



**Planning,
Industry &
Environment**

46-52 Nicholson Street and 59-67 Christie Street, St Leonards – Gateway Determination Report

Greater Sydney, Place and Infrastructure

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Glossary

Abbreviation	Reference
ADG	Apartment Design Guide
Council	Lane Cove Council
DA	Development Application
DCP	Development Control Plan
Department/DPIE	Department of Planning, Industry and Environment
DP	Deposited Plan
FSR	Floor Space Ratio
GFA	Gross Floor Area
LEP	Local Environmental Plan
LHS	Local Housing Strategy
LPP	Local Planning Panel
LSPS	Local Strategic Planning Statement
PANS-OPS	Procedures for Air Navigation Services – Aircraft Operations
PPA	Planning Proposal Authority
RMS	Roads and Maritime Services
SEPP	State Environmental Planning Policy
SNPP/Panel	Sydney North Planning Panel

Summary

Local Government Area	Lane Cove
Planning Proposal Authority	Lane Cove Council
Planning Proposal Name	PP-2021-2071
Dwellings and Jobs	Nil dwellings, 3,430 jobs
LEP to be Amended	Lane Cove Local Environmental Plan 2009
Address	46-52 Nicholson Street and 59-67 Christie Street, St Leonards
Lot and DP	Lot 11 in DP 654462 Lots A & B in DP 334878 Lot 2 in DP 945933 Lot 2 in DP 528060 Lot 1 in DP 9409064 SP54127 SP18047
Date Received	11 January 2021
File Number	IRF21/594
Political Donations	There are no donations or gifts to disclose and a political donation disclosure is not required.
Lobbyist Code of Conduct	There have been no meetings or communications with registered lobbyists with respect to this proposal.

1. Introduction

1.1 Description of planning proposal

The planning proposal (**Attachment A**) as submitted by Council, seeks to amend the Lane Cove LEP 2009 for the subject site by:

- increasing the maximum building height from 25m to RL 175.2.
- increasing the maximum FSR from 4.5:1 to 15:1.

An indicative scheme prepared by Architectus has been provided with the planning proposal depicting a 26 storey commercial development comprising an eight-storey podium.

The concept development proposes to deliver approximately 35,264sqm of commercial uses.

1.2 Site description

The site is located at 46-52 Nicholson Street and 59-67 Christie Street, St Leonards (**Figure 1**) and has a total area of 2,301sqm comprising eight lots (**Table 1**) with combined frontages of 87m along Nicholson Street and 76m along Christie Street. Vehicular access to the site is currently obtained from both street frontages.

The site is currently occupied by six existing commercial buildings ranging from heights of three to four storeys (**Figures 2-5**).



Figure 1: Site map (source: Nearmap).

Table 1: Comparison between current and proposed planning provisions.

Street Address	Lot and Deposited Plan
59 Christie Street	Lot 1 DP949064
61 Christie Street	Lot B DP334878
63 Christie Street	Lot 2 DP528060
65 Christie Street	Lot 2 DP945933
67 Christie Street	SP18047
50 Nicholson Street	SP54127
46-48 Nicholson Street	Lot A DP334878
	Lot 11 DP654462

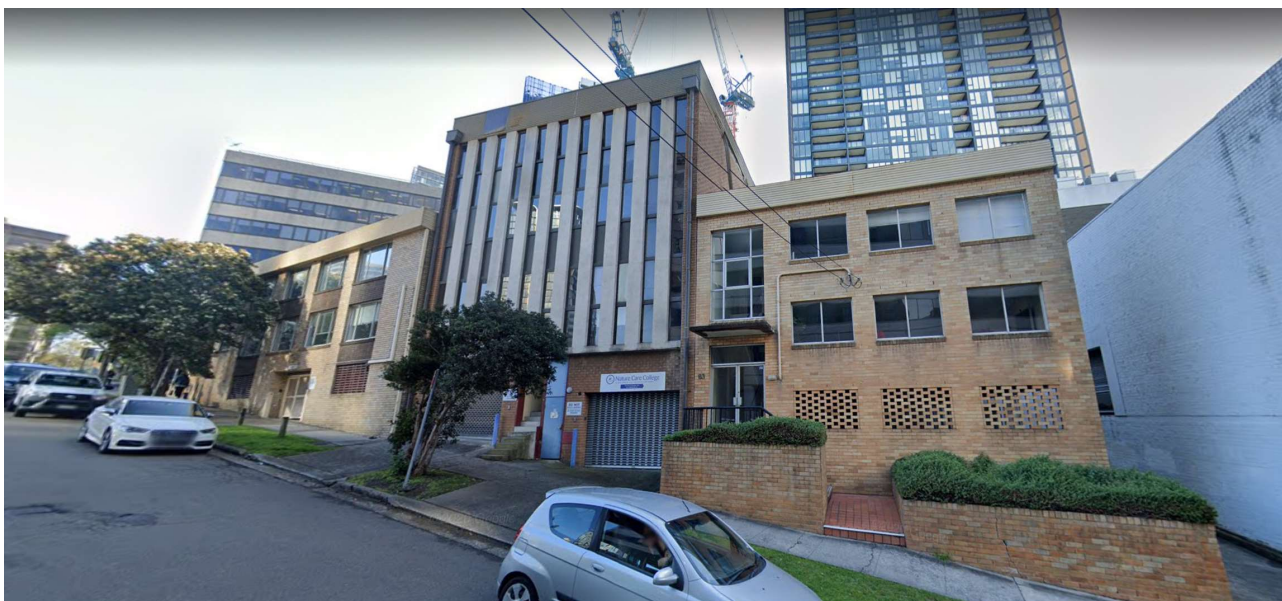


Figure 2: View of site from Christie Street looking east (source: Google Maps).

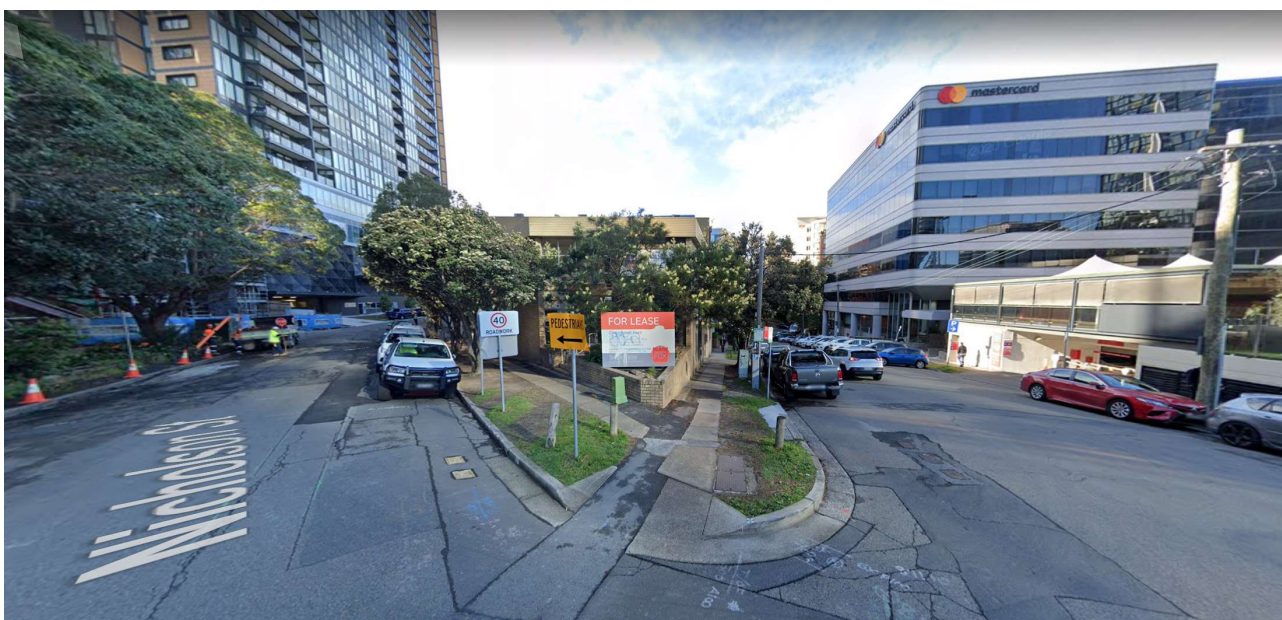


Figure 3: View of site from the corner of Christie and Nicholson Streets, looking south (source: Google Maps).



