scenario' and traffic/transport upgrade interventions can be monitored as required through future rezoning proposals.

The results indicate that the majority of upgrades are feasible in both the 2026 and 2036 scenarios. The upgrades which could not be implemented due to impact on the traffic network or the complexities associated with the design/operation of these interventions were generally associated with additional pedestrian crossings of Pacific Highway (investigations are being undertaken for a potential underpass from the Crows Nest Metro Station). Some additional network improvements are recommended at 2036. There is a need for interventions to minimise private vehicle usage within the precinct to promote modal shift, this is likely given the introduction of the Crows Nest Metro Station and extensive local public transport services.

The final 2036 Plan encourages new development to consider car share schemes and reduced parking provisions within the precinct. There are no upgrades which propose the south-east intersection of Christie and Oxley Street be opened to vehicles.

The additional traffic and transport modelling and analysis undertaken post-exhibition demonstrates that the potential impacts of the 2036 Plan on the transport and traffic networks can be appropriately managed and mitigated through the proposed infrastructure improvements set out in the final 2036 Plan.

In response to a range of submissions including submissions from councils (who would be responsible for delivery of cycle and other local infrastructure), increased flexibility has been provided for the application of the SIC and funding. SIC funding is now divided across broader infrastructure types, including pedestrian and cycle improvements (\$8.9million). Infrastructure agencies, including councils and TfNSW can apply to nominate specific projects for SIC funding when designs are resolved.

Place including local character

Issues raised

Heritage and Culture

- The local community that exists within Crows Nest is as important as the physical character. Some submissions were concerned that more apartment developments could impact the character of the community over time, particularly if there is a lack of social and physical infrastructure to support a bigger community.
- The protection of heritage areas like the Naremburn Conservation Area and 'Five Ways' intersection is supported.
- More spaces should be provided for artists as the local arts scene makes a valuable contribution to the local community.

Comfort and Safety

- Improvements to make the area walkable for everyone, especially an ageing population, should be incorporated.
- Safety improvements to pedestrian crossings over Pacific Highway is a priority.

Local Economy

- The high turnover of retail businesses and the number of vacant shops in Crows Nest is a concern. However, the proposed mixture of residential and commercial uses could help to simulate local businesses with new residents becoming customers.
- A few people shared ideas about how to support the local economy and suggested that building on what's already working well in the area, for example creative businesses and health.
- One submission raised concerns about the practicality of Atchison Street as a focus for active uses such as shops and cafes given its steep topography.

Local Population

- Only two submissions specifically mentioned local population. These submissions were concerned with increased demand for infrastructure due to population growth. Similar concerns are detailed in the Special Infrastructure Contribution section of this report.

Response

As the population of Sydney grows, the alignment of infrastructure and growth supports more liveable, sustainable, and productive communities. Plans to co-locate new jobs and housing in St Leonards and Crows Nest within walking distance of the two train stations and the health and education precinct is consistent with the approach to growth as outlined in the Greater Sydney Region Plan and North District Plan. The North District Plan identifies social and community spaces as key to nurturing a connected community through change.

Councils in St Leonards and Crows Nest area are planning for delivery of local infrastructure such as libraries and arts spaces. Planning for the following facilities is underway:

- A Voluntary Planning Agreement (VPA) has been executed between Lane Cove Council and the developer of 88 Christie Street to deliver a 1,000sqm library in St Leonards.
- North Sydney Council have negotiated a VPA for a new arts facility at 617 Pacific Highway.
- North Sydney Council are negotiating a VPA for a 2,000sqm community co-working space at 100 Christie Street.
- SIC funding in the order of \$22.7million towards additional school places.

The role of Willoughby Road as a local destination for shops and services will be reinforced as a part of the area that is already functioning effectively and highly valued by the local community. This includes protecting solar access and maintaining existing planning controls. Other parts of the centre with a growing retail presence include Oxley Street north of Pacific Highway and Anderson Street to the east of Willoughby Road.

The final 2036 Plan includes a general principle to encourage additional retail in the St Leonards Core and Crows Nest. More diverse uses along Atchison Street are encouraged to define a new retail focus for St Leonards that leverages existing activity on Willoughby Road.

The design of pedestrian crossings of Pacific Highway has been reviewed as part of the recent traffic and transport analysis. Findings indicate that not all of the proposed crossings of Pacific Highway to the north of the precinct can be accommodated. A significant pedestrian crossing upgrade at Pacific Highway and Oxley Street will allow the safe crossing of pedestrians from the Crows Nest Metro Station.

The design of the Crows Nest Metro Station has also been safeguarded to accommodate a pedestrian tunnel under the Pacific Highway that would further improve accessibility to the station.

Lane Cove Council's Planning Proposal for St Leonards South

Lane Cove Council exhibited a planning proposal to allow increased density development in the St Leonards South Residential Precinct from October 2017 to January 2018.

During the Department's local character consultation in March 2018, it was evident the community have differing views about Council's proposal. In response, the draft 2036 Plan recommended that an independent review of the planning proposal be undertaken to ensure consistency with conditions of the Gateway Determination and principles in the draft 2036 Plan.

The Independent Planning Commission (IPC) held a public meeting on 20 May 2019 which was attended by more than 100 residents and 43 registered speakers. This allowed the community an opportunity to present their views on both the proposal and the relevant aspects of the draft 2036 Plan.

The IPC advice considered that the proposal was inconsistent with a number of elements of the vision, guiding design principles, and St Leonards South design principles of the draft 2036 Plan and the scale of residential development would represent an overdevelopment of the site.

In response to this, the Department in collaboration with GANSW, the State Design Review Panel, and Lane Cove Council, held a design charrette to review the planning proposal in light of the IPC advice. The recommendations made as part of the design charrette were provided to assist Lane Cove Council's response to the IPC advice in finalising the planning proposal.

Following the recommendations of the design charrette, Lane Cove Council made amendments to the planning proposal and resolved to support its finalisation. Lane Cove Council submitted the St Leonards South planning proposal to the Department in May 2020 with a request that the plan be made.

The total submissions received in relation to the draft Local Character Statement, draft Green Plan and draft 2036 Plan combined was 831. As represented below 464 of these refer to the St Leonards South Planning Proposal, of which 10 are Site Specific.

Issues

Boundary of the St Leonards South Precinct

- The St Leonards South Planning Proposal should not be included in the draft 2036 Plan.
- More gradual transition in height area required to areas of no change.

Height and Transition

- The topography of St Leonards South is not suitable for high rise development and will result in significant overshadowing.
- There should be considerable transitions in height between the areas that will be rezoned and those that will not.

St Leonards South Design Principles

- Design principles in the draft 2036 Plan will not ensure high quality living.
- The proposal fails to meet many of the draft 2036 Plan principles.
- Principles applied to the wider plan area should apply to St Leonards South and be considered in the independent review.

Open Space and Infrastructure

- The St Leonards South Planning Proposal should be delayed until a comprehensive infrastructure and services needs analysis is undertaken.
- More open space is needed to support proposed growth.
- The proposed new park will be overshadowed by proposed high-rise buildings.

Traffic

- The local road network will not cope with the additional traffic as a result of the proposal and the Sydney Metro station at Crows Nest.

Housing Targets

- There is no need for the proposal as Lane Cove Local Government Area is on track to achieve its housing targets.

Planning Process

- Local residents have not been well informed of the planning process undertaken by Council for St Leonards South and some information has not been released to the public.

Response

The Department acknowledges the substantial amount of community input that has been undertaken for the St Leonards South Planning Proposal through Council's exhibition of the proposal and other engagement measures, including the IPC review and subsequent design charrette recommendation process with GANSW.

Council considered the outcomes of the IPC's advice, Design Charette Outcomes and Recommendations Report, and public submissions during its preparation of an amended planning proposal. Council also undertook further detailed analysis, including an updated economic feasibility report and urban design analysis.

In May 2020, Lane Cove Council submitted an amended planning proposal to the Department with a request that the plan be made. The Minister's delegate has determined to make the plan concurrently with the 2036 Plan and include reference to the rezoning in the final 2036 Plan.

The changes to *Lane Cove Local Environmental Plan 2009* include:

- Changes to land use zone from R2 Low Density Residential to R4 High Density Residential.
- Inclusion of an area of RE1 Public Recreation between Park Road and Berry Road.
- Increasing the maximum building height limits for the area from 9.5 metres to various heights up to 65 metres (equivalent of up to 20 storeys at certain locations).
- Increasing the maximum permissible FSR for the area from 0.5-0.6:1 to various FSRs up to 3.85:1 to enable the delivery of approximately 2,000 dwellings.
- Introducing a new clause and incentive maps to identify bonus height and FSR opportunities in return for identified infrastructure and public benefit.
- A new design excellence clause to ensure best practice urban, architectural and landscape design.
- Amending clause 4.6 – Exceptions to Development Standards, to prevent the incentive maps and the LEP clause from being varied at the future development application stage.

The new planning framework for St Leonards South will result in the following public benefits:

- Provision of two new community facilities and childcare centres.
- 3,500sqm of new open space.
- East-west pedestrian/cycle links to improve pedestrian connections etc.
- Approximately 43 new affordable housing units.
- A new local road between Park Road and Berry Road to improve permeability.

Further information is included within the Department's Finalisation Report for the St Leonards South planning proposal on the Department's webpage.

Draft Special Infrastructure Contribution

Issues

SIC Rate (Development Feasibility)

- There are mixed views on the SIC rate. Industry considers the SIC rate to be reasonable, whereas landowners and Lane Cove Council are concerned about the viability of the SIC rate in St Leonards South. North Sydney Council was also concerned the SIC might reduce council's ability to negotiate a voluntary planning agreement.

Scope of Infrastructure

- Requests the SIC also fund civic infrastructure (e.g. public theatre, utility infrastructure and social infrastructure (e.g. district library)).

