

Rezoning of 472-520 Pacific Hwy & 95 Nicholson St, St Leonards

Proposal Title : Rezoning of 472-520 Pacific Hwy & 95 Nicholson St, St Leonards

Proposal Summary : The proposal seeks to amend the Lane Cove Local Environmental Plan 2009 by:

1. changing the zoning of the five sites that comprise 472-520 Pacific Highway & 95 Nicholson Street from B3 - Commercial Core to B4 - Mixed Use to facilitate 3,930 sqm of retail space, 7,800sqm of commercial space, and 910 residential units;
2. amending the maximum building height for 472-486 Pacific Highway from 65m to 115m (tower fronting Nicholson Street) and 91m (tower fronting Pacific Highway), and for 504-520 Pacific Highway from 72m to 138m.

PP Number : PP_2014_LANEC_001_00

Dop File No : 14/01007

Proposal Details

Date Planning
Proposal Received : 23-Dec-2013

LGA covered : Lane Cove

Region : Sydney Region East

RPA : Director General, Department of

State Electorate : NORTH SHORE

Section of the Act : 55 - Planning Proposal

LEP Type : Spot Rezoning

Location Details

Street : 472 Pacific Highway

Suburb : St Leonards City : Sydney Postcode : 2065

Land Parcel : Lot 1 in DP628513

Street : 486-494 Pacific Highway

Suburb : St Leonards City : Sydney Postcode : 2063

Land Parcel : SP73071

Street : Albany Street (known as Friedlander Street)

Suburb : St Leonards City : Sydney Postcode : 2065

Land Parcel : Lot 1 in DP1179636

Street : 500 Pacific Highway

Suburb : St Leonards City : Sydney Postcode : 2065

Land Parcel : SP82937

Street : 504-520 Pacific Highway

Suburb : St Leonards City : Sydney Postcode : 2065

Land Parcel : Lots 2-6 in Section 17 in DP3175

DoP Planning Officer Contact Details

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RPA Contact Details

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Land Release Data

Growth Centre :		Release Area Name :	
Regional / Sub Regional Strategy :	Metro Inner North subregion	Consistent with Strategy :	
MDP Number :		Date of Release :	
Area of Release (Ha) :		Type of Release (eg Residential / Employment land) :	
No. of Lots :	9	No. of Dwellings (where relevant) :	910
Gross Floor Area :	0	No of Jobs Created :	0
The NSW Government Yes Lobbyists Code of Conduct has been complied with :			
If No, comment :	The Department of Planning and Infrastructure's Code of Conduct has been complied with. Metropolitan Delivery (CBD) has not met with or communicated with any lobbyist in relation to this planning proposal.		
Have there been meetings or communications with registered lobbyists? :	No		
If Yes, comment :			

Supporting notes

Internal Supporting
Notes : **The planning proposal seeks to enable mixed use development within the St Leonards Commercial Core by providing residential, commercial and retail space within close proximity to the St Leonards railway station. The planning proposal aims to amalgamate the two strata title sites to facilitate a more homogenous and integrated public domain. An amendment to the floor space ratio (FSR) is not proposed. The FSR is currently 12:1 for 472-486 Pacific Highway and 17:1 for 504-520 Pacific Highway. A draft voluntary planning agreement (VPA) is proposed that would contribute community infrastructure to the St Leonards rail and bus interchange.**

The development specifically seeks to change the maximum permissible building heights:

- 472-486 Pacific Highway, Tower 1 (fronting Nicholson Street) from 65m to 115m, which will incorporate 1 storey retail development.
- 472-486 Pacific Highway, Tower 2 (fronting Pacific Highway) from 65m to 91m, which will incorporate 1 storey retail and 5 storeys commercial development.
- Friedlander Street and 500 Pacific Highway: No changes to building height proposed. 500 Pacific Highway is an existing strata title commercial development that will remain unchanged, is not included in the changes to maximum permissible building height and will not form part of the development application. These two sites have been included in the planning proposal to achieve contiguous zoning.
- 504-520 Pacific Highway & 95 Nicholson Street from 72m to 138m, which will incorporate 1 storey retail and 3 storeys commercial.

The planning proposal and voluntary planning agreement are the result of negotiations between the proponents and Council, and also discussions between Council, the two adjoining Councils (North Sydney and Willoughby) and the Department. A meeting was held between Council, the two adjoining Councils and the Department to discuss the proposed rezoning of the site and rezoning from B3 – Commercial Core to B4 – Mixed Use within St Leonards generally.