Figure 4: View of site from Nicholson Street looking west (source: Google Maps).



Figure 5: View of site from Nicholson Street looking west (source: Google Maps).

1.3 Surrounding area

The site is located within the St Leonards / Crows Nest Planned Precinct (**Figure 6**) which is undergoing significant redevelopment in response to the Department's St Leonards and Crows Nest 2036 Plan. The 2036 Plan aims to support the growth of the Precinct to deliver 6,680 new homes, an extra 119,979sqm employment floor space and 16,500 new jobs in health, education, professional services and the knowledge sector.

The site is located approximately 300m south-east of St Leonards Railway Station and approximately 200m north-west of the future Crows Nest Metro Station (**Figure 7**). Current Sydney Trains services from St Leonards Station include the T1 North Shore and Western Line and the T9 Northern Line. The future metro services will connect the St Leonards / Crows Nest Precinct to the Sydney CBD and the strategic centres of North Sydney, Chatswood, Macquarie Park and beyond by 2024.



Figure 6: Site in context of the St Leonards / Crows Nest Precinct subject to the 2036 Plan, site indicated in red (source: DPIE).

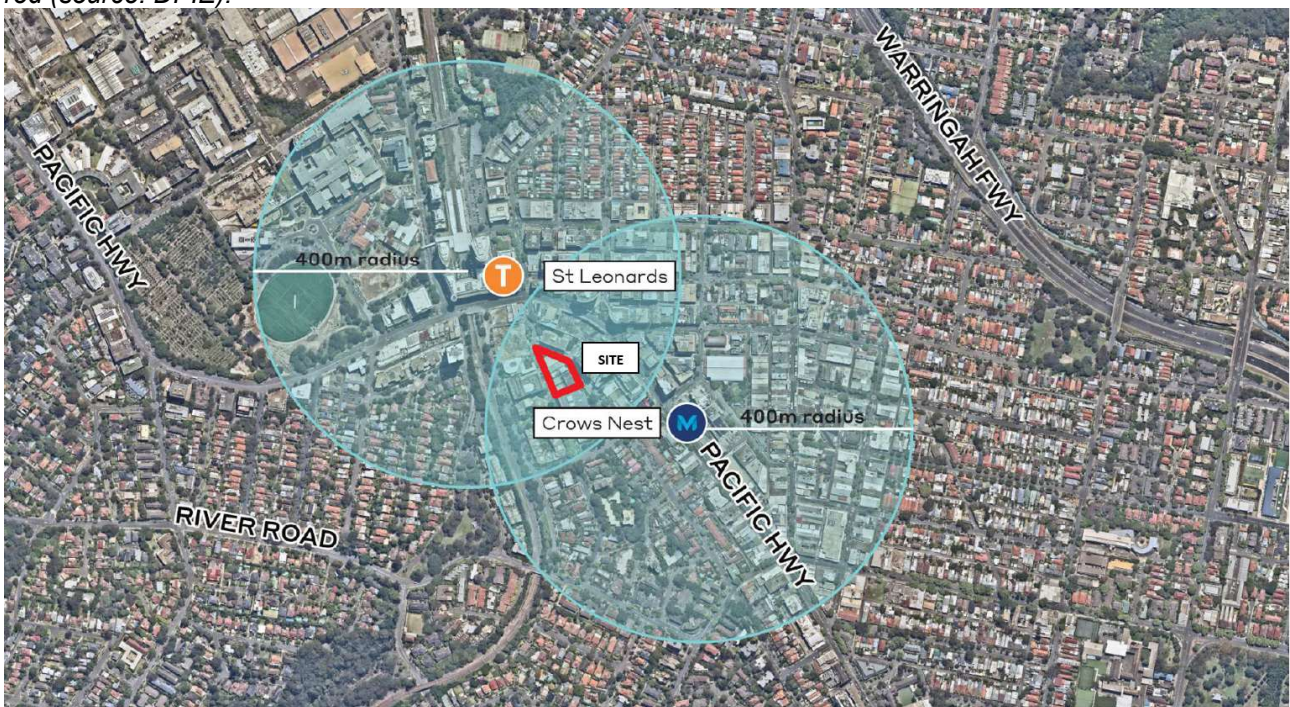


Figure 7: Site context map (source: Ethos Urban).

The surrounding area is characterised by a mix of uses including commercial office and residential developments of various heights. Notably, there are a number of large-scale mixed-use developments adjacent to the site's west, north and east (between the Pacific Highway, Nicholson Street and Christie Street) that have either been recently completed, are currently under construction, or have been approved for redevelopment.

These include:

- 496-498 and 500-520 Pacific Highway, 'The Landmark', (under construction) – mixed-use development of up to up to 46 storeys comprising a residential tower with a non-residential podium, and upgrade works to Friedlander Place.
- 88 Christie Street (under construction) – mixed-use development of up to 48 storeys comprising a commercial building and two residential buildings.
- 486-488 Pacific Highway, 'St Leonards Square' (completed) – mixed-use development of up to 40 storeys comprising two residential towers with ground floor retail.

Figure 8 shows the location of these developments in context of the subject site.

The site is also adjacent to the following developments:

- To the north of the site, on the opposite side of Nicholson Street, is an existing seven storey commercial building.
- To the south of the site is an existing seven storey commercial building. It is noted a DA is currently under assessment by Council for a staged development containing three commercial buildings on the adjoining site at 29-57 Christie Street.
- To the south-west of the site, on the opposite side of Christie Street, is an existing twelve storey apartment complex.
- To the west of the site, on the opposite side of Christie Street, is an existing seven storey commercial building, car parking complex and childcare centre.

There is no minimum lot size required under the Lane Cove LEP 2009 for the site. No heritage items under the Lane Cove LEP 2012 are located on the site or its immediate surrounds.



Figure 8: Adjacent significant development (source: Ethos Urban, DPIE edits).

1.4 Current planning controls

Under the Lane Cove LEP 2009, the site is subject to the following planning provisions:

- B3 Commercial Core zoning (**Figure 9**).
- maximum building height of 25m (**Figure 10**).
- maximum FSR of 4.5:1 (**Figure 11**).

A comparison of the current and proposed controls with the 2036 Plan has been provided at **Table 2**.

Table 2: Comparison between current and proposed planning provisions.