Schools and Open Space

- Schools are a key priority and it is critical to identify possible school locations.
- More public open space should be created, funded and delivered as a matter of urgency.

SIC Framework

- There are mixed views about the SIC framework, including:
 - Community views that SIC revenue collection is based on unrealistic population and dwelling growth, which may not eventuate.
 - Community comments that State Government should fund basic infrastructure from existing taxation, not the SIC.
 - Concerns from the community that the SIC is another form of a tax to be paid by consumers.
 - Suggestion that the SIC fund affordable housing.
 - Suggestion that the SIC apply to commercial development (as well as residential development).

Distribution of funding by Local Government

- Concerned, like councils, that the distribution of SIC funding is not apportioned based on where funds are collected.

Timing and implementation of infrastructure

- The community and councils raised concern that infrastructure provision and timing of development may not align.
- Suggestion was made that infrastructure delivery timeframes should be specified.
- Concerns that SIC does not guarantee that money will be collected and quarantined for its intended purpose.

Response

The St Leonards and Crows Nest SIC establishes a framework to identify, prioritise and allocate some funding towards State and regional infrastructure to support the growth identified in the 2036 Plan. Implementation of the St Leonards and Crows Nest SIC will allow the NSW Government and councils to fund a broad range of state and regional infrastructure.

There is no consistent framework in the precinct for securing a contribution for the delivery of State and regional infrastructure, with some areas in lieu of a SIC applying a satisfactory arrangement clause. This is undertaken on a site by site basis, is administratively burdensome as well as time consuming and does not facilitate strategic planning and delivery of infrastructure needs outside of the development site. The SIC will provide a more transparent and equitable process for the financial contribution towards the delivery of state and regional infrastructure that would otherwise be delayed or missed by negotiation of individual voluntary planning agreements.

The Department has created a more flexible SIC infrastructure schedule which groups infrastructure by type to allocate funding and will focus on post-implementation delivery planning, in collaboration with councils and State agencies. The implementation of the St Leonards and Crows

Nest SIC creates an opportunity to develop a coordinated program of infrastructure delivery that supports the place outcomes envisaged in the 2036 Plan.

The SIC infrastructure schedule has been amended to reflect concerns raised in submissions and funding towards open space has been significantly increased to \$78.4 million from \$57.6 million.

The Department will continue to engage with infrastructure delivery agencies on infrastructure needs as the precinct develops and investigate opportunities of forward funding infrastructure. The Department proposes to establish an implementation group with each council to support delivery of the 2036 Plan and inform prioritisation of infrastructure projects that the SIC can help fund.

Sydney Metro Crows Nest Rezoning Proposal

Feedback was largely concerned with the impacts of proposed building heights including overshadowing, loss of character and lack of transitions. Feedback also highlighted a desire to see the proposal support a greater number of new jobs above the Sydney Metro station.

Issues

Built Form and Density

- The proposed heights, bulk and scale of the built form is excessive and will have a significant visual impact on the area.
- Lower heights are needed to provide a gradual transition to the Crows Nest Village.
- The proposed heights will result in overshadowing, including overshadowing of Ernest Place, Willoughby Road and Hume Street Park.
- The proposed heights will change the character of Crows Nest.
- The proposal will set a precedent for more overdevelopment in the area.

Community infrastructure

- Additional community infrastructure is needed to support increased densities include schools, child care facilities, medical services, sporting facilities, road upgrades and parks.
- More detail on the proposed social infrastructure and public facilities to be provided as part of the rezoning proposal.
- More open space should be provided as part of the proposal.

Land Use

- The proposal will result in an oversupply of residential development.
- The proposal does not deliver enough local jobs.
- More social housing and aged care should be provided.

Pedestrian and Vehicle Traffic

- Proposed above ground parking is not supported.
- The proposal will exacerbate existing traffic congestion.
- Lane Cove Council suggest investigation of an underground pedestrian crossing from the south side of Pacific Highway (at the intersection with Oxley Street).
- Concerns were also raised about accessibility and volumes of pedestrian traffic.

Governance

- The proposal should not be fast tracked ahead of the finalisation of plans for the St Leonards and Crows Nest area.
- It appears that the Government is bypassing local planning.

Response

A separate Finalisation Report (which includes a response to submissions) has been prepared for the Crows Nest Sydney Metro Site Rezoning Proposal and can be found on the Department's webpage here: <https://www.planning.nsw.gov.au/Plans-for-your-area/Priority-Growth-Areas-and-Precincts/St-Leonards-and-Crows-Nest>

In summary, the Department has undertaken the following key amendments to the exhibited planning controls:

- Increasing the maximum buildings heights for the three proposed buildings to RL 180m (equivalent of 27 storeys), RL 155m (equivalent 17 storeys), and RL 127m (equivalent 9 storeys).
- Introducing floor space ratios (FSR) of 11.5:1, 7.5:1, and 6:1 to apply for the sites.
- Increasing the minimum non-residential FSR of 10:1, 0.5:1 and 5:1 on the sites to encourage and protect employment generating land uses.
- Introducing a design excellence clause to ensure best practice urban, architectural, and landscape design and to protect the amenity of nearby public spaces.
- Introducing a clause that provides an exception to the height of buildings clause to allow for rooftop plant and services and/or architectural roof features to exceed the maximum building height limit control for Site C of the Crows Nest Metro sites.

The revised proposal is expected to deliver approximately 2,160 new jobs and 140 new dwellings over the Crows Nest Metro Station sites.

These amended controls will modify the planning controls in *North Sydney Local Environmental Planning Policy 2013* via a self-repealing State Environmental Planning Policy (SEPP).

Sydney Metro has separately progressed a Concept State Significant Development Application (CSSDA) that was exhibited in late 2018 to 2019. The CSSDA will set the maximum building envelopes and outlines the gross floor area and land uses for the over-station development.

There will be a further round of public exhibition once Sydney Metro's report that responds to the issues raised in submissions on the CSSDA has been lodged with the Department.

The CSSDA will then be determined following the introduction of new planning controls for the Crows Nest Sydney Metro Site.

Submissions from non-government organisations

A total of seven (7) submissions were received from non-government organisations. The key issues raised in these submissions are broadly covered by the response to community submissions provided earlier in this section. However, a number of organisation specific matters were also raised, as summarised below.

- Bike North
 - Upgrades are needed to proposed cycle routes. Adequate funding is required to deliver cycle infrastructure upgrades. The SIC should be reviewed in line with Bike North's feedback. Draft 2036 Plan cycle routes are inconsistent with Council and Transport for NSW's plans.
 - Bike lockers are needed at St Leonards and Crows Nest Metro Stations.
- Greenwich Community Association
 - Update the draft Local Character Statement following wider community consultation. Update draft 2036 Plan area wide design principles to ensure consistency with the Draft Local Character Statement.
 - Do not provide residential development beyond that which infrastructure can support.
 - Update parts of the draft 2036 Plan which differ from principles of the North District Plan.

- Lower building heights adjacent to Willoughby Road and the five ways intersection, and between St Leonards Station and the Crows Nest Sydney Metro Station. Heights of significant sites should be consistent with adjoining buildings. Apply a maximum building height of 50 storeys to the area, subject to assessment of wind and solar access impacts.
- Ensure employment targets are met and that the area remains a major employment hub.
- Refinements suggested to proposed road and cycleway upgrades.
- Consult with the community to identify more open space options.

St Leonards South

- Density should be reduced based on growth targets and infrastructure capacity.
- More gradual transitions to areas of no change.
- Greater mix of housing types including townhouses to better cater for families.
- More open space is needed. Ensure open space is not overshadowed during after-school hours.
- Provide pedestrian bridge over River Road for safe access to Smoothey Park and Harbour Foreshore walks.

- Greenwich and St Leonards Action Group

- The draft 2036 Plan does not take a comprehensive view of the Lane Cove Local Government Area.
- Targets should be set to increase tourism (or visitors) to the area.
- The cumulative impact of development on infrastructure should be considered. The existing train line is already above 100% capacity.
- More detailed analysis of Lane Cove Council's proposal for St Leonards South should be undertaken. St Leonards South is not suited to high-density development because of its steep topography and south-facing orientation.
- Concern about the overshadowing of public and green open space particularly in St Leonards South. More public open space is needed urgently including in St Leonards South.
- The rate of growth proposed for the draft 2036 Plan area is well above the forecast rate for the district and region.
- A greater mix of housing types is needed.
- Larger setbacks are required to tall buildings.
- More detailed plans to make St Leonards a stronger employment area is needed.
- A new school is already needed.
- Traffic assumptions overlook the needs of different households including the need for weekend travel.
- Utilities (such as water and electricity) should be addressed in the Special Infrastructure Contribution.
- Proximity to transport is only one of many important considerations when deciding where to locate new housing.

- Holtermann Precinct

- More community consultation should have been undertaken to inform the draft Local Character Statement. The local community's vision for the area should be respected.
- Supports improvements to road, cycling, pedestrian and public transport infrastructure; commercial zoning between St Leonards Station and Crows Nest Sydney Metro Station; expansion of Hume Street Park; and laneways being shared spaces with low speed limits.