External Supporting
Notes :

Council supports this planning proposal, and the VPA, because it will activate economic development within the Lane Cove sector of the St Leonards Specialised Centre. The planning proposal will provide public benefit outcomes via the VPA, which will contribute to the upgrade of community infrastructure at the St Leonards rail and bus interchange. It will provide significant housing adjacent to a major public multi-modal transport interchange. It will create a homogenous vision at a gateway site, and regionally significant health and business specialised centre.

Adequacy Assessment

Statement of the objectives - s55(2)(a)

Is a statement of the objectives provided? **Yes**

Comment : The objective of the planning proposal is to obtain the necessary rezoning of the subject site, by amending the provisions of the Lane Cove Local Environmental Plan 2009, to facilitate multiple mixed use development comprising ground and lower floor commercial (office and retail premises) and residential towers above.

Explanation of provisions provided - s55(2)(b)

Is an explanation of provisions provided? **Yes**

Comment : The planning proposal seeks to amend the Lane Cove Local Environmental Plan 2009 zoning map and height of buildings map to facilitate mixed use development.

Justification - s55 (2)(c)

a) Has Council's strategy been agreed to by the Director General? **Yes**

b) S.117 directions identified by RPA :

* May need the Director General's agreement

1.1 Business and Industrial Zones

3.1 Residential Zones

3.4 Integrating Land Use and Transport

6.1 Approval and Referral Requirements

6.3 Site Specific Provisions

7.1 Implementation of the Metropolitan Plan for Sydney 2036

Is the Director General's agreement required? **Yes**

c) Consistent with Standard Instrument (LEPs) Order 2006 : **Yes**

d) Which SEPPs have the RPA identified?

SEPP No 1—Development Standards

SEPP No 4—Development Without Consent and Miscellaneous Exempt and Complying Development

SEPP No 6—Number of Storeys in a Building

SEPP No 22—Shops and Commercial Premises

SEPP No 55—Remediation of Land

SEPP No 60—Exempt and Complying Development

SEPP No 65—Design Quality of Residential Flat Development

SEPP (Infrastructure) 2007

e) List any other matters that need to be considered :

Other matters that need to be considered are:

- Traffic, parking and access impacts;
- Building setbacks and pedestrian access to the rear of 504-520 Pacific Highway, adjoining 69 Christie Street, to maximise future potential redevelopment of the Commercial Core zone;
- Vehicular access to 504-520 Pacific Highway from Nicholson Lane, to ensure impacts on 69 Christie Street are addressed.
- Options for future pedestrian access into and through the site at 504-520 Pacific Highway through to Christie Street and the mid-point of Friedlander Place pending future redevelopment.

It is recommended that the gateway determination include a condition that these issues be addressed in further studies and that these studies are exhibited at the same time as the planning proposal.

Have inconsistencies with items a), b) and d) being adequately justified? Yes

If No, explain :

Direction 1.1 Business and Industrial Zones

The proposal is inconsistent with this direction in that it seeks to amend the zoning from B3 Commercial Core to B4 Mixed Use. This will result in a reduced employment floor space within the Commercial Core of a Specialised Centre for health and business employment within the Global Economic Corridor. The proposal seeks to reduce the commercial floor space from 23,723sqm to 11,730sqm which would be a loss of approximately 450 jobs. This is based on the current floor space theoretically accommodating 1127 employees and the proposed floor space accommodating 677 employees.

The reduced provision of employment floor space is justified by the proponent on the basis that:

- the proposal aims to reinvigorate development in the centre;
- the St Leonards office market has experienced higher vacancy rates and weaker demand for commercial office floor space over the past decade. Factors such as fragmented land patterns, high land cost, lack of identity as a CBD centre and greater flexibility in other centres (eg Macquarie Park) have contributed to the decline of the St Leonards centre;
- there is sufficient land in the centre to accommodate the anticipated increase in employment growth including health and traditional commercial office space;
- some employment floor space is being retained in the proposed mixed use setting, contributing to the viability of the centre; and
- residential development is being proposed close to excellent public transport links.

It is considered the inconsistency with 1.1 Business and Industrial Zones is justified because:

- a solely commercial option is not financially viable as stated in the Urbis Economic Report and the Hill PDA Economic Report;
- the proposal may be a catalyst for change in an area of stagnated economic development;
- it will provide new housing close to existing and planned infrastructure and transport; and
- the employment target will still be achieved in the centre even with this loss of commercial floor space.