Control	Current	Proposed	2036 Plan
Zone	B3 Commercial Core	<i>No change</i>	<i>No change</i>
Height	25m	26 storeys (RL 175.2)	30 storeys
FSR	4.5:1	15:1	15:1

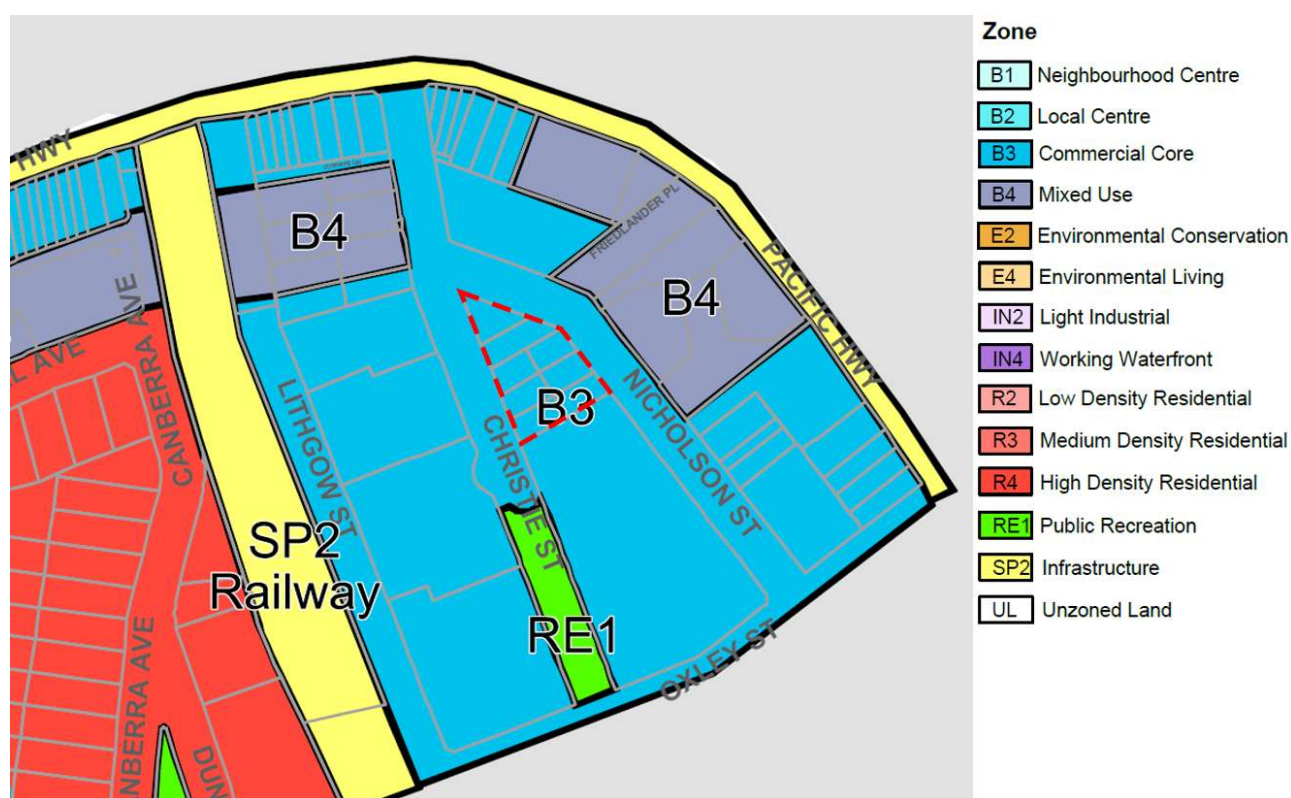


Figure 9: Lane Cove LEP 2009 Land zoning map, site indicated in red dash (source: DPIE).

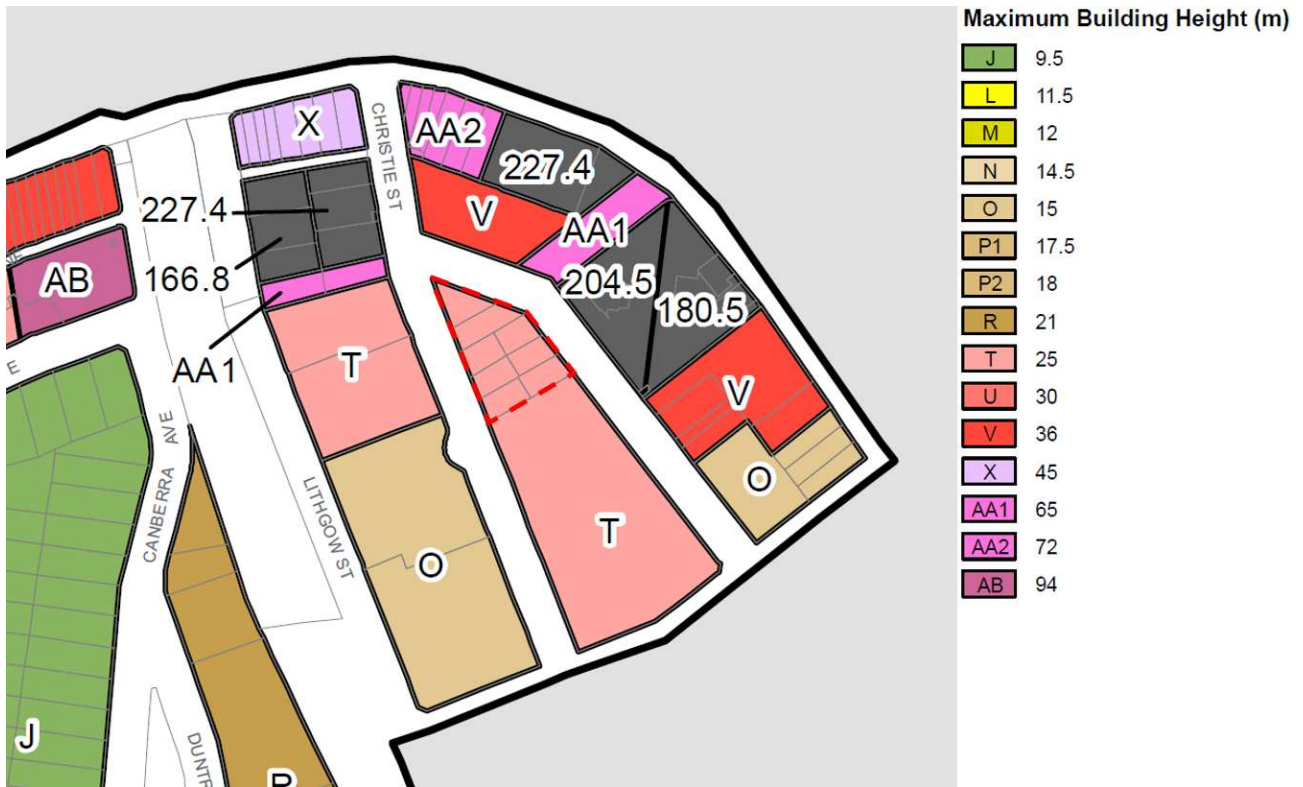


Figure 10: Lane Cove LEP 2009 Maximum building height map, site indicated in red dash (source: DPIE).