- Opposes 27 storeys above the Crows Nest Sydney Metro Station; Any overshadowing of public spaces and important places; and SIC funding for the foreshore-to-foreshore link project.
- Naremburn Progress Association
 - More open space is needed.
 - Taller buildings should be concentrated around St Leonards core.
 - The draft 2036 Plan proposes too much high-rise residential.
 - A detailed traffic management plan is needed before any future rezoning or development.
 - Heights should be reduced along the Pacific Highway.
 - Infrastructure provision should match the proposed population increase.
 - More commercial zoned land is required.
 - A greater mix of housing types is needed.
 - St Leonards South Planning Proposal does not align with some of the Draft 2036 Plan principles.
- Park Road West and Portview Road Action Group
 - High density development should be allowed across St Leonards South to optimise the area's Strategic Centre status and reduce urban sprawl (including land west of Park Road to Greenwich Road). Alternatively, high density in St Leonards South could be east of Berry Road only.
- Wollstonecraft Precinct
 - The online survey that informed the draft Local Character Statement didn't capture comments for the whole 2036 Plan area. Areas like St Leonards South and Artarmon Industrial area seem to have been missed.
 - The draft 2036 Plan does not always reflect the draft Local Character Statement.
 - The draft 2036 Plan vision should be agreed by councils.
 - More commercial zoned land is needed to meet the North District Plan employment target.
 - Infrastructure analysis is required for areas beyond that between St Leonards to Crows Nest Metro Stations.
 - Open space should be provided at a rate of 2.83 hectares of open space per 1000 population which is a standard used in US and UK.
 - More solar protection is required for existing open space.
 - A greater mix of housing types is needed.
 - Controls should be assigned to significant sites. The 'Triangle Site' should not be a significant site. Height and density should be concentrated around in the St Leonards Core. Building heights of up to 50 storeys is too high.
 - Guidance should be provided for St Leonards South.
 - Detailed traffic management plan is needed before any future rezoning.

Response

Pedestrian and cycle infrastructure – The final Special Infrastructure Contribution puts \$13.8 million towards pedestrian and cycling upgrades. Cycle links and pedestrian crossings will also connect the Metro to surrounding streets and important places such as Royal North Shore Hospital, Willoughby Road and Chatswood.

The new Crows Nest Metro Station will also provide better transport connections for local residents, workers and visitors. It will also unlock funding for a new pedestrian crossing and traffic lights at the Pacific Highway/Oxley Street intersection, pedestrian crossings on Clarke and Hume

Streets and a cycle path on Clarke Street. The Crows Nest Metro Station over-station development also proposes bike storage facilities.

Alignment with North District Plan – the final 2036 Plan has been aligned with the priorities and actions identified for St Leonards in the North District Plan.

Building heights – The tallest recommended building in 2036 Plan is a 42 storey commercial only use at 601 Pacific Highway. This is adjacent to a 50 storey building approved by North Sydney Council. Building heights have been considered as part of the two-peak height concept which height and density focused over St Leonards Station and the Crows Nest Metro Station.

Significant sites – significant site designation has been removed from the final 2036 Plan and development controls have been established for the five ‘significant sites’.

Employment - Additional employment floor space is provided in the final 2036 Plan and a greater proportion of the Crows Nest Sydney Metro over station development is commercial in use. Refer responses to community submissions earlier in this section.

Infrastructure, including bike paths, River Road crossing and open space – the allocation of SIC funding has been simplified to group funding by infrastructure type rather than for specific infrastructure items. There will be an opportunity for councils to nominate projects of State or regional infrastructure to deliver upgrades in the precinct.

Overshadowing – comprehensive overshadowing analysis has been prepared to support the recommendations as part of the final 2036 Plan. Solar access controls are reiterated within the final 2036 Plan to provide protection for key areas of public space.

Housing type – since exhibition of the draft 2036 Plan, councils have prepared Local Housing Strategies and the Low Rise Housing Diversity Code has come into effect for all Local Government Areas. Together, the strategies and the code will ensure a range of housing types are provided on appropriate sites.

Local Character Statement – the Local Character Statement was utilised to directly guide the development of the 2036 Plan. It was developed to capture the community’s vision for the future character of the area at that time. Refer to **Consultation Overview** section of this report which provides details of the consultation undertaken as part of the draft 2036 Plan.

St Leonards South – Refer to St Leonards South response earlier in this section.

Plan boundary – the extent of the 2036 Plan boundary is considered appropriate as it is consistent with the North District Plan. No requests to extend the precinct boundaries have been considered.

Council Submissions

The Department consulted with the three Councils (Lane Cove, North Sydney, and Willoughby) during development of the draft 2036 Plan. Each Council made a formal submission which indicated support for the draft planning package subject to changes, or the potential to support the draft planning package (excluding the Crows Nest Sydney Metro Rezoning Proposal) subject to changes.

These submissions are summarised below, some of council's comments are also captured in other sections of this report including the Special Infrastructure Contribution (SIC) section.

North Sydney Council

Draft 2036 Plan – General

Issues raised

- Concerns about the proportion of mixed-use development, rather than stand-alone commercial, proposed in the draft 2036 Plan to meet employment targets in the North District Plan.
- The Greater Sydney Commission's objectives for liveability, productivity and sustainability should be reflected in the Draft 2036 Plan.

Response

The draft 2036 Plan only proposed changes to zoning for two sites within the precinct, previously identified as significant sites as below:

- 524-542 Pacific Highway, St Leonards
69 Christie St, St Leonards; and
- 65-69 Nicholson St, St Leonards
40 Oxley St, St Leonards
452 Pacific Highway, St Leonards
454-456 Pacific Highway, St Leonards
460 Pacific Highway, St Leonard

These sites are proposed to be rezoned from B3 Commercial Core to B4 Mixed Use to facilitate development opportunities. Economic analysis suggests that these sites are 'likely' to develop as mixed-use developments.

Under the final 2036 Plan, there is still a significant balance of B3 Commercial Core zoned land to meet employment targets under the North District Plan. The final 2036 Plan includes site-specific changes to building heights, FSRs, and non-residential FSRs to increase commercial floor space and the likelihood of development to deliver planning capacity for an additional 45,000sqm of commercial floor space than outlined under the draft 2036 Plan.

The revised 2036 Plan includes an action for councils to retain B3 Commercial Core zone on appropriate sites to maintain future viability of the St Leonards Core.

The GSC's objectives for liveability, productivity, and sustainability as outlined in the North District Plan's priorities have been more accurately reflected in the revised 2036 Plan.

Draft 2036 Plan – Significant Sites

Issues raised

- Remove the 'triangle' site from significant sites and retain existing planning controls to be sympathetic with the village character of Crows Nest.

- Remove the 'Telstra Exchange' site from significant sites due to potential impacts on surrounding towers (approved or under construction).

Response

As detailed in the **Final St Leonards and Crows Nest Planning Package** section of this report, the significant site designation has been removed in the final 2036 Plan and development controls have been established for the five 'significant sites'.

Draft 2036 Plan – Process and Implementation

Issues raised

- Planning Proposals that are inconsistent with the draft 2036 Plan and do not have Council's support should not be subject of a Pre-Gateway review process.
- Concerned about oversupply of housing, Council suggests a staged approach to future rezoning.
- Refinements are required before the Draft 2036 Plan can be used to assess planning proposals including refinements to heights, Floor Space Ratios, solar height planes, street wall heights and setbacks.
- The rationale for the 'Foreshore to Foreshore Link' needs to be explained and the scope clearly defined. Council also is concerned that the link is not close enough to areas proposed for population growth.

Response

The 2036 Plan is to be implemented under Section 9.1 of the *Environmental Planning and Assessment Act 1979* (EP&A Act). This will require future rezoning to be generally consistent with the Plan to demonstrate the proposal has 'strategic merit', amongst other considerations. Planning proposals may be inconsistent with the 2036 Plan if it can be demonstrated to the Secretary of the Department of Planning, Industry and Environment that the proposal achieves better outcomes while still achieving the vision, objectives, and actions identified in the 2036 Plan.

It will be the responsibility of each relevant Council to progress planning proposals through amendments to their respective Local Environmental Plans. No staging for development in the precinct has been proposed. Site-specific landowner-led rezoning may still be progressed within the Plan area.

The 'foreshore to foreshore link' as identified under the Green Plan is a project identified for investigation under the final 2036 Plan. The revised approach to SIC funding means that councils can nominate relevant projects for open space. The Department will work with councils to support delivery of the 2036 Plan, including prioritising infrastructure funding through the SIC.

Crows Nest Sydney Metro Rezoning Proposal

Issues raised

- Existing zoning and proposed non-residential floor space controls do not deliver enough local jobs.
- Proposed heights will overshadow Ernest Place and Willoughby Road.
- Proposed heights and floor space ratios do not fit with the existing local character or the community's aspirations for Crows Nest.
- Further detail of proposed design excellence clause is needed.
- Above ground parking is not supported.
- The proposed exemption of future development at the Crows Nest Metro Station from state and local infrastructure contributions is not supported.

- The proposed community facilities to be delivered in the Metro Station should be further negotiated with Council.
- Concurrent exhibition of the Draft 2036 Plan, Rezoning Proposal and State Significant Development Application not optimal.

Response

A separate Finalisation Report (which includes a response to submissions) has been prepared for the Crows Nest Sydney Metro Site Rezoning Proposal and can be found on the Department's webpage here: <https://www.planning.nsw.gov.au/Plans-for-your-area/Priority-Growth-Areas-and-Precincts/St-Leonards-and-Crows-Nest>

Draft Special Infrastructure Contribution

Issues raised

- The SIC may impact Council's ability to negotiate Voluntary Planning Agreements (VPAs) for otherwise unfunded local infrastructure.
- Council supports improved pedestrian crossings on major roads.
- Council stated that a library, youth centre and affordable day care are needed to support population growth in the area.
- Council suggested further traffic modelling is required to understand whether the proposed transport projects identified are sufficient.
- Council recommends the state levy funds for the Foreshore to Foreshore link be reallocated to open space and social infrastructure upgrades closer to population such as Council's endorsed plans to upgrade Hume Street Park, the proposed district library and additional open space in St Leonards.
- North Sydney Council notes that if the full cost of remaining works in Council's adopted plans to upgrade Hume Street Park (\$70million) is not met by the SIC, the upgrades will not happen.
- Council also said the southern portion of the Foreshore to Foreshore link would serve a local function.
- Council urged the Department not to exclude Sydney Metro Over station Development from the SIC as proposed by Sydney Metro in their State Significant Development Application (SSDA).
- Council suggested that infrastructure delivery timeframes be specified.