Direction 3.1 Residential Zones

The proposal is considered consistent with this direction because it:

- encourages a variety and choice of housing types to provide for existing and future housing needs;
- makes efficient use of existing infrastructure and services; and
- makes efficient use of land in an existing centre that has previously been developed.

Direction 3.4 Integrating Land Use and Transport

The proposal is considered consistent with this direction because it:

- will be located in a centre close to jobs and public transport links; and
- will encourage other forms of transport (eg walking and cycling) and reduce car travel demand due to its proximity to jobs in St Leonards, North Sydney and the Sydney CBD.

Direction 6.1 Approval and Referral Requirements

The proposal is considered consistent with this Direction because it does not require any provisions that require the unnecessary concurrence, consultation or referral of development applications to the Minister or public authorities.

Direction 6.3 Site Specific Provisions

The proposal is considered consistent with this Direction because it does not contain unnecessarily restrictive planning controls.

The proposal rezones the site and increases the height limits. It also proposes the adoption of a site specific DCP with the LEP amendment. The rezoning and height amendments will not unnecessarily restrict future development on the site and the site specific DCP is a non-statutory document that will be tailored to the site but can be varied within reason at development application stage.

Direction 7.1 Implementation of the Metropolitan Plan for Sydney 2036

The proposal is inconsistent (and consistent) with this direction. The planning proposal states the proposal is consistent with this direction.

The planning proposal states that the proposal is consistent with the Metropolitan Plan for Sydney 2036 because it provides infill housing in an area that is well established, making use of existing public transport networks and provides access to key strategic centres within 30 minutes travelling time.

The Department considers the proposal is consistent with the Metropolitan Plan for Sydney 2036 as it focuses activity in a centre that is accessible and within short walking distance of existing public transport and various major bus routes.

However, the planning proposal is considered inconsistent with the Metropolitan Plan for Sydney 2036 because it does not support the St Leonards commercial core area to provide high intensity office activity. It is providing some office space but overall it will reduce the commercial floor space in the centre.

Similar concerns about the inconsistency have been raised by the Department's State Strategies team and are acknowledged. However, given the opportunity for redevelopment of the site and reinvigoration and growth of the area, the inconsistencies are considered justified.

The Department considers the inconsistency with Direction 7.1 Implementation of the Metropolitan Plan for Sydney 2036 justified because:

- the proposal may be a catalyst for change in an area of stagnated economic development;
- it will provide new housing close to existing and planned infrastructure and transport; and
- the employment target will still be achieved in the centre even with this loss of commercial floor space.

Mapping Provided - s55(2)(d)

Is mapping provided? Yes

Comment :

The planning proposal includes maps showing the existing and proposed:

- Height of Buildings Map;
- Land Zoning Map.

Community consultation - s55(2)(e)

Has community consultation been proposed? Yes

Comment : Given the nature of the planning proposal, a community consultation period of 28 days is considered appropriate. The proposal seeks a change of land use zone inconsistent with surrounding land use zones within the LGA. However, the planning proposal is consistent with land use zone in the adjoining LGA (North Sydney) and in close proximity to the subject site (opposite side of Pacific Highway). Refer to Tag A - Zoning Map.

A condition requiring exhibition a site specific development control plan, voluntary planning agreement, and revised traffic and access study is recommended to accompany the planning proposal.

Project Time Line

The planning proposal indicates completion of public exhibition phase by May 2014 and submission to the Department to finalise the LEP by August 2014.

Additional Director General's requirements

Are there any additional Director General's requirements? No

If Yes, reasons :

Overall adequacy of the proposal

Does the proposal meet the adequacy criteria? No

If No, comment : The planning proposal has not met the requirement to adequately address social impacts generated by the development. It is recommended that the gateway determination include a condition requiring the preparation and public exhibition of a social impact assessment.

The planning proposal has also not adequately addressed issues of traffic, parking and access. It is recommended that the gateway determination include a condition requiring a revised study, incorporating traffic, parking and access issues, and that the revised study is publically exhibited.

The planning proposal has also not been presented as a consolidated report. Rather it comprises the original proposal plus a number of substantial changes in line with Council's resolution. It is recommended that the gateway determination include a condition requiring a consolidated planning proposal and public exhibition of the consolidated proposal.

Proposal Assessment

Principal LEP:

Due Date :

Comments in relation to Principal LEP :

Lane Cove LEP 2009 (LCLEP 2009) was notified on 19 February 2010. The planning proposal will proceed as an amendment to LCLEP 2009.