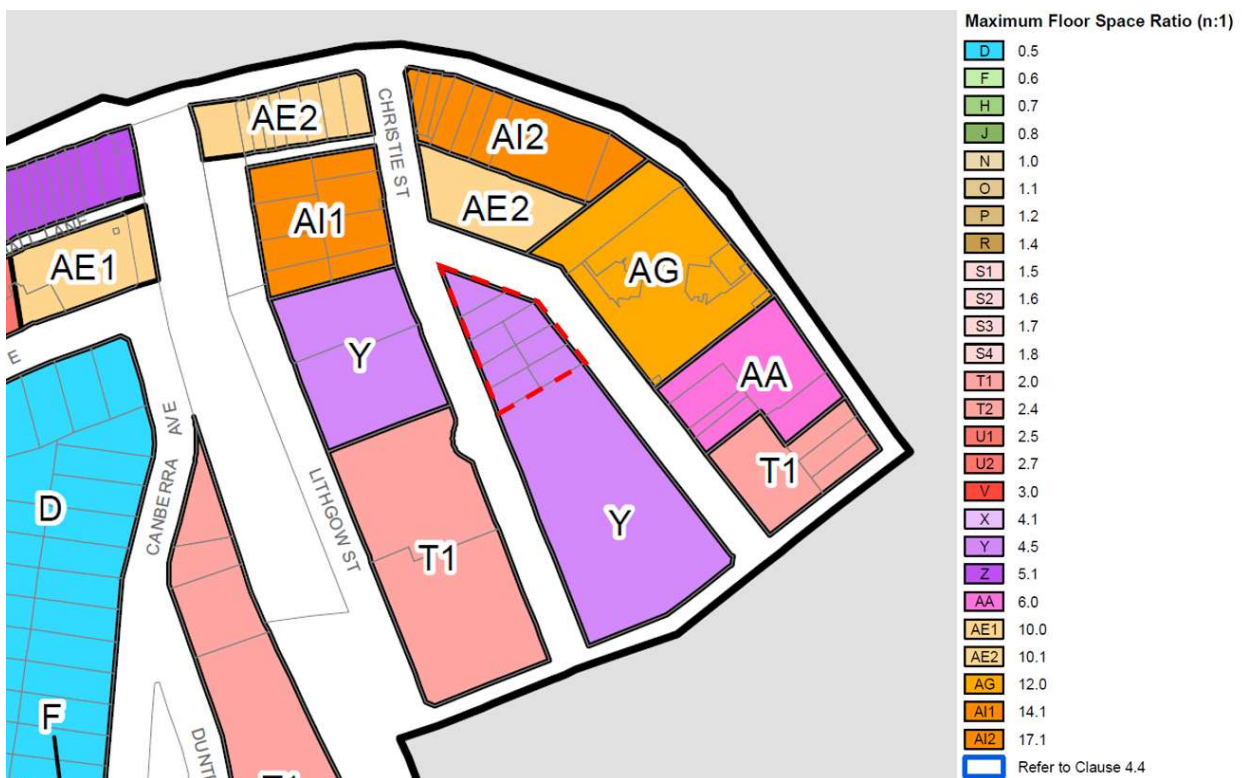


Figure 11: Lane Cove LEP 2009 Maximum FSR map, site indicated in red dash (source: DPIE).

1.5 Summary of recommendation

The Department has considered the submitted documentation as part of the proposal and concludes that there is sufficient strategic merit in issuing a Gateway determination as:

- it is consistent with the actions of the North District Plan for St Leonards by providing additional commercial development capacity, maximises public transport patronage, and promotes employment growth within an existing commercial zone;
- it is generally consistent with the key elements of the St Leonards and Crows Nest 2036 Plan, subject to recommended Gateway conditions;
- the introduction of a commercial only development that would help attract business into the St Leonards core, strengthening the precinct's role as a strategic centre; and
- the proposal will support approximately 3,430 jobs on completion and at full occupancy, contributing to the jobs target set by the District Plan.

The Department considers the proposal to have site-specific merit because:

- the proposed maximum building height, though under the recommended building height of the 2036 Plan, minimises impacts related to view sharing and overshadowing;
- it is considered the proposal is capable of adequate amenity outcomes to surrounding development and the public domain, subject to meeting recommended Gateway conditions;
- the proposal will enable the delivery of job growth within the St Leonards Strategic Centre and health and education precinct; and
- the proposal will deliver 'A' grade office space on the site within 400m walking distance of St Leonards railway station and the future Crows Nest metro station.

2. Background

In July 2020, the planning proposal lodged to Lane Cove Council by the proponent proposed to amend Lane Cove LEP 2009 to:

- increase the FSR controls from 4.5:1 to 16.45:1 for the subject site; and
- introduce a site-specific solar height plane control, limiting the maximum building height on the site, to avoid overshadowing of Newlands Park between 10.00am and 3.00pm on 21 June.

The planning proposal was accompanied by a concept plan design prepared by Woods Bagot which included a building envelope for a 32-storey commercial tower with a chamfered roof to avoid shadowing of Newlands Park (**Attachment A3**).

On 29 August 2020, the Department finalised the St Leonards and Crows Nest 2036 Plan to guide future development and infrastructure decisions in the St Leonards and Crows Nest Precinct to 2036.

On 18 September 2020, Council requested additional information including a comparison of the proposal and the final 2036 Plan, view analysis through Friedlander Place and solar analysis of Christie Street Reserve. The proponent submitted this additional information to Council on 22 September 2020 (**Attachment A10-A13**).

Council engaged Architectus to explore alternative built forms for the subject proposal in response to issues and concerns raised by neighbouring residents primarily relating to view loss, bulk and scale. Council has received approximately 44 submissions, although no formal public consultation has been undertaken. An indicative scheme recommended

by Architectus comprises a 26-storey commercial tower with an FSR of 15:1 (**Attachment A14**), which is Council's preferred option for the planning proposal.

On 1 December 2020, the proponent made a submission agreeing to the reduced FSR of 15:1 and requested Council to consider an additional 10% to the preferred height (total approximate height of 28-29 storeys), arguing that flexibility to add 10% of additional height would facilitate a superior urban design outcome (**Attachment A15**).

On 7 December 2020, Council resolved to support the planning proposal with the preferred 26 storey indicative scheme (RL 175.2) and 15:1 FSR (**Attachment E3**). Council's report (**Attachment E1**) notes that, in response to the proponent's submission, the preferred indicative scheme demonstrates that a reduced height minimises impacts of over-looking and loss of district views to adjoining/neighbouring residences, as well as transitioning the height and bulk more appropriately to the surrounding context.

On 17 December 2020, the Lane Cove Local Planning Panel (LPP) recommended to support the planning proposal (**Attachment F2**) with the following amendments:

- to show a (reduced) numerical height control of RL 175.2 metres and
- reduce the proposed floor space ratio (FSR) to 15:1.

On 4 January 2021, the proponent wrote to Council supporting the LPP's advice and the recommended reduced FSR and maximum building height for the planning proposal (**Attachment A16**).

Council subsequently submitted the planning proposal to the Department on 6 January 2021 for Gateway Determination (**Attachment E4**).

3. Planning Proposal

3.1 Objectives or intended outcomes

The planning proposal identifies that it achieves the following objectives and intended outcomes:

- Contribute to the future vision of St Leonards and desired outcome of the St Leonards Core by providing development to support future employment growth.
- Capitalise on a relatively large amalgamated site to facilitate a great opportunity for additional employment floor space, thereby promoting the more efficient use of land within an area already considered suitable for greater uplift and commercial development.
- Strengthen commercial floor space in the St Leonards Core.
- Provide an improved urban design and pedestrian permeable outcome at ground level with good street activation.
- Support the provision of an A-Grade commercial tower which meets modern tenant requirements and high sustainability outcomes.

While these objectives are considered clear, it is recommended that that prior to exhibition, the proposal is to be updated to include additional objectives and outcomes which include, but should not be limited to:

- Consistency with Lane Cove Council's endorsed Local Strategic Planning Statement (LSPS).
- Consistency with the final St Leonards and Crows Nest 2036 Plan.