Response

As described in the **Final St Leonards and Crows Nest Planning Package** and **Response to Community Submissions** sections of this report, the Department has amended its approach to the SIC.

In summary, there is no consistent framework in the precinct for securing a contribution for the delivery of State and regional infrastructure, with some areas in lieu of a SIC applying a satisfactory arrangement clause. This is undertaken on a site by site basis, is administratively burdensome as well as time consuming and does not facilitate strategic planning and delivery of infrastructure needs outside of the development site. The SIC will provide a more transparent and equitable process for the financial contribution towards the delivery of state and regional infrastructure that would otherwise be delayed or missed by negotiation of individual voluntary planning agreements.

The SIC infrastructure schedule has been amended to reflect concerns raised in submissions and funding towards open space has been increased to \$78.4 million from \$57.6 million. North Sydney Council may nominate the upgrade to Hume Street Park as a project for additional funding.

The Department has created a more flexible SIC infrastructure schedule and will focus on post-implementation delivery planning, in collaboration with councils and State agencies. The implementation of the St Leonards and Crows Nest SIC creates an opportunity to develop a coordinated program of infrastructure delivery that supports the place outcomes envisaged in the St Leonards and Crows Nest 2036 Plan.

The Department will continue to engage with infrastructure delivery agencies on infrastructure needs as the precinct develops and investigate opportunities of forward funding infrastructure.

Lane Cove Council

Draft 2036 Plan – General

Issues raised

- The draft 2036 Plan should support more standalone commercial development, including on the Crows Nest Sydney Metro station site.
- Suggest solar height planes should be amended to be consistent with the Apartment Design Guideline and Local Environmental Plan principles.
- Infrastructure list should be updated to reflect Lane Cove's Community Strategic Plan and Delivery Program.

Response

The final 2036 Plan includes site-specific changes to building heights, FSRs, and non-residential FSRs to increase commercial floor space and the likelihood of development to deliver planning capacity for an additional 119,979sqm of commercial floor space in the precinct.

The final 2036 Plan includes commercial site development opportunities that could deliver significant commercial floor space in the St Leonards core. This area is a key emerging employment precinct and is supported through the delivery of St Leonards South, potential new rail plaza, improved connections to the Crows Nest Metro Station including a potential future pedestrian tunnel. The 2036 Plan recognises this as a strategically important employment area with potential to deliver a substantial amount of additional jobs.

The final 2036 Plan includes an action for councils to retain B3 Commercial Core zone on appropriate sites to maintain future viability of the St Leonards Core.

The proposed SEPP for the Crows Nest Metro Station sites has sought to increase non-residential FSR controls for the site, which will ensure the delivery of a significant amount of commercial floor space. Non-residential FSR controls for the site will be amended as follows:

- Site A – from 3:1 to **10:1**.
- Site B – from 2:1 to **0.5:1**.
- Site C – from 2:1 to **5:1**.

The revised concept scheme for the Crows Nest Metro Station sites proposes approximately 43,400sqm of commercial GFA (excluding station) which could result in an additional 2,160 jobs for the precinct. The specific land use mix for the development will be assessed under the CSSDA.

The proposed built form of the final 2036 Plan has been informed by the necessity to protect solar access and minimise overshadowing. The Department has reviewed the solar access controls in detail and made minor amendments in the final 2036 Plan to support the consistent application of these controls.

Solar access controls consistent with the *NSW Apartment Design Guide (ADG)* and *State Environmental Planning Policy No 65 – Design Quality of Residential Apartment Development (SEPP 65)* will continue to apply to new development. The overshadowing impacts of any proposal

and the ADG provisions would be taken into account in the merit assessment process of the development application.

Given the grouped infrastructure approach to the SIC, councils may nominate relevant projects to receive SIC funding. This approach allows flexibility in future infrastructure planning for the precinct.

Draft 2036 Plan – Significant Sites

Issues raised

- Remove the two significant sites proposed in the Lane Cove Local Government Area. The sites are too constrained to support large development and should be designated for standalone commercial rather than mixed-use.

Response

As detailed in the **Final St Leonards and Crows Nest Planning Package** section of this report, the significant site designation has been removed in the revised 2036 Plan and development controls have been established for the five 'significant sites'.

The final 2036 Plan has retained the proposed rezoning of these sites from B3 Commercial Core to B4 Mixed Use zone to provide the catalyst for future development as Economic analysis suggests that these sites are 'likely' to develop as mixed-use developments.

Draft 2036 Plan – Process and Implementation

Issues raised

- Only planning proposals supported or initiated by councils should be considered during the life of the Draft 2036 Plan.
- The Draft 2036 Plan should be reviewed in 2026 (two years after delivery of the Sydney Metro project) to consider potential changes in feasibility of commercial development.

Response

The Department will work closely with Lane Cove, North Sydney and Willoughby Councils to help inform changes to their local environmental plans. This will include establishing an implementation group with each Council to support the delivery of the land use and infrastructure changes recommended in the Plan. This will also help inform decisions on SIC funding allocation for project nominations.

This implementation group will also help inform whether a review of the 2036 Plan is required after the opening of the Crows Nest Metro station, having regard to the development outcomes that have been undertaken.

Special Infrastructure Contribution (SIC)

Issues raised

- Request that St Leonards South Residential Precinct Planning Proposal be excluded from the SIC.
- Supported investigation of pedestrian and cyclist crossing improvements to River Road.
- The timing, location and capacity of proposed new schools should be included in the final 2036 Plan.
- Recommend pedestrian underpasses at two locations along the Pacific Highway be funded by the SIC.
- Regarding the scope of the Foreshore to Foreshore Link, Lane Cove Council said the expansion of the existing pocket park along Lithgow Street to the new Plaza as a linear park should be a shared user path only.

Response

Sites that redeveloped within the St Leonards South area will be required to contribute towards the provision of State and regional infrastructure, through the SIC, consistent with all other privately-owned sites in the investigation area. This will ensure consistency and transparency in the SIC process. A three-year transitional arrangement will be implemented to ease the burden on developments. This will apply a gradual introduction of the SIC rate over 3 years.

The Department has created a more flexible SIC infrastructure schedule and will focus on post-implementation delivery planning, in collaboration with councils and State agencies. The implementation of the St Leonards and Crows Nest SIC creates an opportunity to develop a coordinated program of infrastructure delivery that supports the place outcomes envisaged in the St Leonards and Crows Nest 2036 Plan.

The Department will continue to engage with infrastructure delivery agencies on infrastructure needs as the precinct develops and investigate opportunities of forward funding infrastructure. The Department will also work closely with Lane Cove Council to consider opportunities for funding through the SIC towards new open space in the area.

Draft Green Plan

Issues raised

- Proposed expansion of the existing pocket park along Lithgow Street to the new Plaza as a linear park on Pacific Highway is not possible and should be a shared user path only.
- Council's 'Green Plan' should be integrated into the draft Green Plan.

Response

As described in the section above, the 'foreshore to foreshore link' as identified under the Green Plan is a project identified for investigation under the final 2036 Plan and design may change during any further investigation. The SIC has allocated approximately \$78.4million toward open space improvements in the area. The 'foreshore to foreshore link' could be funded through the SIC subject to further input from each council.

There are challenges to the design and delivery of the link which will require review through further investigations.

The Green Plan presents a number of additional open space initiatives and opportunities for the precinct for councils to investigate in collaboration with the Department, which may achieve SIC funding. There is no need to incorporate Council's 'Green Plan' as this still applied to local planning.

Crows Nest Sydney Metro Rezoning Proposal

Issues raised

- The proposal does not address pedestrian connectivity across the Pacific Highway. An underpass is encouraged rather than relying on at-grade pedestrian signals.
- The proposal should deliver significant community facilities.
- Higher rates of commercial floorspace or alternatives to deliver more jobs should be considered.
- Minimal built form transitioning to surrounding areas is provided. The importance of transitions should be clearly stated the Design Excellence Clause.

Response

A separate Finalisation Report (which includes a response to submissions) has been prepared for the Crows Nest Sydney Metro Site Rezoning Proposal and can be found on the Department's

webpage here: <https://www.planning.nsw.gov.au/Plans-for-your-area/Priority-Growth-Areas-and-Precincts/St-Leonards-and-Crows-Nest>

Willoughby City Council

Draft 2036 Plan – General

Issues raised

- Greater emphasis should be placed on local and regional infrastructure needs for an increased population.
- Retail to support increased densities should be contained within areas of change.
- More open space and social infrastructure including schools is required.
- A phased approach to growth should be adopted.
- Affordable housing should be included in the final 2036 Plan.
- Include requirements for new buildings to be energy efficient.
- Further collaboration is required to provide clarity on staging and timing of infrastructure delivery.

Response

As described in earlier sections of this report, the SIC establishes a framework to identify, prioritise and allocate funding towards State and regional infrastructure to support the growth identified in the 2036 Plan. This will allow the NSW Government and local councils to fund a broad range of state and regional infrastructure.

The grouped infrastructure approach will ensure flexibility in the delivery of future state and regional infrastructure in the precinct. The SIC infrastructure schedule has been amended to reflect concerns raised in submissions and funding towards open space which has been increased to \$78.4 million from \$57.6 million.

The Department will continue to engage with infrastructure delivery agencies and councils on infrastructure needs as the precinct develops and investigate opportunities of forward funding infrastructure.

Given the nature of implementation for the 2036 Plan, no staging for the precinct has been proposed.

It is acknowledged that the North District Plan encourages affordable housing. The final 2036 Plan includes an action for councils to undertake investigations to identify an appropriate target for affordable housing in the area, consistent with Council's affordable rental housing target schemes.

Sustainability targets are generally specified in either council's DCP or associated technical guidelines and therefore are the responsibility of Council to draft, adopt, and implement. The Department supports the inclusion of these types of targets in DCP and associated technical guidelines.