Assessment Criteria

Need for planning proposal :

The planning proposal is a result of a collaborative process between the proponent and Council. The planning proposal, proposed VPA and proposed site specific development control plan (DCP) will result in a significant public benefit in the form of:

- a monetary contribution to be applied by Council to the planned bus and rail interchange project for St Leonards station;

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- contribution to local housing stock through the delivery of additional 910 dwellings;
- provision of 11,730sqm of new and high quality commercial and retail floor space; and
- an upgrade of a gateway site and creation of a homogenous public domain on both sides of the Pacific Highway.

Consistency with strategic planning framework :

The proposal seeks to:

- a. Increase the supply of private dwellings by 910 high rise apartments;
- b. Increase the availability of retail space from 1,695 sqm to 3,930sqm;
- c. Reduce the availability of commercial office space from 22,028 sqm to 7,800 sqm;
- d. Reduce the number of potential jobs within the St Leonards Commercial Core from 1127 to 677.

Points a. and b. are consistent with the strategic planning framework. Points c. and d. are inconsistent with the strategic planning framework.

Strategic Context:

St Leonards is a Specialised Centre for business and hospital services within the Global Economic Corridor identified in the draft Metropolitan Strategy for Sydney to 2031. The site is centrally located in the St Leonards Commercial Core. It is located on the Pacific Highway and within 300m of St Leonards train station.

The Draft Inner North Subregional Strategy proposed an additional 60,000 jobs across the four strategic employment centres: 7,300 for Chatswood; 23,100 for Macquarie Park; 11,000 for North Sydney; and 8,200 for the St Leonards Strategic Employment Centre. The St Leonards target will be met by 5,000 in St Leonards (across Lane Cove, North Sydney and Willoughby Councils) and 3,000 on the Royal North Shore Hospital site. The employment targets equate to between 77,640sqm and 97,050sqm of existing commercial floor space.

Both the Urbis economic assessment and Council's Hill PDA economic assessment conclude that the combination of existing vacant stock (44,231m2) and proposed commercial floor space at 88 Christie St and the Gore Hill Industrial Park (73,052m2) is sufficient to meet the Subregional Strategy targets and represent 15 years of commercial accommodation. Both reports recognise that there is a need for high grade office space within St Leonards.

Consistency with strategic planning framework:

The proposal is consistent with the Metropolitan Plan for Sydney 2036 as it focuses activity in a centre that is accessible and within short walking distance of existing public transport, the St Leonards train station and various major bus routes (Objective B1, Action B1.3).

The proposal is consistent with the Draft Metropolitan Strategy for Sydney to 2031 as it provides mixed use development in the St Leonards centre, where there is market demand for such development. It is considered this will strengthen and grow the centre, as the development is likely to be a catalyst for further commercial, and potentially mixed use, development within the centre (Objective 2; Policy d). This point is addressed further in the summary of the economic assessments in the following section.

The proposal is also consistent with the Draft Metropolitan Strategy for Sydney to 2031 in delivering 910 new private dwellings to meet Sydney's growth and in an area close to existing infrastructure (Objective 5; Policy b). It will also provide a good supply of retail space (Objective 15).

The proposal is consistent with the Draft Inner North Subregional Strategy in concentrating activities near public transport and supporting centres with transport infrastructure and services (Objective B4; Action B4.2; Objective C2; Action C2.1). This will assist with renewing the Lane Cove LGA section of the St Leonards centre and improve its economic viability and amenity (Objective C3; Action C3.1). This point is addressed further in the summary of the economic assessments in the following section.

Inconsistency with strategic planning framework:

The proposal is inconsistent with the Metropolitan Plan for Sydney 2036 Future Directions for St Leonards and commercial core areas in Strategic Centres, as it seeks to reduce the commercial floor space and the number of jobs that are currently available within the commercial centre (Action A4.1; Objective E2).

The proposal is inconsistent with the Draft Metropolitan Strategy for Sydney to 2031 as it does not provide a good supply of office space (Objective 14).

The proposal is inconsistent with the Draft Inner North Subregional Strategy objective to cluster businesses and knowledge-based activities in strategic centres and create strong centres (Objective B3; Action B3.1).

These inconsistencies have been confirmed by the Department's State Strategy Branch. The key question raised is whether the short term feasibility of a site redevelopment outweighs the benefits of longer term metropolitan planning objectives. In view of the financial stagnation of the St Leonards commercial core in recent years, as evidenced by the persistently high vacancy rates, it is considered that the proposed development will be a catalyst for economic development within the centre, which will have a flow on benefit that outweighs the loss of commercial space.