3.2 Explanation of provisions

Council has submitted a preferred 26 storey proposal for the site for Gateway determination, in line with Council resolution (**Attachment E3**). The planning proposal seeks to amend the Lane Cove LEP 2009 for the subject site by:

- increasing the maximum building height from 25m to RL 175.2; and
- increasing the maximum FSR from 4.5:1 to 15:1.

The proponent has agreed with the Council amended scheme for submission for Gateway determination (**Attachment A16**). The planning proposal and all supporting documentation will be required to be updated prior to public exhibition to reflect the above LEP amendments as supported by Council.

The proposed provisions are generally clear, concise and are consistent with the recommendations of the now finalised 2036 Plan and Council's LSPS.

3.3 Mapping

Draft LEP mapping (**Attachment A8**) has been provided as part of the planning proposal to demonstrate the proposed changes to the Lane Cove LEP 2009. It is noted the draft maps provided reflect the proposed changes in the original planning proposal initially considered by Council.

Prior to public exhibition, the draft LEP maps are to be updated to reflect the revised LEP changes as per Council's resolution:

- An amended Maximum Height of Buildings Map (sheet HOB_004) showing the site with maximum building height of RL 175.2m.
- An amended Maximum FSR Map (sheet FSR_004) showing the site with a maximum FSR of 15:1.

The maps will be required to be consistent with Department standard should the plan proceed to finalisation. No changes are proposed to any other LEP maps.

3.4 Concept Design / Indicative Scheme

Original Concept Design – Woods Bagot (superseded)

A concept design, prepared by Woods Bagot (**Appendix A3**), was included to support the original planning proposal for the site with an FSR of 16.45:1 and a maximum building height subject to a solar height plane to Newlands Park. The concept design included a building envelope for a 32-storey commercial tower with a chamfered roof to avoid shadowing of Newlands Park (**Figure 12**). The concept design intended to facilitate:

- A 32-storey commercial office building with ground floor retail and two levels of plant on the upper most floors.
- Potential medical office suites on the lower floors to support the St Leonards health and education precinct.
- A total GFA of 37,842sqm to support the generation of jobs and to meet the North District Plan high jobs target.
- Three levels of basement car parking with the capacity for 122 car spaces with access from Christie Street.

- Public domain improvements including an activated ground floor with public open space on the corner of Christie Street and Nicholson Street.
- A public through-site link from Christie Street to Nicholson Street (Figure 15).
- Roof top garden terraces and above-ground balconies (up to Level 27).
- Capacity to achieve a 6 star-green energy and NABERS rated building.
- Minimal overshadowing of Newlands Park through the built form and articulation of the building.

It is noted that the original concept provided a level of detail, including a through site link, that is recommended to be included as part of an updated concept for the site in response to the proposed height of building and FSR amendments. This has been recommended as a requirement prior to exhibition if Gateway is issued.



Figure 12: Original proposed concept development plan: perspective looking south-east (left), Christie Street elevation (right) (source: Woods Bagot).

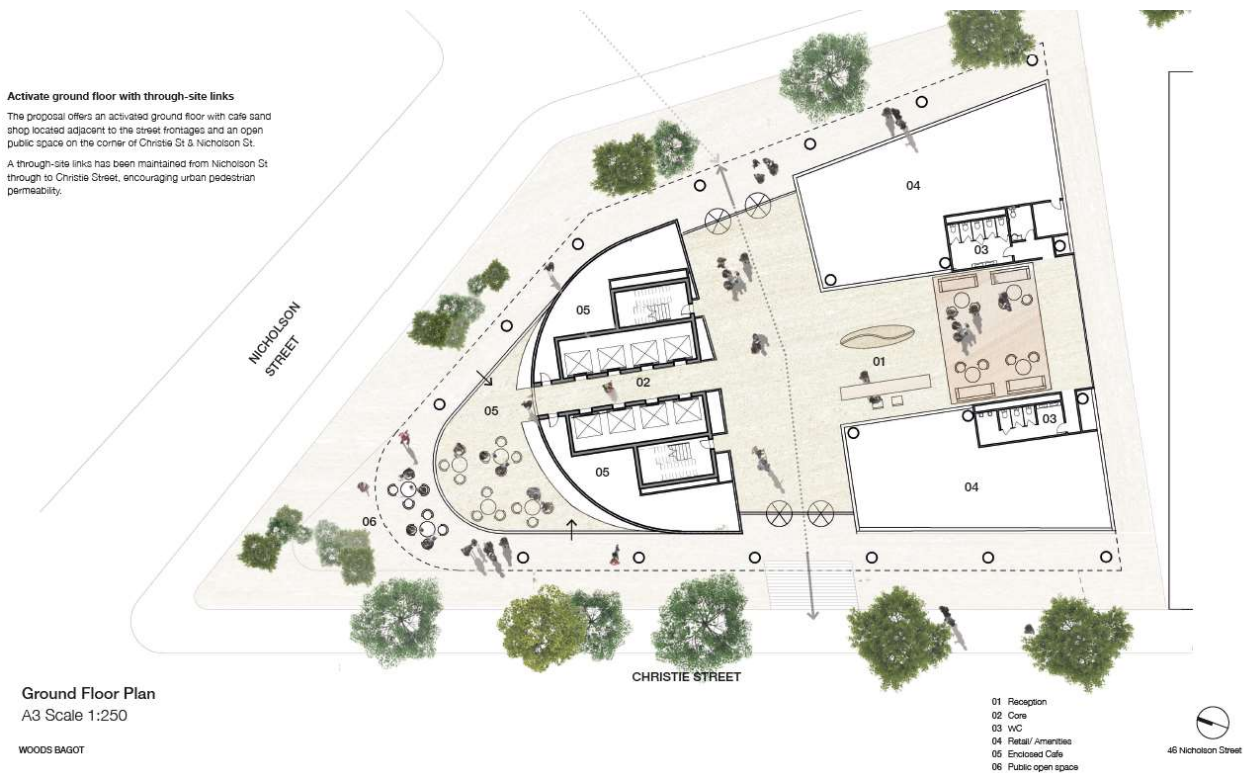


Figure 13: Original proposed concept development plan: ground plane concept showing through site link between Nicholson and Christie Streets (source: Woods Bagot).

Current Indicative Scheme – Architectus

An indicative scheme prepared by Architectus (**Attachment A14**) comprises a 26-storey commercial tower with an FSR of 15:1. This indicative scheme supersedes the original concept design prepared by Woods Bagot, and is included as part of the amended planning proposal subject to this Gateway assessment (**Figures 14 and 15**). Key elements of the indicative scheme include:

- 26 storey tower, with 24 office floors plus levels of plant.
- 15:1 FSR.
- 8 storey podium (street wall height) with 0m setback along Christie Street.
- 3m setback to Nicholson Street and southern boundary (rear).
- 3m setback above podium.

Design analysis prepared by Architectus states that the indicative scheme provides the best-balanced outcome in achieving the following urban design principles:

- ‘A’ grade office space, including the required floorplate area and floor to floor heights.
- Public domain amenity, including pedestrian amenity and no shadowing to Newlands Park.
- Tower setbacks and relationship to surrounding built form context.
- Transition of building scale between developments along the Pacific Highway and lower scale areas to the site’s south.
- View sharing.
- Podium alignment and scale, including street activation and continuous street frontages.