Additional retail is encouraged in St Leonards and Crows Nest. The final 2036 Plan includes actions for councils to investigate incentivising restaurant uses and extended trading hours to stimulate the night-time economy. Public domain improvements presented with the final 2036 Plan will continue to make streets, such as Atchison Street, more attractive for boutique retail envisaged in the Plan.

Draft 2036 Plan – Land use

Issues raised

- Council supports the Artarmon industrial area being protected and maintained. However, intensification of employment uses on light industrial land is not supported. A stronger

message is required in the final 2036 Plan to reinforce the importance of maintaining industrial uses here.

- Council does not support a school within the hospital lands.

Response

The continued protection of the Artarmon industrial area is acknowledged and supported by the Department. The protection and maintaining of urban services land is a key principle under the North District Plan and the revised 2036 Plan includes actions to support this in St Leonards and Crows Nest.

Actions are included for Council to consider the following:

- Protect and manage the Artarmon Employment Area.
- Enable flexibility in planning controls to consider innovative and complementary health and education related uses on a site by site basis within the Artarmon Employment Area and health and education precinct.

The Department of Education is actively investigating new early childhood, schools and tertiary education facilities in the Precinct. Whether the location of new education facilities are located within the health and education precinct will be a matter for more detailed investigations and consultation following release of the 2036 Plan.

Draft 2036 Plan – Employment

Issues raised

- Improved public transport links are required to support health care workers including links to Northern Beaches.
- Opportunities on the Royal North Shore Hospital site should be maximised to provide new health facilities rather than relying on light industrial land.

Response

The St Leonards and Crows Nest planned precinct is well-connected by rail and bus services. This will be significantly improved with the introduction of the Crows Nest Metro Station (set to open in 2024) as part of the Sydney Metro City and Southwest project. This will connect St Leonards and Crows Nest to major centres including Chatswood and Macquarie Park.

TfNSW bus services travelling through the precinct provide connections to key centres including Chatswood, North Sydney, Manly, the Sydney CBD and Bondi. They also connect with northern residential areas such as Lane Cove, Epping, the Hills District and Dural.

The Department considers that a significantly larger proportion of trips to the precinct will be made by public or active transport in 2036. It is recommended that TfNSW review bus routes to maintain appropriate accessibility for commuters.

The final 2036 Plan includes a key action for Willoughby City Council and the Royal North Shore Hospital to ensure that land is available at Royal North Shore Hospital for future expansion of health uses.

Draft 2036 Plan – Built form

Issues raised

- Request further investigation of impacts of controls proposed for 14-104 Chandos Street on to Naremburn Conservation Area.
- Consideration should be given to street tree growth and canopy in final setback controls for Pacific Highway.
- Heights on the proposed significant site at the corner of Oxley Street and Pacific Highway should not exceed 27-storeys.

Response

The Department undertook further urban design analysis to review the built form controls in the draft 2036 Plan and land use scenario proposed. The revised built form controls will not adversely impact the Nareburn Conservation Area. In particular, the solar access controls detailed within the final 2036 Plan include protection for Heritage Conservation Areas, with no additional overshadowing for Heritage Conservation Areas (for at least 3 hours) between 9:00am – 3:00pm.

The final 2036 Plan, as supported by the Green Plan, includes additional opportunities for green streets including a recommendation for landscaped setbacks for avenue tree planting along Pacific Highway. The tree canopy strategy identified within the Green Plan will be delivered through additional planting on key streets. The Department will work with Council to help realise the target of 2,038 new trees.

As detailed in the **Final St Leonards and Crows Nest Planning Package** section of this report, the significant site designation has been removed in the final 2036 Plan and development controls have been established for the five 'significant sites'. These controls are considered to achieve the key urban design principles of the final 2036 Plan and are appropriate in the context of the area. The site at the corner of Oxley Street and Pacific Highway is proposed to have a maximum building height of 30 storeys.

Draft 2036 Plan – Transport

Issues raised

- Detailed analysis of traffic impacts is required before finalising the 2036 Plan.
- The area wide design principles for the Movement theme should be expanded to consider buses, car parking, service/delivery access and safety.
- A new primary school will increase private vehicle trips in the Artarmon Industrial area.

Response

Additional traffic and transport analysis was undertaken to model the precinct's network performance at future year 2026 and 2036 scenarios to confirm if proposed transport upgrades identified in the draft 2036 Plan can be supported in conjunction with the forecasted increase in travel demand. The results of this analysis has been outlined in detail in the **Response to Submissions** section of this report.

Buses, car parking, service/delivery access and safety are generally address by other agencies including councils. The Department generally supports the improvement of bus services, reduced parking provisions, and consolidated service/delivery access in new development.

As described above, the Department supports the location of a new school in the health and education precinct.

Special Infrastructure Contribution (SIC)

Issues raised

- Willoughby Council supports the funding allocation for the Gore Hill Regional Playground and suggested that an additional \$8million be allocated to the Gore Hill Regional Sports Centre.
- SIC should only apply to up zoned areas.

Response

The Department has created a more flexible SIC infrastructure schedule and will focus on post-implementation delivery planning, in collaboration with councils and State agencies. The implementation of the St Leonards and Crows Nest SIC creates an opportunity to develop a coordinated program of infrastructure delivery that supports the place outcomes envisaged in the 2036 Plan.

The Department will continue to engage with infrastructure delivery agencies on infrastructure needs as the precinct develops and investigate opportunities of forward funding infrastructure.

The SIC will only apply to areas that have gone through a change in planning control.

Draft Green Plan

Issues raised

- Open spaces should be provided for both passive and active recreation.
- Consider funding to embellish Talus Street Reserve as part of the Foreshore to Foreshore Link.
- The final Green Plan should include concept plans for committed initiatives only.
- Impacts of proposed streetscape upgrades to increase tree canopy in the Industrial area should be explored in consultation with Council.

Response

Open space has been considered in the Green Plan and final 2036 Plan. A discussion on open space principles in the final 2036 Plan is included in the **Response to Community Submissions** section of this report.

In summary, the following actions are recommended within the revised 2036 Plan:

- The Special Infrastructure Contribution (SIC) scheme will support the 2036 Plan by providing approximately \$78.4 million in funding toward the open space improvements.
- Upgrade of the Holtermann Street carpark to deliver new high quality public open space with underground parking. This will enable an improved connection to Ernest Place and Crows Nest centre. The Department will work with North Sydney Council to bring forward development contributions to help Council deliver the park.
- Enhancement of Hume Street Park to create a large multi-function green open space area in the heart of St Leonards and Crows Nest. Improving Hume Street Park will create a 'village green' in the heart of Crows Nest adjacent to the Crows Nest Metro Station sites. The Department will collaborate with North Sydney Council to realise the best outcome for this important piece of open space through implementation of Council's masterplan or an alternative design.
- Improving the pedestrian experience along the Pacific Highway through increased building setbacks for wider streets, articulated frontages and avenue tree planting on both sides of the highway.
- Clarke Lane as an active laneway that will provide a key connection for pedestrians between Willoughby Road, Crows Nest Metro Station and St Leonards Station.

The Green Plan presents a number of initiatives and opportunities for the precinct for councils to investigate which may receive SIC funding.

The Department will continue to engage with Council in relation to increased tree canopy in the Artarmon industrial area.

Agency Submissions

The Department consulted with various government agencies throughout the planning process. The Department also formally consulted with 14 government agencies during the exhibition period. Submissions received from government agencies have been summarised and are discussed below.

Property NSW

Support raised

- Support of the Draft 2036 Plan and its guiding principles.
- Property NSW note that it is working closely with the Ministry of Health to plan for development of the southern precinct at the RNSH. This includes construction of 10-storey commercial office building for Health Services at Lot 4a (which is currently under construction) and investigations of opportunities at Lot 4b. Property NSW will undertake a separate planning process for above sites with consideration for draft 2036 Plan objectives.

NSW Health

Support raised

- Working with Property NSW to develop plans for the RNSH that align with the vision for the RNSH as a world-class health precinct.
- Guiding principles of the draft 2036 Plan are supported, as is the submission made by Property NSW.

Response

The Department notes the supportive comments from Property NSW and NSW Health. The Department has addressed the preliminary planning for development within the southern precinct at the RNSH now known as the Herbert Street Precinct within the final 2036 Plan.

The Department is aware of investigations for the Herbert Street Precinct that have potential for renewal of part of the RNSH for new health services, affordable and key worker housing, and a new primary school to help cater for the area's additional growth.

The Herbert Street Precinct will be subject to more detailed investigations as part of the rezoning process.

Feedback from Industry Groups

Issues raised

Urban Development Institute of Australia NSW (UDIA)

- Would like to see the vision support more transit-oriented development to realise a '30-minute city'.
- Suggests that the role of St Leonards and Crows Nest within the vision for the Greater Sydney Region needs to be clarified in light of growth proposed in the draft 2036 Plan.
- The draft 2036 Plan should leverage the significant investment in Metro at Crows Nest with more commercial and residential development including affordable housing. The Urban Development Institute of Australia (UDIA) considers the item to be a local infrastructure item, which could be funded by a Section 7.11 Plan.

Property Council of Australia (PCA)

- Would like more certainty regarding implementation timeframes.
- Expected more of the area to be identified for change.
- Complexity and uncertainty of the Department's planning processes could see the market look elsewhere for development opportunities.

Urban Taskforce

- Recommended rezoning B3 Commercial Core zoned to B4 Mixed Use to support greater development feasibility. More mixed-use development could support community facilities, affordable housing, street level activation and transport accessibility.

Response

The Department has clarified the implementation process under the final 2036 Plan.

The 2036 Plan is to be implemented under Section 9.1 of the *Environmental Planning and Assessment Act 1979* (EP&A Act). This will require future rezoning to be generally consistent with the Plan to demonstrate the proposal has 'strategic merit', amongst other considerations. Planning proposals may be inconsistent with the 2036 Plan if it can be demonstrated to the Secretary of the Department of Planning, Industry and Environment that provisions that are inconsistent are of minor significance and the proposal still achieves the vision, objectives, and actions identified in the 2036 Plan.