Environmental social
economic impacts :

Environmental Impacts:

The planning proposal will not adversely impact critical habitat or threatened species, populations or ecological communities, or their habitats.

The significant increase in building height controls is adequately addressed by the proposed tall and narrow tower form which allows for adequate sunlight egress to affected adjoining properties.

The increase in vehicular ingress and egress from the site represents a potential unreasonable impact on adjoining premises. It is recommended that a condition requiring a revised traffic study be included in the gateway determination.

Social Impacts:

The planning proposal has not directly addressed the social impacts that would result from the development. A social impact assessment should be prepared in order to form part of the exhibition documentation. The consolidation of commercial and residential uses near public transport, the improved public domain, and the increased public open space will have a positive social impact. It is recommended that a condition to produce a social impact assessment, which will be exhibited with the planning proposal, is included in the gateway determination.

Economic Impacts:

Two separate economic assessments have been undertaken to date: an Economic Assessment by Urbis in October 2013, and an Economic Assessment by Hill PDA on behalf of Lane Cove Council in November 2013. Both of the studies concur in finding that:

1. there is a lack of market and investor demand to substantiate a new commercial office building;
2. owing to poor demand for commercial redevelopment, without a large component of residential, the development would not be feasible.

The St Leonards / Crows Nest office market has experienced relatively high vacancy rates and weak demand for commercial office floor space over the past decade compared to other commercial centres. This is a result of strong competition from locations such as Macquarie Park / Ryde and Norwest Business Parks which offer larger campus style floor plates, lower build costs and greater car parking provision. This competition is not forecast to abate in the short to medium term as there is still sufficient capacity in Macquarie Park / Ryde to accommodate commercial demand.

The St Leonards / Crows Nest market has a greater proportion of C and D grade office floor space than higher grade office development. The lower grade space is more affordable and thereby more attractive to smaller specialist medical uses and local professional firms compared to new commercial space surrounding the hospital, but does not support the growing demand for high quality commercial space.

The Urbis and the Hill PDA assessments differ on the nature of future demand. Urbis hold that there is a lack of tenant interest in new commercial developments within St Leonards,

as reflected in January 2013 vacancy rates which increased 12% (from 11% in July 2012), higher than other Sydney Metropolitan office markets (as measured by the Property Council of Australia). Hill PDA hold that the vacancy rates in St Leonards / Crows Nest has declined from 15% in 2010 to 12% in January 2013 and anticipate that vacancy rates will continue to decline overall as available office space in North Sydney and Macquarie Park fills up.

Both assessments concur in finding that the, should the entire site be developed as commercial office floor space (even in the case that it is not financially viable), it would represent 15 years of supply in the North Shore market.

Height/ Urban Design Impacts:

Three of the four existing buildings, that are currently between four and ten storeys, will be replaced with three narrow tower buildings. Some of the urban design principles that have informed the building design and layout include topography, view corridors and solar access. Narrow tall buildings are proposed that allow for building forms with defined podium level and tower components, view permeability between buildings, relatively fast moving shadows to minimise any prolonged overshadowing impacts, side setbacks of 6m to adjoining sites, a 2m setback to the rear of 504 Pacific Highway, a 65m separation between towers 1 and 2 to meet SEPP65 requirements and a 35m separation between 504 Pacific Highway and tower 1 (ie across Friedlander Place). The proposed built forms are consistent with others in the area including the Forum, IBM and Abode along the Pacific Highway.

The proponent argues view sharing will be enhanced compared to a commercial scheme compliant with the current LEP and DCP controls because it would have wider floorplates and narrower side setbacks.

The planning proposal includes shadow diagrams which show existing residential properties to the south will maintain a minimum four hours of solar access between 9 am and 3pm in mid-winter.

It is considered that the increased height and narrow towers on the site are appropriate because they will result in better design outcomes than if the site were redeveloped entirely for commercial purposes under the existing planning controls. View sharing will be enhanced compared to a commercial scheme and overshadowing impacts will not adversely impact residential properties to the south.

Traffic, Parking and Access Impacts:

The site is well serviced by public transport. It is located 300m from St Leonards train station and on the Pacific Highway, which services major bus routes.

The planning proposal included a Traffic Report prepared by Brown Consulting. The report assesses the traffic impacts associated with the proposed rezoning and an indicative mixed use redevelopment of the site.

It should be noted that the Traffic report was produced based on the planning proposal at October 2013 and the amount of commercial floor space has now increased.