Prior to public exhibition, it is recommended the Concept Design be updated within the proposed building height of RL 175.2 and 15:1 FSR

It is noted a site specific DCP has not been included with the planning proposal to guide future development on the site. It is recommended that that prior to exhibition, the proposal be updated to include a draft DCP for the site to reflect the updated Concept Plan, and support future development in achieving the intended outcomes and objectives of the planning proposal. The draft DCP is to include controls and guidelines related to, but not be limited to:

- through site link between Nicholson and Christie Streets;
- public open space and landscaping;
- public domain improvements;
- tree canopy cover; and
- wind impact mitigation for public domain.



Figure 14: Indicative 26 storey scheme in context of St Leonards, proposed building indicated in blue (source: Architectus).

2.9.4 'A' grade office space - Indicative floorplate

The indicative floorplate is showing a potential layout with a centre core.

Architectus considers the indicative floorplate accords with the Property Council criteria for 'A' grade office space

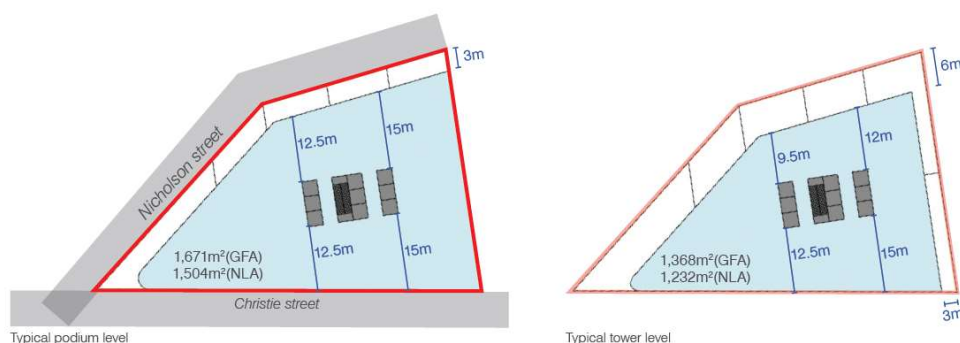


Figure 15: Indicative setbacks and floor plate dimensions (source: Architectus).

4. Need for the planning proposal

The planning proposal is the result of the Department's St Leonards and Crows Nest 2036 Plan which was finalised on 29 August 2020 to guide future development and infrastructure decisions in the St Leonards and Crows Nest Precinct to 2036. An assessment of the proposal's consistency with the strategy's key recommendations has been included within **Table 5** of this report.

The planning proposal also gives effect to the Lane Cove Local Strategic Planning Statement (LSPS). Analysis of this is provided in **Section 7.2** below.

5. Strategic Assessment

5.1 Greater Sydney Region Plan

The Greater Sydney Commission's (GSC) Greater Sydney Region Plan – A Metropolis of Three Cities was released in March 2018 and provides a vision for the growth and development of Greater Sydney by instilling the idea of the 30 minute city where people live no further than 30 minutes from their jobs, education, health facilities, services and great places. The Greater Sydney Region Plan superseded Sydney's previous metropolitan plan, A Plan for Growing Sydney.

St Leonards is located within the Eastern Economic Corridor of the Eastern Harbour City and is identified as a strategic centre being a major health, education and commercial precinct.

The Greater Sydney Region Plan establishes a series of directions to ensure planning proposals are consistent with the intended vision for Sydney. Directions relevant to this planning proposal are included in **Table 3** below.

Table 3: Consistency of planning proposal with Greater Sydney Region Plan Directions.

Region Plan Direction	Consistency
A City of Great Places	The planning proposal would seek to enable the redevelopment of aged commercial buildings within the St Leonards commercial core and enable opportunities for public domain and streetscape improvements.
A Well-Connected City	The site is located approximately 300m south-east of St Leonards Railway Station and approximately 200m north-west of the future Crows Nest Metro Station. The site is well connected with current Sydney Trains services from St Leonards Station including the T1 North Shore and Western Line and the T9 Northern Line. The future metro services will connect the St Leonards / Crows Nest Precinct to the Sydney CBD and the strategic centres of North Sydney, Chatswood, Macquarie Park and beyond by 2024.
Jobs and Skills for the City	The planning proposal seeks to enable the redevelopment of the site to provide approximately 3,430 new jobs on the site.
A City in its Landscape	The planning proposal seeks to enhance the quality of landscaping on site, public domain improvements along the streetscape, a through site link and public open space on the corner of Nicholson and Christie Streets.
An Efficient City	The planning proposal seeks to achieve sustainable practice relating to water and energy use and is intended to meet minimum targets of a 6 Star Green Star rating, 5.5 Star NABERS Energy rating and 4 Star NABERS Water rating.

5.2 North District Plan

The North District Plan reinforces the desire to strengthen and grow St Leonards as a health and education precinct and strategic centre. Relevant to the site and proposal, the District Plan recommends the following actions for St Leonards:

- leverage the new Sydney Metro Station at Crows Nest to deliver additional employment capacity;
- grow jobs in the centre;
- reduce the impact of vehicle movements on pedestrian and cyclist accessibility;
- protect and enhance Willoughby Road's village character and retail/ restaurant strip;
- deliver new high-quality open space, upgrade public areas, and establish collaborative place-making initiatives;
- promote synergies between the Royal North Shore Hospital and other health and education-related activities, in partnership with NSW Health; and.

- retain and manage the adjoining industrial zoned land for a range of urban services.

The District Plan also sets a target increase of 6,900 - 16,400 jobs by 2036.

The District Plan states that investment and growth in health and education precincts will diversify job opportunities across Greater Sydney, facilitate jobs closer to home and strengthen the international competitiveness of the economy, particularly in the area of innovation.

The planning proposal documentation (**Attachment A**) estimates that based on the initial concept design, development in accordance with the proposal has the capacity to deliver around 3,430 total jobs. This translates to between 21% - 50% of the low to high 2036 jobs targets set for St Leonards, established by the District Plan.

It is noted this estimate is based on the initial concept design of 36,693sqm commercial and 1,149sqm retail floorspace prepared by Woods Bagot (**Attachment A3**). The amended indicative scheme, provides a total commercial floorspace of 35,264sqm (**Attachment A14**), and assumes a maximum FSR of 15:1. It is recommended the planning proposal report be updated to refer to the preferred indicative scheme of 26 storeys and an FSR of 15:1.

In relation to the commercial offering on the lower levels, the Urban Design Report (**Attachment A3**) notes that medical office suites are proposed to be delivered. This would further support the health and education precinct of St Leonards and Royal North Shore Hospital.

Based on the above and subject to a future detailed design at the development application stage, it is considered that the proposal can deliver a development that is consistent with the North District Plan's intention for St Leonards to grow as a health and education precinct and commercial centre. **Table 4** outlines the relevant priorities of the District plan and how the proposal demonstrates consistency with these priorities.

Table 4: Consistency of planning proposal with North District Plan priorities.

District Plan Priority	Consistency
N1 Planning for a city supported by infrastructure	The site is within 400m of major transport nodes, including the St Leonards railway station and future Crows Nest metro station.
N3 Providing services and social infrastructure to meet people's changing needs	By providing commercial uses co-located with proposed medical suites and active ground floor uses.
N6 Creating and renewing great places and local centres, and respecting the District's heritage	By redeveloping aged commercial buildings within the St Leonards core. The development will not impact upon any heritage items or heritage conservation areas.
N8 Eastern Economic Corridor is better connected and more competitive	By growing employment generating development in the Eastern Economic Corridor that is highly accessible to St Leonards railway station and the future Crows Nest metro station.