It will be the responsibility of each relevant Council to progress planning proposals through amendments to their respective Local Environmental Plans. Site-specific landowner-led rezoning may still be progressed within the Plan area.

The Department considers that the areas identified for change, including rezoning changes and potential built form controls proposed provide an appropriate balance for the area to achieve the GSC's high jobs target for St Leonards, leverage the introduction of the Crows Nest Metro Station, and establish urban renewal in the precinct.

Site-Specific Feedback

Site Specific Feedback from Landowners and Developers

Appendix A summarises the issues raised in submissions from landowners and their representatives.

Response

Numerous responses stated that an increased density could be applied due to proximity to stations, or location in an established area of higher density. Although, an 800m walking catchment of transit stations is generally utilised to establish an area of higher density under transit-oriented development principles, some sites within that catchment may not be appropriate for increase density due to a number of carrying circumstances. This can include topography which makes the site less accessible from the station, the need to preserve the landscape setting, amenity impacts – such as potential for overshadowing, impact on the road network, built form transitions, and view affectation.

It is noted that a significant portion of the precinct was identified for no change in planning controls given the need to focus development over the stations, protect Heritage Conservation Areas, and maintain local character in the precinct.

The Department reviewed the requests for increased height and FSR or nomination for significant sites. A comprehensive review of submissions was undertaken against the design principles and recommendations outlined within the revised 2036 Plan and the Urban Design Study. This review resulted in planning control changes to 11 sites, including the previous significant sites, as detailed in table 5 and 6.

Table 5 - Planning Control Changes (non-significant sites)

Address	Draft Plan	Requested	Final 2036 Plan
270-272 Pacific Highway, Crows Nest; 2 Bruce Street, Crows Nest; and 77 Sinclair Street, Wollstonecraft	<p>Zone: B4</p> <p>Height (Storeys): 8</p> <p>FSR – Non RES: 2:1</p> <p>FSR – RES: 1.7:1</p> <p>FSR – Total: 3.7:1</p>	<p>Zone: B4</p> <p>Height (Storeys): 17</p> <p>FSR – Non RES: 8.7:1</p> <p>FSR – RES: N/A</p> <p>FSR – Total: 8.7:1</p>	<p>Zone: B4</p> <p>Height (Storeys): 13</p> <p>FSR – Non RES: 5.6:1</p> <p>FSR – RES: N/A</p> <p>FSR – Total: 5.6:1</p>

Address	Draft Plan	Requested	Final 2036 Plan
29/57 Christie Street, St Leonards	Zone: B3 Height (Storeys): 6/9/15 FSR – Non RES: 5:1 FSR – RES: N/A FSR – Total: 5:1	Zone: B3 Height (Storeys): 8/16/24 FSR – Non RES: 9.3:1 FSR – RES: N/A FSR – Total: 9.3:1	Zone: B3 Height (Storeys): 6/11/25 FSR – Non RES: 7.5:1 FSR – RES: N/A FSR – Total: 7.5:1
207 Pacific Highway, St Leonards	Zone: B3 Height (Storeys): 19/30 FSR – Non RES: 7.1:1 FSR – RES: 1.7:1 FSR – Total: 8.8:1	Zone: B3 Height (Storeys): 25 FSR – Non RES: 10:1 FSR – RES: N/A FSR – Total: 10:1	Zone: B3 Height (Storeys): 25 FSR – Non RES: 10:1 FSR – RES: N/A FSR – Total: 10:1
655-657 Pacific Highway, St Leonards	Zone: B3 Height (Storeys): 14 FSR – Non RES: 10:1 FSR – RES: N/A FSR – Total: 10:1	Zone: B3 Height (Storeys): 18 FSR – Non RES: 11:1 FSR – RES: N/A FSR – Total: 11:1	Zone: B3 Height (Storeys): 18 FSR – Non RES: 11:1 FSR – RES: N/A FSR – Total: 11:1
46-52 Nicholson Street, St Leonards; and 57-67 Christie Street, St Leonards	Zone: B3 Height (Storeys): 18 FSR – Non RES: 8:1 FSR – RES: N/A FSR – Total: 8:1	Zone: B3 Height (Storeys): 32 FSR – Non RES: 16.7:1 FSR – RES: N/A FSR – Total: 16.7:1	Zone: B3 Height (Storeys): 30 FSR – Non RES: 15:1 FSR – RES: N/A FSR – Total: 15:1

Address	Draft Plan	Requested	Final 2036 Plan
402-420 Pacific Highway, Crows Nest	Zone: B4 Height (Storeys): 18 FSR – Non RES: 2:1 FSR – RES: 3:1 FSR – Total: 5:1	Zone: B4 Height (Storeys): 25 FSR – Non RES: 2:1 FSR – RES: 8:1 FSR – Total: 10:1	Zone: B4 Height (Storeys): 24 FSR – Non RES: 2:1 FSR – RES: 5.5:1 FSR – Total: 7.5:1

Developers and property owners have an opportunity to seek changes to the proposed planning controls through a planning proposal with the relevant Council. This would ensure that the relevant consent authority is provided with all required planning documentation and technical assessments (including urban design information) to assess any changes to zoning or increases in height and FSR.

Some submissions stated that it would not be economically viable to develop their sites based on the densities proposed. The economic viability of individual sites cannot be commented on within the scope of the 2036 Plan.

Significant Sites

As described in the **Final St Leonards and Crows Nest Planning Package** section of this report, the significant site designation has been removed in the final 2036 Plan and development controls have been established for the five 'significant sites'.

These sites were previously not given height and FSR controls to allow for a detailed design review to be developed by proponents and reviewed by Council in relation to a series of key criteria in the draft 2036 Plan.

Sites were reviewed in the context of the key urban design principles and the design recommendations as they applied to each site. This included consideration for, proximity to stations, height transitions, maintaining Willoughby Road and conservation areas, response to local character and transition between character areas, protection for public open space, and ensuring a built form relationship with the surrounding urban context.

This informed the built form approach and building height/FSR for the sites. An important consideration in the development of the planning controls for these sites was to ensure there was no additional overshadowing to key areas of public open space, consistent with the final 2036 Plan.

Table 6 - Planning Control Changes (significant sites)

Significant Site	Address	Requested		Final 2036 Plan																	
1	20-22 Atchison Street	Zone: B4	Height (Storeys): 48	FSR – Non RES: 3:1	FSR – RES: 21.5	FSR – Total: 24.5:1	Zone: B4	Height (Storeys): 35	FSR – Non RES: 3:1	FSR – RES: 8.5:1	FSR – Total: 11.5:1										
2	601 Pacific Highway	Zone: B4	Height (Storeys): 61	FSR – Non RES: 4:1	FSR – RES: 16:1	FSR – Total: 20:1	Zone: B3	Height (Storeys): 42	FSR – Non RES: 20:1	FSR – RES: N/A	FSR – Total: 20:1										
3	524 Pacific Highway 530 Pacific Highway 542 Pacific Highway 540 Pacific Highway 538 Pacific Highway 536 Pacific Highway 69 Christie Street	Zone: B4	Height (Storeys): 58	FSR – Non RES: 4:1	FSR – RES: 16:1	FSR – Total: 20:1	Zone: B4	Height (Storeys): 24	FSR – Non RES: 13.6:1	FSR – RES: N/A	FSR – Total: 13.6:1	Zone: B4	Height (Storeys): 35	FSR – Non RES: 4:1	FSR – RES: 10:1	FSR – Total: 14:1	Zone: B4	Height (Storeys): 24	FSR – Non RES: 13:1	FSR – RES: N/A	FSR – Total: 13:1

Significant Site	Address	Requested	Final 2036 Plan
4	<p>67-69 Nicholson Street 65 Nicholson Street</p> <p>40 Oxley Street 448 Pacific Highway</p> <p>452 Pacific Highway 456 Pacific Highway 460 Pacific Highway</p>	<p>Zone: B4</p> <p>Stage 1:</p> <p>Height (Storeys): 46 storeys</p> <p>FSR – Non RES: 3.5:1</p> <p>FSR – RES: Not specified</p> <p>Stage 2:</p> <p>Height (Storeys): 18 storeys</p> <p>FSR – Non RES: 5:1</p> <p>FSR – RES: Not specified</p> <p>FSR – Total: Not specified</p>	<p>Zone: B4</p> <p>Height (Storeys): 30</p> <p>FSR – Non RES: 4:1</p> <p>FSR – RES: 3:1</p> <p>FSR – Total: 7:1</p>
5	<p>423 Pacific Highway 3 Falcon Street 7 Falcon Street 419 Pacific Highway 417 Pacific Highway 415 Pacific Highway 413 Pacific Highway 411 Pacific Highway 407 Pacific Highway</p> <p>8 Alexander Street 15 Falcon Street 9-11 Falcon Street 401-405 Pacific Highway</p> <p>399 Pacific Highway 395-397 Pacific Highway</p> <p>391-393 Pacific Highway</p>	<p>Zone: B4</p> <p>Height (Storeys): 36</p> <p>FSR – Non RES: 3.9:1</p> <p>FSR – RES: 7.4:1</p> <p>FSR – Total: 11.3:1</p>	<p>Zone: B4</p> <p>Height (Storeys): 16</p> <p>FSR – Non RES: 2.5:1</p> <p>FSR – RES: 3.3:1</p> <p>FSR – Total: 5.8:1</p>

Conclusion

The St Leonards and Crows Nest Planned Precinct and 2036 Plan has been prepared to leverage the introduction of the Crows Nest Metro Station and the precinct's status as a Strategic Centre and Health and Education Precinct to provide a strategic development framework to guide the area's future growth and infrastructure delivery to 2036.