Vehicular Access - The report acknowledges the site's limited access opportunities due to the frontage to the Pacific Highway and states the likely primary method of access and egress will be via the Pacific Highway, then Oxley Street (south east of the subject site) and then Nicholson Street. Existing traffic count data was used for the assessment of the intersection of the Pacific Highway and Oxley Street only, with and without the proposed development.

The traffic report has not addressed access to the site via the Pacific Highway, then Christie Street (to the west of the subject site) and then Nicholson Street and it has assumed that all vehicle movements are destined to travel inbound to the Sydney CBD and not north along the Pacific Highway. Refer Tag B - Traffic counts.

The report concludes that based on the existing traffic volumes, and estimated development traffic, no upgrade works are required to the Pacific Highway/ Oxley Street intersection. The report also concludes the development is anticipated to have a minor impact of the operations of the Pacific Highway at St Leonards.

Parking – The report states basement car parking is proposed under all three buildings with access off Nicholson Street. It does not detail the number of spaces proposed.

Council's response – Council was not satisfied with the traffic report and wrote to the proponent in November 2013 with a list of issues that needed to be addressed. These included:

- detailing the estimated car spaces to be provided
- clarifying parking controls to be used (RMS or Council's DCP)
- further detailing of inbound and outbound journeys including the use of Christie Street and cars coming and going north and southbound
- an estimate of current car movements from the site.

The proponent's response of 25 November 2013 was not considered satisfactory by Council (and the Department agrees) and this was detailed in the Council report of 16 December 2013. The Council report stated that Council's Traffic Section considers that neither the traffic generation potential of the site nor the precise quantum of parking have been adequately addressed in the traffic report. Both Council and the proponent support a reduced car parking rate (based on Council's DCP) but no figure has been provided by either.

Department response – It is considered that the traffic report needs updating prior to the planning proposal being placed on public exhibition. The report should address, in detail, the concerns raised in Council's email of November 2013 (and reproduced in the Brown Consulting traffic report) and provide a car parking figure. A reduced parking rate based on the site's location is supported and should be based on the RTA's Guide to Traffic Generating Developments (0.4 spaces/ 1-bed unit, 0.7 spaces/ 2-bed unit and 1.2 spaces/ 3-bed unit) as well as investigating what other developments in the area contain.

The Council report details parking and traffic measures that should inform the site specific DCP, however they should also form part of the revised traffic report. These include:

- reduced parking rates based on evidence that includes travel mode and car ownership surveys of existing similar developments
- integrated sustainable transport initiatives to maximise travel by non-car modes (eg walking, cycling, public transport, car share etc)
- strategic traffic management proposals, including alternative vehicular access/ egress options.

In addition to these, the revised traffic report should address pedestrian access into and through the site and therefore a revised 'Traffic, parking and access report' is required. It is recommended that a condition to this effect is included in the gateway determination.

Assessment Process

Proposal type :	Minor	Community Consultation Period :	28 Days
Timeframe to make LEP :	12 months	Delegation :	DDG
Public Authority Consultation - 56(2) (d) :	Department of Education and Communities Energy Australia Department of Health Transport for NSW - Sydney Trains Transport for NSW - Roads and Maritime Services Sydney Water Adjoining LGAs		

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Is Public Hearing by the PAC required? **No**

(2)(a) Should the matter proceed ? **Yes**

If no, provide reasons :

Resubmission - s56(2)(b) : **No**

If Yes, reasons :

Identify any additional studies, if required. :

Other - provide details below

If Other, provide reasons :

A

Identify any internal consultations, if required :

No internal consultation required

Is the provision and funding of state infrastructure relevant to this plan? **No**

If Yes, reasons :

Documents

Document File Name	DocumentType Name	Is Public
Tag A - Zoning map.pdf	Map	No
Tag B - Traffic counts.pdf	Drawing	No

Planning Team Recommendation

Preparation of the planning proposal supported at this stage : **Recommended with Conditions**

S.117 directions: **1.1 Business and Industrial Zones**
3.1 Residential Zones
3.4 Integrating Land Use and Transport
6.1 Approval and Referral Requirements
6.3 Site Specific Provisions
7.1 Implementation of the Metropolitan Plan for Sydney 2036

Additional Information : **It is recommended that the planning proposal proceed subject to the following conditions:**

1. The draft voluntary planning agreement be placed on public exhibition with the planning proposal.

2. The site specific development control plan, which is to include provision for car parking to RTA standards, access and impact of building setbacks on adjoining buildings, to be placed on public exhibition with the planning proposal.