District Plan Priority	Consistency
N9 Growing and investing in health and education precincts	By enabling opportunities for medical suites to complement St Leonard's role as a health and education precinct.
N10 Growing investment, business opportunities and jobs in strategic centres	By providing the opportunity to contribute between 21%-50% of the District Plan's 2036 job target for St Leonards as a key strategic centre.
N12 Delivering integrated land use and transport planning and a 30-minute city	By facilitating the delivery of commercial uses on a site that is within 400m of the St Leonards railway station and future Crows Nest metro station.

5.3 St Leonards and Crows Nest 2036 Plan

The site is within the area subject to the St Leonards and Crows Nest 2036 Plan, which was finalised on 29 August 2020 to guide future development and infrastructure decisions in the St Leonards and Crows Nest Precinct to 2036. It is recommended the planning proposal be updated to address the final 2036 Plan and remove any references to the draft 2036 Plan.

The plan supports the growth of St Leonards and Crows Nest to deliver 6,680 new homes, planning capacity for an extra 119,979sqm employment floor space and 16,500 new jobs in health, education, professional services and the knowledge sector.

A Special Infrastructure Contribution (SIC) applies to the mapped area subject to the 2036 Plan. The SIC does not apply to the site.

It is also noted that section 9.1 direction 7.11 *Implementation of St Leonards and Crows Nest Precinct* supports the plan to ensure that development is consistent with the St Leonards and Crows Nest 2036 Plan. This direction allows for inconsistencies that are of minor significance and that achieves the overall intent of the Plan and do not undermine the achievement of the Plan's visions, objectives and actions.

The plan recommends the site remain as B3 Commercial Core, with an increased maximum building height to 30 storeys and an increased FSR to 15:1. **Table 5** includes the Department's assessment of the proposal's consistency with the design criteria / actions of the 2036 Plan.

Table 5: Consistency of planning proposal with the 2036 Plan's design criteria / actions for the site.

Criteria	2036 Plan	Planning Proposal (<i>amended indicative scheme</i>)	Consistent
Land Use	B3 Commercial Core	B3 Commercial Core (<i>no change</i>)	Yes
FSR	15:1	15:1	Yes
Height	30 storeys	26 storeys (RL175.2)	Refer to Note 1
Setbacks	3m street setbacks	3m setback along Nicholson Street	Yes

Criteria	2036 Plan	Planning Proposal (amended indicative scheme)	Consistent
		0m setback along Christie Street	Refer to Note 2
Street Wall	4 storey street wall height	8 storey street wall height along Christie Street	Refer to Note 2
		No street wall along Christie Street	
Parking	Keep parking to a minimum	122 spaces* (3 basement levels). *Parking has been calculated based on original 32 storey scheme at 1 space per 300sqm GFA.	Yes
Overshadowing	Newlands Park: avoid substantial additional overshadowing between 10am-3pm midwinter	No additional shadowing to Newlands Park.	Yes
	Surrounding residential areas within the 2036 Plan boundary: minimise overshadowing (for at least 2 hours between 9am-3pm midwinter)	Shadows to adjoining residential areas are gone by 12:30pm. This is based on original 32 storey scheme, so overshadowing before 12:30pm would be further reduced with the 26 storey scheme.	Considered acceptable

Note 1: Height

Although the proposed height of 26 storeys is 4 storeys lower than what is recommended for the site in the 2036 Plan, the reduced height is consistent with the Plan's actions to minimise overshadowing and view impacts to adjoining residential developments. The proposed height does not exceed the height recommended in the 2036 Plan and is therefore considered acceptable.

Note 2: Setbacks and Street Wall Height

The setback along Christie Street is proposed to be 0m, while the 2036 Plan recommends a 3m setback. The street wall height proposed is 8 storeys along Nicholson Street, with no street wall to Christie Street. The 2036 Plan recommends a 4 storey street wall along both streets.

It is accepted that the reduction of FSR / building height from the 32 storey concept plan to the 26 storey indicative scheme overall results in a more desirable outcome in relation to view impacts and overshadowing to surrounding residential developments, which are key objectives of the 2036 Plan and have been key concerns raised by the local community.

However, the impact of the non-compliant street setback and street wall height have not been appropriately investigated in the proposal. An updated Concept Design within the proposed building height of RL 175.2 and 15:1 FSR is to be prepared prior to exhibition providing further investigation of these inconsistencies with the 2036 Plan and their potential impacts:

- reduced setback to Christie Street

- no street wall height along Christie Street; and
- increased street wall height along Nicholson Street.

The Concept Design is to provide further justification and recommendations for strategies to mitigate any additional adverse impacts to the public domain resultant of these non-compliances.

5.4 Lane Cove Local Strategic Planning Statement

Council's Lane Cove Local Strategic Planning Statement (LSPS) was formally endorsed by the Greater Sydney Commission in March 2020. The LSPS sets out the 20-year vision for land use in the LGA, the special character and values that are to be preserved and how change will be managed into the future.

Relevant to the subject site, the LSPS identifies the following action in relation to land use under Planning Priority 7:

Achieve a balance between the designated commercial core and residential development in the St Leonards Strategic Centre to manage the impact of residential development in crowding out commercial activity.

The planning proposal facilitates increased commercial GFA and employment opportunities within the St Leonards core where it is strategically appropriate. No changes to the B3 Commercial Core land zoning is proposed. The proposal is considered consistent with Council's LSPS.

5.6 Section 9.1 Ministerial Directions

Direction 1.1 Business and Industrial Zones

Direction 1.1 aims to encourage employment growth and protect industrial and employment lands. This direction applies when land within an existing or proposed industrial or business zone is altered.

This direction applies to the planning proposal as the proposal seeks to alter an existing B3 Commercial Core zone by amending the maximum FSR and height of building controls for the site.

The proposal retains the B3 zoning on the subject site and increases the potential commercial GFA achievable. Importantly, the planning proposal is consistent with the jobs target set out in the North District Plan, providing approximately 21% of the high target and 50% of the low target.

The proposal is therefore considered consistent with the objectives of this direction.

Direction 2.6 Remediation of Contaminated Land

This Direction was introduced on 17 April 2020 with the objective of reducing the risk of harm to human health and the environment by ensuring contamination and remediation of land are considered.

The land is currently used for commercial purposes and no change in land use is proposed. However, should any land contamination be identified during the detailed development application stage, groundwater testing and preparation of a remediation action plan or extent of the contamination and methods to remediate the site are recommended.

Direction 3.4 Integrating Land Use and Transport

Direction 3.4 aims to ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts:

- Improve active and public transport access to homes and jobs.
- Increase transport choices and reduce car dependency.
- Reduce travel demand.
- Support the operation of public transport services.
- Provide for the efficient movement of freight.

This direction applies to the planning proposal as the proposal seeks to alter a provision relating to urban land. The site which the proposal related is located approximately 300m south-east of St Leonards Railway Station and approximately 200m north-west of the future Crows Nest Metro Station. Current Sydney Trains services from St Leonards Station include the T1 North Shore and Western Line and the T9 Northern Line. The future metro services will connect the St Leonards / Crows Nest Precinct to the Sydney CBD and the strategic centres of North Sydney, Chatswood, Macquarie Park and beyond by 2024.

As the proposal will encourage the delivery of significant jobs, within close proximity to an existing major railway station and future metro station, it is considered to be consistent with this direction.

Direction 3.5 Development Near Regulated Airports and Defence Airfields

Direction 3.5 aims at ensuring the effective and safe operation of airports and to minimise the impact of aircraft on noise sensitive land.

It is noted the planning proposal has not adequately addressed Direction 3.5 and the planning proposal is required to be updated to address this direction.