The significant public investment in the area through the delivery of a world-class transport infrastructure project in the Sydney Metro project and the expansion of health and education facilities, presents a key opportunity to grow St Leonards and Crows Nest as an employment hub and deliver additional housing consistent with the North District Plan.

There was a range of views expressed in community submissions including concerns associated with reinforcing aspects of the guiding principles in the Local Character Statement, the impacts of tall buildings, lack of employment opportunity balanced with no requirement to meet housing targets and providing enough infrastructure to support growth.

Community feedback has led to significant improvements to the 2036 Plan, including:

- Reconfiguration of the land use scenario (building heights/FSRs) to deliver a significant increase in commercial floor space capacity by approximately 119,979sqm within the precinct.
- Significant reduction in total dwelling capacity within the precinct based on reductions under the Crows Nest Metro Station sites, St Leonards South, and the introduction of planning controls for the significant sites.
- Removal of the 'significant site' designation and establishing development controls over these sites to provide certainty and transparency for the community.
- Reinforcing solar access controls and the need to protect key areas of public open space from overshadowing.
- Adopting a grouped infrastructure schedule for the St Leonards and Crows Nest SIC which provides flexibility in the future planning and delivery of infrastructure in the precinct. Re-allocating funding to deliver up to \$78.4million for open space improvements.

The 2036 Plan will be supported by a SIC to generate approximately \$116million in funding for future State and regional infrastructure improvements to be delivered in the precinct.

The 2036 Plan will be implemented via a s9.1 direction to inform future rezoning proposals in the area. The Department will continue to work with councils to support the implementation of the Plan, including prioritising funding through SIC contributions towards infrastructure upgrades and supporting the delivery of new open space in the area.

The Department has undertaken a detailed assessment of the issues raised in submissions and is satisfied that the final 2036 Plan has satisfactorily addressed the issues raised.

Appendix A – Site-Specific Submissions

Address	Requested Controls		Key Comments	
	Zone	Height (storeys)	FSR	
601 Pacific Highway, St Leonards	B4	Significant site	Significant site	Highlights a mixed-use zone as the most compatible land use and that retention of a commercial only land use impacts on the short, medium and long-term viability of redeveloping the site in the future.
378-390 Pacific Highway, St Leonards		Significant site - 27	Significant site	Requests to be considered as a significant site to reflect built form outcome over Sydney Metro Crows Nest Station site.
2-10 Chandos Street, St Leonards	B3	Significant site – 22	Significant site – 8:1	Requests that elements of the Plan be reconsidered which unreasonably constrain development potential of the site: <ul style="list-style-type: none"> - Review solar access controls to Christie Street Reserve to between 12PM – 3PM. - Ability to provide a component of residential floor space on the northern portion of the site, with a recommended maximum residential GFA of 25% of the site.
75-79 Christie Street, St Leonards 81-83 Christie Street, St Leonards	B3 (permitted to have residential)	Significant site – 43	Significant site	Notes that exhibited built form controls are not appropriate and the FSR and building height should be increased. Indicates that design excellence can be achieved.
340-348 Pacific Highway, Crows Nest	B4	18	5.5:1	Notes the site is well located along the Pacific Highway and is appropriate for increased density and height. Outlines that minimum lot sizes and uniform built controls are needed so sites can amalgamate to ensure better urban outcomes.

Address	Requested Controls		Key Comments	
136 Willoughby Road, Crows Nest	B4	6	-	Requests additional building height to reflect the new Coles Development at 101-105 Willoughby Road. Controls will support the activation of the new public accessible plaza in the Coles Development and support the renewal of Crows Nest as an active mixed-use area.
53 Hume Street, Crows Nest	B4	3	-	Requests that the draft Plan be amended to be fully consistent with the Council's proposed expansion of the park (ie that only 43-49 Hume Street form part of the park) and that the height and FSR maps be amended to provide the additional 3 storeys noted for Hume Street properties, consistent with Council's study.
16-18 Herbert Street, Artarmon	-	-	-	<p>Notes that a significant area of the Artarmon Industrial Precinct is identified as an area of no change, while adjacent areas are identified for employment uses. It would be a hinderance to the surrounding land uses if intensification of employment uses is not permitted to occur in the industrial area.</p> <p>Requests that the site is able to contribute to the intensification of employment uses.</p>
270-272 Pacific Highway Crows Nest 2 Bruce Street, Crows Nest 77 Sinclair Street, Wollstonecraft	B4	Significant site – 17	Significant site – 8.1:1	<p>Requests a Southern Health and Education Precinct is identified which includes the site and the Mater Hospital led by a master planning process.</p> <p>Further requests that the site is identified as a significant site and more incentives for amalgamation of sites are included in the final Plan.</p>

Address	Requested Controls		Key Comments	
402-420 Pacific Highway, Crows Nest	B4	25	10:1 (2:1 non-residential)	<p>Notes that surrounding development controls support an increase in height on the site with 25 storeys considered necessary given the 6-storey wall height and tower element that would likely be setback from the street wall edge.</p> <p>Indicates that an increased height and FSR provides the impetus for redevelopment of the site.</p>
20 Clarke Street, Crows Nest	B4	16	-	<p>Notes that sites such as 18-20 Clarke Street, that sit wholly within the shadow of the Crows Nest Metro Over Station Development, should have their height limit increased to 16 storeys with a corresponding FSR increase to allow reasonable density to be encouraged at the Metro station node.</p>
524-542 Pacific Highway, St Leonards	B4	Significant Site	Significant Site (4:1 non-residential)	<p>Submission seeks changes to height and FSR and requests the following:</p> <ul style="list-style-type: none"> - Amend the overshadowing controls/sun access plane criteria to allow a qualitative assessment of overshadowing impacts. - Amend the street wall height from a 6-storey street wall to a 5-storey podium height. - Amend significant site mapping to identify Grocon's site as independent of the AMA site to the south.
2-12 Chandos Street, St Leonards	B4	Significant site – 57	Significant site – 31.2:1	<p>Notes that the site is inconsistent with the two-peak-density-concept in the Plan and outlines site specific design options to accommodate additional density over the site.</p>

Address	Requested Controls		Key Comments	
<p>65-69 Nicholson Street, St Leonards 40 Oxley Street, St Leonards 448 Pacific Highway, St Leonards 452 Pacific Highway, St Leonards 454-456 Pacific Highway, St Leonards 460 Pacific Highway, St Leonards</p>	B4	Significant site	Significant site	<p>Outlines that planning proposals for significant sites should be able to be proponent led.</p> <p>Notes the Draft SIC does not consider the potential for VPAs to offset SIC requirements in appropriate circumstances.</p>

Address	Requested Controls		Key Comments	
270-272 Pacific Highway Crows Nest 286-294 Pacific Highway, Crows Nest 2 Bruce Street, Wollstonecraft 51-73 Sinclair Street, Wollstonecraft 75-77 Sinclair Street, Wollstonecraft 79-81 Sinclair Street, Crows Nest	B4	Significant site	Significant site	<p>Notes that the draft Plan does not consider key consolidated landholdings.</p> <p>Requests that the site is included as a significant site and an additional note be included in the final Plan, stating that “<i>sites greater than 4,000sqm can trigger a masterplan ‘significant site’ process to determine suitable land use mix, building heights and FSR</i>”.</p>
55-89 Chandos Street, St Leonards 58-62 Atchison Street, St Leonards	B4	Significant site - 28	Significant site - 8.6:1	<p>Requests identification of the site as a significant site and variation to overshadowing controls to Oxley Street.</p> <p>Additionally, requests removal of the 40m building separation performance criteria measure for buildings greater than 18 storeys and implement compliance with the ADG.</p>

Address	Requested Controls		Key Comments	
4-8 Marshall Avenue, St Leonards 2-6 Holdsworth Avenue, St Leonards 1-5 Canberra Avenue, St Leonards 11-15 Canberra Avenue, St Leonards	-	-	-	Key concern related to the timing of the IPC review and recommendation. Requests that DPE provide clarification on how the IPC recommendations will be fed into the planning proposal process.
1 Willoughby Road, Crows Nest	B3	6	#	Requests same potential development opportunity as adjacent sites (6 storeys) and that no additional overshadowing should occur before 4pm along Willoughby Road.
29-57 Christie Street, St Leonards	B3	24/16/8	9.3:1	Noted that the proposed planning control changes for the site do not accord with the objectives and guiding principles set out in the Plan. Plan does not offer adequate incentives for site redevelopment and requests that the plan revisit controls for the site.

Address	Requested Controls		Key Comments	
100 Pacific Highway, St Leonards 110 Pacific Highway, St Leonards 120 Pacific Highway, St Leonards 126 Pacific Highway, St Leonards 130-134 Pacific Highway, St Leonards 154 Pacific Highway, St Leonards 5-9 Greenwich Road, St Leonards	B4	12	-	Notes potential to accommodate mixed use development along the Pacific Highway Corridor. The introduction of residential uses has the potential to stimulate commercial floorspace.
72 Christie Street, St Leonards	B4	Significant site	Significant site	Outlines that the proposed planning controls do not incentivize development on the site and do not optimize the site's development potential leveraging its proximity to public transport infrastructure. Notes that the proposed height limits within the immediate vicinity of the site have no specific planning justification.

Address	Requested Controls		Key Comments	
207 Pacific Highway, St Leonards	B3	25	10:1	<p>Requests increase in height and FSR, based on:</p> <ul style="list-style-type: none"> - Urban design analysis confirming suitability of the site to accommodate development of a scale and density higher than proposed. - Site is located immediately adjacent to the St Leonards Train Station. - Reflects community views that the St Leonards core should remain the densest part of the area. - Higher density development on this site is compatible with existing and future surrounding development. - Higher density development does not create unacceptable environmental impacts.
28-34 Clarke Street, St Leonards	B4	8	3.5:1	<p>Requests increase in height and FSR, based on:</p> <ul style="list-style-type: none"> - Exhibited controls result in a reduction of the current GFA and would dis-incentivise any building upgrade works. - Built form changes will result in better transition of building heights between the over station development, Hume St Park and Willoughby Road. - Building height increase will achieve a contextually appropriate response to changing urban character, securing longevity of the heritage item and facilitate additional employment growth. - Requested changes comply with exhibited solar protection controls.