3. The planning proposal is exhibited for 28 days.

4. A timeframe of 12 months to make the LEP.

5. A public hearing is not required to be held into the matter by any person or body under section 56(2)(e) of the EP&A Act.

6. A consolidated planning proposal is to be prepared prior to public exhibition and publically exhibited.

7. A social impact assessment is to be prepared prior to public exhibition and publically

exhibited.

8. A revised traffic, parking and access study is to be prepared prior to public exhibition and publically exhibited. It is to address:

- pedestrian access into and through the site, including options for future pedestrian access at 504-520 Pacific Highway through to the mid-point of Friedlander Place pending future redevelopment of 500 Pacific Hwy;
- pedestrian access at the rear of 504-520 Pacific Highway connecting Friedlander Place and Christie Street, noting that current pedestrian access occurs on a site not owned by the proponent;
- vehicular access / egress from 504-520 Pacific Highway from Nicholson Street, noting the existing right of way across 69 Christie Street, and future development potential for 69 Christie Street, Friedlander Place and 500 Pacific Highway;
- evidence-based responses to each of the issues raised by Lane Cove Council and itemised in the Brown Consulting traffic report.

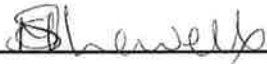
9. Agency consultation be undertaken with Department of Education and Communities, Energy Australia, Ministry of Health, Transport for NSW - Sydney Trains, Transport for NSW - Roads and Maritime Services, Sydney Water, and Adjoining LGAs.

Supporting Reasons :

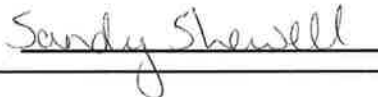
The planning proposal is supported for the following reasons:

- the provision of mixed use development will provide employment and housing in close proximity to public transport;
- the planning proposal provides a public benefit of improved public domain and it increased area and quality of public open space.

Signature:



Printed Name:

