

REVIEW AGAINST DRAFT CENTRES POLICY

The following information is provided to North Sydney Council to assist with the assessment of net community benefit. The information is based on the Evaluation Criteria (p25) provided in the NSW Department of Planning *Draft Centres Policy, Planning for Retail and Commercial Development*.

1. Will the LEP be compatible with agreed State and regional strategic direction for development in the area (eg land release, strategic corridors, development within 800m of a transport node)?

Yes – an LEP is compatible with the Draft Inner West Subregional Strategy. Also, Council has already taken a decision to vary the planning controls for the land in relation to height and rezoning the land to Commercial to avoid the need to provide for a residential component.

2. Is the LEP located in a global/regional city, strategic centre or corridor nominated within the Metropolitan Strategy or other regional/sub-regional strategy?

Yes.

3. Is the LEP likely to create a precedent or change expectations of the landowner or other landholders?

No.

4. Have the cumulative effects of other spot rezoning proposals in the locality been considered? What was the outcome of these considerations?

The cumulative effects of all other spot rezoning proposals in this locality have been considered. This proposal is in response to a study undertaken for Crows Nest and acknowledging Council's decision to vary the planning controls associated with height and zoning for this site in Crows Nest. It is envisaged that the scale of the Crows Nest centre will be sufficient to serve the Crows Nest area and provide the appropriate level of competition. This proposal is of a unique scale and nature which ensures that it is not impacted by any of the other spot rezoning proposals in the wider North Sydney area.

5. Will the LEP facilitate permanent employment generating activity or result in a loss of employment lands?

The planning proposal will facilitate permanent employment generating activity and will not result in any loss of employment lands. This planning proposal will achieve an immediate economic stimulus and overall benefit to the community as it will provide much needed expanded shopping and parking facilities in the area as well as generating employment opportunities for local residents.

This planning proposal will enable a retail development to be located on the site which, when operational, will generate 205 jobs. In addition, some 43 direct jobs and 69 indirect jobs will be generated during the construction phase. The proposed retail development has a construction cost estimate of approximately \$6.1 million dollars.

The employment generating capacity of the development has been specifically considered in an economic needs assessment prepared by Pitney Bowes MapInfo. This is provided at Appendix D to the planning proposal.

6. Will the LEP impact upon the supply of residential land and therefore housing supply and affordability?

No - the site has not been used for housing purposes and each of the owners of the land do not seek to use the land for future residential purposes, and as such it is not considered that this will impact on the supply of residential land, housing supply or affordability.

7. Is the existing public infrastructure (roads, rail, utilities) capable of serving the proposed site? Is there good pedestrian and cycling access?

Is public transport available or is there infrastructure capacity to support future public transport?

Existing public infrastructure is capable of serving the proposed site. There is good pedestrian and cycling access for which the proposed development will support.

Public transport is available (note existing bus stop at frontage of site to Falcon Street and Alexander Street) and there is existing infrastructure to support public transport.



8. Will the proposal result in changes to the car distances travelled by customers, employees and suppliers? If so what are the likely impacts in terms of greenhouse gas emissions, operating costs and road safety?

The proposal will not result in changes to the car distances travelled by customers. The site is served by a road system (including a highway) that also serves nearby commercial precincts. As such, the site integrates with existing transport routes.

9. Are there significant Government investments in infrastructure or services in the area whose patronage will be affected by the proposal? If so what is the expected impact.

There are no significant Government investments of infrastructure or services in the area whose patronage will be affected by this proposal.

10. Will the proposal impact on land that the Government has identified a need to protect (eg land with high biodiversity values) or have other environmental impacts? Is the land constrained by factors such as flooding?

The proposal will not impact on land that the Government has identified a need to protect. The land is not constrained by flooding or other factors.

11. Will the LEP be compatible/complementary with surrounding land uses? What is the impact on amenity in the location and wider community? Will the public domain improve?

The development will enable provision of:

- parking facilities to meet the demand of the retail development and provision of public parking;
- new and accessible public amenities/toilet facilities; and
- vibrant streetscape presentations to each street frontage (Falcon, Alexander and Burlington Streets), with design elements addressing the major focal points at each corner of the development to mark the entry from the north and south into the proposed development.

The LEP will be compatible with surrounding land uses, it will have a positive impact on the community, availability and access to public car parking and there will be dramatic improvements to the public domain.

12. Will the proposal increase choice and competition by increasing the number of retail and commercial premises operating in the area?

Yes.

13. If a stand alone proposal and not a centre, does the proposal have the potential to develop into a centre in the future?

No – proposal is not a stand-alone centre.

14. What are the public interest reasons for preparing the draft plan? What are the implications of not proceeding at that time?

The planning proposal will lead to a positive net community benefit. This includes the following benefits:

- The site's central location in Crows Nest with ready access to the existing road network which will ensure that the proposed centre will service the needs of the Crows Nest residential population, while not threatening the primacy of other centre's in the North Sydney LGA.
- This planning proposal will enable a retail centre to be located on the site which, when operational, will generate 205 jobs. In addition, some 43 direct jobs and 69 indirect jobs will be generated during the construction phase.
- The size of the proposed centre will be adequate to meet the local shopping needs of the residents of Crows Nest with provision of an expanded full-range supermarket, specialty shops, upgraded public toilet amenities and public car parking.
- The site is adjacent to existing and proposed community facilities located within Crows Nest. This enables a clustering of services and provides convenient access to a wide range of services.
- The site in Crows Nest is located adjacent to the existing shopping facility and hence encourages multi-purpose trips for the local community.