Address	Requested Controls		Key Comments	
655-657 Pacific Highway, St Leonards	B3	18	11:1	Requests increase in height and FSR, based on: <ul style="list-style-type: none"> - Design testing revealed the exhibited FSR was not able to be delivered within a 16-storey building height limit. - Additional four storeys would not create any adverse building scale relationship outcomes. - Changes would provide appropriate transitioning of building height down from the surrounding buildings. - An 18-storey development would not create any discernible additional shadow impacts or impacts on view sharing.
2 Burlington Street, Crows Nest 113A Willoughby Road, Crows Nest	B4	5/6	-	Notes that an increase in height has the opportunity to establish two anchor points at the entrances to the Willoughby Road village. This would preserve and respect the key consideration of the draft Plan being to retain the village atmosphere of Willoughby Road and improve the interface between adjoining development.
19-33 Chandos Street, St Leonards	B4	Significant site - 26	Significant site - 10.5:1 (3:1 non-residential)	Outlines that the FSR control does not optimise the site's potential to leverage its proximity to public transport infrastructure and does not promote urban renewal within proximity to existing open space.
40 Oxley Street, St Leonards	B4	Significant site	Significant site –3.5:1-4:1 non-residential FSR blended across multiple sites)	The site has been identified as part of a multi-property Significant Site. Requests DPE establish a base building height and density increase for the site holdings in response to a lack of coordination of landowners.

Address	Requested Controls		Key Comments	
88 Chandos Street, Naremburn	B3	8	3:1 (nil non-residential FSR)	Notes the existing LEP heights are an adequate transition to adjoining Naremburn Conservation Area, the exhibited Plan proposes a reduction in height without justification. Notes that non-residential FSR will make the site unfeasible to redevelop.
38 Oxley Street, St Leonards	B4	16	8:1	-
Sites within Royal North Shore Hospital	-	-	-	-
460 Pacific Highway, St Leonards	B4	Significant site	Significant site (nil non-residential)	Requests clarification on Council-led and proponent led planning proposals within the Plan.

Address	Requested Controls		Key Comments	
24-34 Berry Road, St Leonards 23-31 Holdsworth Avenue, St Leonards 42-46 River Road, St Leonards 26-36 Park Road, St Leonards 27-39 Berry Road, St Leonards	R4	Up to 12 storeys	2.75:1	Requests that St Leonards South should be rezoned as proposed by Council without any further delays.
69 Christie Street, St Leonards	B3	Significant site	Significant site	Requests that further detail and explanation is required for the following elements of the Plan: <ul style="list-style-type: none"> - Overshadowing should be explored on a site by site basis. - Criteria to acknowledge key views and vistas requires further explanation. - Additional height over significant sites needs to be outlined. - Design panels to be established either within councils or led by GANSW. - Improved shared space connection traversing the site of AMA House should be included in the SIC. - Recognition of developer-led planning proposals included in the next steps of the Plan.

Address	Requested Controls		Key Comments	
46-52 Nicholson Street, St Leonards 57-67 Christie Street, St Leonards	B4	Significant site	Significant site	-
391-423 Pacific Highway Crows Nest 8 Alexander Street, Crows Nest 3-15 Falcon Street, Crows Nest	B4	Significant site	Significant site	Requests clarity over planning proposals initiated by Council or landowners and delays associated with this. In addition, design excellence process needs to be outlined.
472 Pacific Highway Crows Nest 486-494 Pacific Highway, Crows Nest	-	-	-	Outlines concerns with uncertainty and lack of transparency of Significant Sites and subsequent impacts, cumulative overshadowing impacts, setbacks, and consistency across LGAs.
433-459 Pacific Highway, Crows Nest	B4	14	Suggest review to increase	Notes that the proposed height does not present an adequate transition from the heights at the Crows Nest OSD adjoining the site. An increase in height has the opportunity to present as a well-defined gateway element at the corner entrance to Crows Nest with a 4-storey podium improving the interface between the site and adjoining heritage item.

Address	Requested Controls		Key Comments	
238-242 Pacific Highway Crows Nest 1 Bruce Street, Crows Nest 47-49 Sinclair Street, Crows Nest	B4	10	2.8:1	Generally, supports the guiding principles of the draft 2036 Plan. Requests additional FSR and building height to improve building transitioning and the opportunity to create public amenity in the form of a pocket park.
110-120 Christie Street, St Leonards	B4	13	4.5:1	Notes the draft Plan does not capitalise on the site's proximity to the St Leonards train station and does not consider the holistic development of the site mindful of its context. Indicates that the plan will sterilise the site due to planning controls and create interface issues.
469-475 Pacific Highway, Crows Nest	B4	Suggest review to increase	-	Draft Plan places all the emphasis on St Leonards and Metro sites rather than considering opportunities of the large consolidated sites on the peripheries and along the Pacific Highway corridor.
168 Willoughby Road, Crows Nest	B4	6	-	Notes the site is at a transition point and key intersection at the northern end of Willoughby Road, will encourage activation and building height is comparable with surrounding development.
39-41 Hume Street, Crows Nest	B4	-	-	Requests that DPE revise the Hume Street Park concept to reconfigure the proposal to maintain the mixed-use development to the east of the park and align with Council's adopted concept.

Address	Requested Controls		Key Comments	
52-54 Chandos Street, Crows Nest	B4	6	3:1 (0.5 non-residential)	<p>B3 zone along the northern side of Chandos Street is inconsistent with adjacent areas in the precinct and other areas in the Plan.</p> <p>Notes the implementation of a 2:1 non-residential FSR will reduce potential for redevelopment of sites along the northern side of Chandos Street and should be reduced as distance from transport nodes increase.</p>
2-12 Clarke Street, Crows Nest	B4	27	8:1-12:1	<p>Outlines that the site immediately adjoins the Crows Nest Metro station site as well as the established Crows Nest Village and is strategically positioned for form the gateway to Crows Nest.</p> <p>Notes that higher density mixed use development is consistent with the Plan and would assist in integrating with the Crows Nest Metro station site.</p>
31-37 Herbert Street, St Leonards	-	-	-	Submission supports the draft 2036 Plan for employment generating uses
11-15 Alexander Street, Crows Nest	B4	Additional height	-	Requests raising height limits on Alexander Street and down Falcon Street as to provide a progressive increase in building heights along these thoroughfares leading up to the new gateway development on the Pacific Highway.
5-7 Alexander Street, Crows Nest	B4	Additional height	-	Notes that the proposed height is not consistent with the existing character of the area. Due to the transition in heights from the Significant Site, additional height could be achieved along the eastern side of Alexander Street if appropriately considered.
360 Pacific Highway, Crows Nest	B4	21	8:1	Outlines that areas close to the metro and west of Pacific Highway can accommodate more intense development.

Address	Requested Controls		Key Comments	
8-22 Berry Road, St Leonards 13-21 Holdsworth Avenue, St Leonards	-	-	-	Requests that the SLS Planning proposal be reviewed by the IPC as soon as possible during the exhibition of the draft planning package.
1 & 1A Berry Road, St Leonards	-	-	-	Objects to the St Leonards South Planning Proposal. Supports the Crows Nest Metro Station. Notes that significant sites represent over-development and high-density residential will place a burden on existing infrastructure.
8-24 Nicholson Street, Wollstonecraft	R3	10	-	Notes that exhibited planning controls are inconsistent with the surrounding context and restrict the site from achieving uplift. The Draft Plan does not capitalise on the site's adjacency to the Crows Nest Metro Station and constrains development potential along Pacific Highway.
12 Frederick Street, St Leonards	-	-	-	Needs flexibility in zoning and built form controls to deliver ancillary health development that will strengthen the Health and Education Precinct.
27-57 Falcon Street, Crows Nest	Higher density resi zone	7		Requests that DPE review the strategic importance of the site. Higher density zoning will enable greater integration with the public domain via site amalgamation.

Address	Requested Controls		Key Comments	
41-47 Berry Road, St Leonards 38-50 Park Road, St Leonards 48-54 River Road, St Leonards	-	-	-	Requests the Minister to set time frames for completion of both the IPC's review and the SLS planning proposal and finalisation of the proposal by LCC. Outlines issues with SLS planning proposal.
429 Pacific Highway, Crows Nest	-	Suggest review to increase	Suggest review to increase	Notes that existing development is already above the existing height control. Recommends that the plan review uplift achievable. Further, notes that the draft Plan restricts redevelopment potential of the heritage item.
St Leonards South (exact address not provided)	-	-	-	Requests that the IPC review of Council's planning proposal be undertaken in a timely manner and transparent approach. Further requests that any future controls related to overshadowing to Newlands Park be able to be flexibly applied and that St Leonards South be excluded from the SIC levy.
2 Greenwich Road, Greenwich	-	-	-	Notes that condition 1(a) of Gateway Determination for SLS Planning Proposal has direct implications for rezoning the site.
17-25 Falcon Street Crows Nest 5-15 Alexander Street, Crows Nest	#	Suggest review to increase	Suggest review to increase	Notes that the draft Plan is St Leonards focused and does not consider opportunities for Crows nest and larger consolidated sites that are available in close proximity to the 'Five Way' intersection. Recommends additional sites be nominated as Significant Sites.

Address	Requested Controls		Key Comments	
437-441 Pacific Highway, Crows Nest	B4	14	5:1 (2:1 non-residential FSR)	Transition in height from the metro does not provide for a sympathetic transition to adjoining lots.