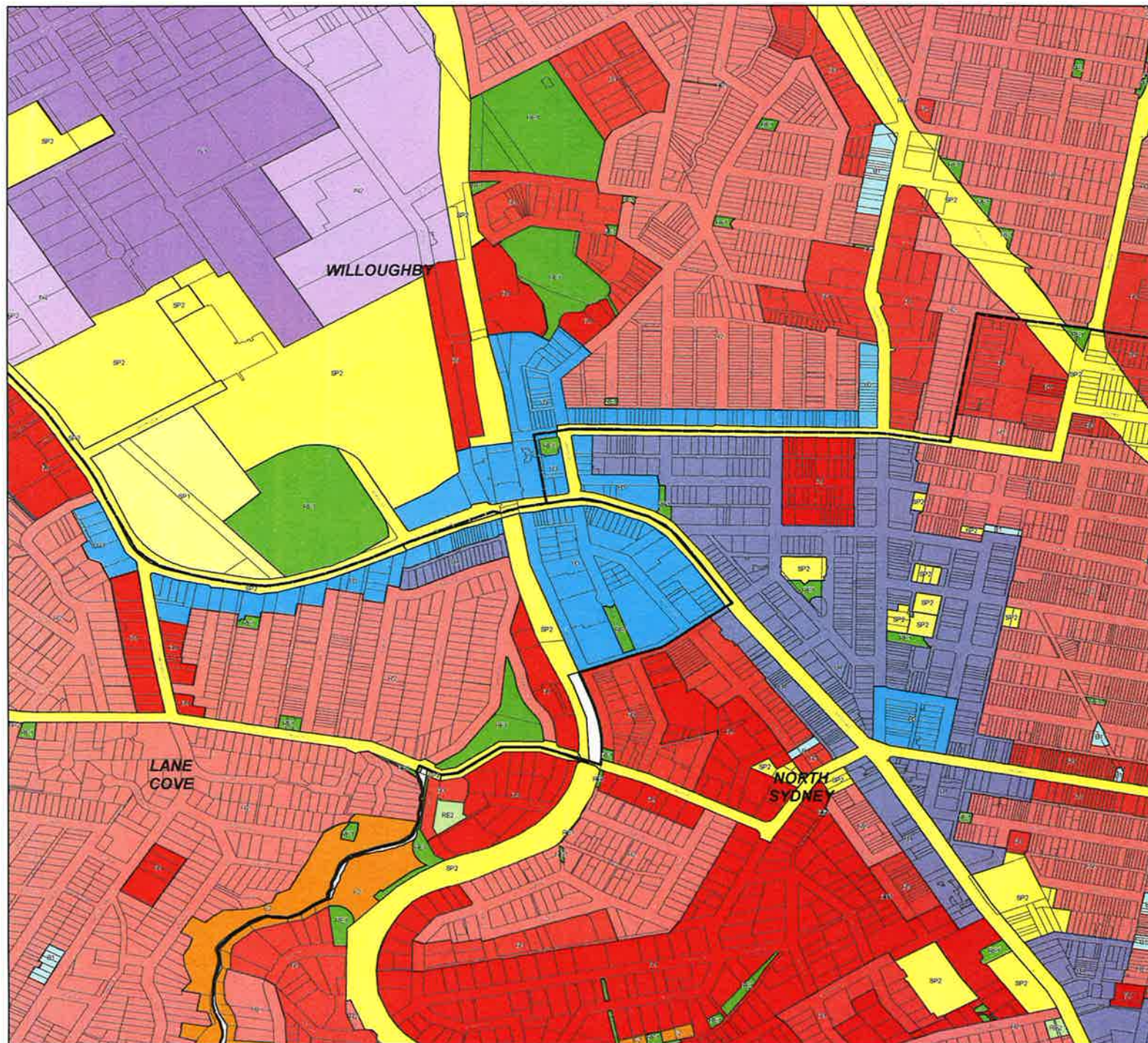


Date:



Zoning Map - Lane Cove, North Sydney and Willoughby LGAs.

- B1
 B2
 B3
 B4
 B5
 B7
 E1
 E2
 E4
 IN1
 IN2
 IN4
 R2
 R3
 R4
 RE1
 RE2
 SP1
 SP2
 CADASTRAL_20140203



2.2 Traffic Data

Traffic count data for the purposes of the analyses was sourced from two previous studies, namely the *St Leonards South Strategy, Paramics Base Model – AM Peak, Calibration and Validation Report* and *St Leonards South Strategy, Paramics Base Model – PM Peak, Calibration and Validation Report* for this section of the Pacific Highway (Source: Lane Cove Council, 2013). Figures 3 and 4 below provide a summary of the existing peak hour traffic volumes at the intersection of the Pacific Highway / Oxley Street.

Figure 3: AM Peak Hour Traffic Volumes – Pacific Highway / Oxley Street

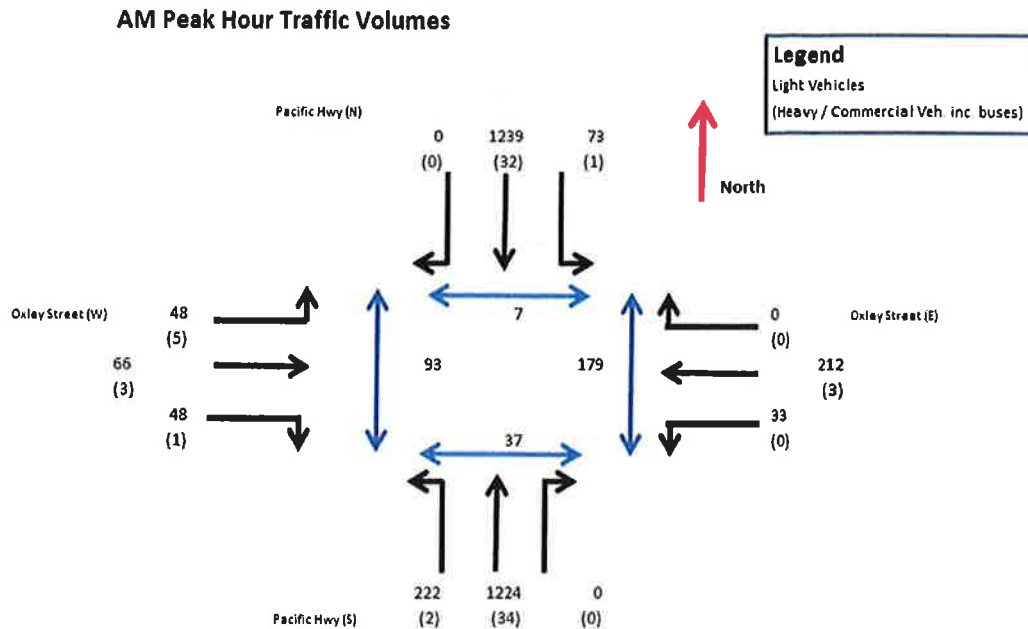


Figure 4: PM Peak Hour Traffic Volumes – Pacific Highway / Oxley Street