The site is subject to the obstacle limitation surface (OLS) of 156 AHD. Direction 3.5 requires that permission be obtained from the Department of the Commonwealth, where a planning proposal seeks to allow development that would constitute a controlled activity, *prior to undertaking community consultation*.

While Direction 3.5 requires permission to be obtained from the Department of the Commonwealth prior to undertaking community consultation, it is noted that the process of obtaining permission may delay the progress of the planning proposal to public exhibition and inhibit LEP completion within the recommended timeframes discussed in **Section 8** of this report. A Gateway determination condition requiring *commencement* of consultation with the 'Commonwealth Department of Infrastructure, Transport, Regional Development and Communications' prior to public exhibition' is recommended to facilitate the required timeframe of making the LEP.

The Gateway determination has also been conditioned to require consultation with Sydney Airport Corporation Limited (SACL), Civil Aviation Safety Authority (CASA), Air Services Australia and the 'Commonwealth Department of Infrastructure, Transport, Regional Development and Communications'.

Direction 6.3 Site Specific Provisions

This direction aims to discourage unnecessarily restrictive site-specific planning controls.

The direction applies to the planning proposal at it seeks to implement additional specific provisions which only apply to the subject site.

The planning proposal seeks to include specific height of buildings and FSR requirements in response to the recommendations of the 2036 Plan.

These requirements are not considered unnecessarily restrictive as they are reflective of the holistic strategy recommendations of the Department's 2036 Plan. This arrangement is considered acceptable.

Direction 7.11 Implementation of St Leonards and Crows Nest 2036 Plan

This direction aims to ensure development within the St Leonards and Crows Nest (SLCN) Precinct is consistent with the 2036 Plan.

There are three elements of the proposal that are specifically applicable to this direction:

- Building height – 26 storeys (RL 175.2m) proposed. The SLCN 2036 Plan recommends 30 storeys.
- Street setbacks – 0m along Christie Street proposed. The SLCN 2036 Plan recommends 3m.
- Street wall height – 8 storeys along Nicholson Street with no street wall to Christie Street. The SLCN 2036 Plan recommends 4 storeys along both street frontages.

The building height variation is considered acceptable as the overall built form proposed results in a more desirable outcome and responds to view impacts and overshadowing to surrounding residential developments.

In relation to the setback and street wall height variations, it is recommended an updated Concept Design be prepared prior to exhibition to provide further justification of these inconsistencies with the 2036 Plan and recommendations for strategies to mitigate any additional adverse impacts to the public domain resultant of these non-compliances.

It is noted that the planning proposal does not include any commentary on Direction 7.11 which was issued on 27 August 2020. It is therefore recommended that a Gateway condition require that prior to public exhibition the proposal be updated to address Direction 7.11, appropriately addressing these inconsistencies with the 2036 Plan.

Direction 3.3 Home Occupations and Direction 7.1 Implementation of A Plan for Growing Sydney

It is noted that both Directions 3.3 and 7.1 have since been repealed. A Gateway condition has been recommended to remove discussions related to these Directions.

5.7 State Environmental Planning Policies (SEPPs)

SEPP (Infrastructure) 2007

The planning proposal would likely result in a development application where substantial excavation would be required for the basement parking. As the site is in proximity of the T1 North Shore Rail Line corridor, concurrence to the rail authority and RMS may be required with a resulting development application.

The planning proposal is recommended to be referred to the Transport for NSW (TfNSW) to provide commentary on any potential impact to rail infrastructure.

SEPP 55 Remediation of Land

The land is currently being used for commercial purposes though the extent of time is unclear. Although commercial land use on the site is proposed to continue, should any land contamination be identified during the detailed development application stage, groundwater testing and preparation of a remediation action plan or extent of the contamination and methods to remediate the site are recommended.

Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005

The key aim of this Plan is to ensure the catchment, foreshores and waterways of Sydney Harbour are protected, and to promote a prosperous working harbour and public access.

The subject site is located within the Sydney Harbour Catchment but not in the Foreshore and Waterways area. The proposal is not likely to have any impact on the water quality of Sydney Harbour. Strategies to manage surface runoff and water retention will be considered as part of the detailed design.

6. Site-specific Assessment

6.1 Built Form

Building height

The proposed height increase would facilitate a concept development with a maximum height of RL 175.2m. The indicative concept scheme prepared by Architectus (**Figures 14 and 15**) for the proposal identifies that the commercial tower could achieve a maximum height of 26 storeys.

The reduced height in the amended scheme is consistent with the Plan's actions to minimise overshadowing and view impacts to adjoining residential developments (refer to further discussion below). The proposed height does not exceed the height recommended in the 2036 Plan and is consistent with the desired future character of buildings in the St Leonards core. The proposed building height is therefore considered acceptable.

Building setbacks and street wall height

The indicative scheme provides a 0m setback to Christie Street which is contrary to the 2036 Plan's recommendation of 3m. The street wall height proposed is 8 storeys along Nicholson Street, with no street wall to Christie Street. The 2036 Plan recommends a 4 storey street wall along both streets.

As previously discussed, the impacts of the non-compliant street setback and street wall height have not been properly investigated in the planning proposal. An updated Concept Design within the proposed building height of RL 175.2 and 15:1 FSR is to be prepared prior to exhibition providing further investigation of these inconsistencies with the 2036 Plan and their potential impacts.

The planning proposal and indicative concept design requires further justification and recommendations for strategies to mitigate any additional adverse impacts to the public domain resultant of these non-compliances. The Concept Design is recommended to include a landscape concept to illustrate how public domain could be delivered to mitigate any amenity impacts along the streetscape.

A draft DCP will also be required for the site prior to public exhibition detailing the proposed setbacks and street wall height to guide future development.

Any amenity impacts such as visual privacy and view loss can be appropriately addressed as part any future development application (refer to further discussion on view sharing below), although considering the site is located in a regionally significant growing centre with commercial and health / education uses as its primary function, it is likely that there will be unavoidable amenity impacts to neighbouring properties.

Overshadowing

The SLCN 2036 Plan provides controls in relation to solar access to key places within the St Leonards and Crows Nest Precinct, requiring that new development in the area does not produce substantial additional overshadowing during specific hours in midwinter. The specific areas are indicated in **Figure 16** below.

The notable areas subject to these controls and relevant to the proposal are:

- Newlands Park: avoid substantial additional overshadowing between 10am-3pm midwinter.
- Surrounding residential areas within the 2036 Plan boundary: minimise overshadowing (for at least 2 hours between 9am-3pm midwinter).

The proposal, at 26 storeys, demonstrates that it will not cast any additional overshadowing to Newlands Park between 10am-3pm midwinter (refer to shadow diagrams prepared for the indicative scheme at **Attachment A14**).

In relation to shadows to adjoining residential areas, based on the shadow diagrams prepared for the 32 storey concept plan (**Attachment A3**), residential areas located to the site's south and within the St Leonards South precinct will receive a minimum of 2 hours of solar access between 9am-3pm midwinter. As this is based on the 32 storey concept, overshadowing to these residential areas would be further reduced with the current 26 storey scheme.

It is noted that the solar access controls of the 2036 Plan do not apply to Christie Street Park, which is located south of the subject site. Solar eye views (**Attachment A13**) show that Christie Street Park will receive solar access after 1pm in midwinter, with much of the sun view before 1pm blocked by existing and future developments along the Pacific Highway. Given the significance of the St Leonards core as a health, education and commercial precinct in line with the 2036 Plan objectives, it is inevitable Christie Street Park will experience overshadowing given its location and narrow dimension.

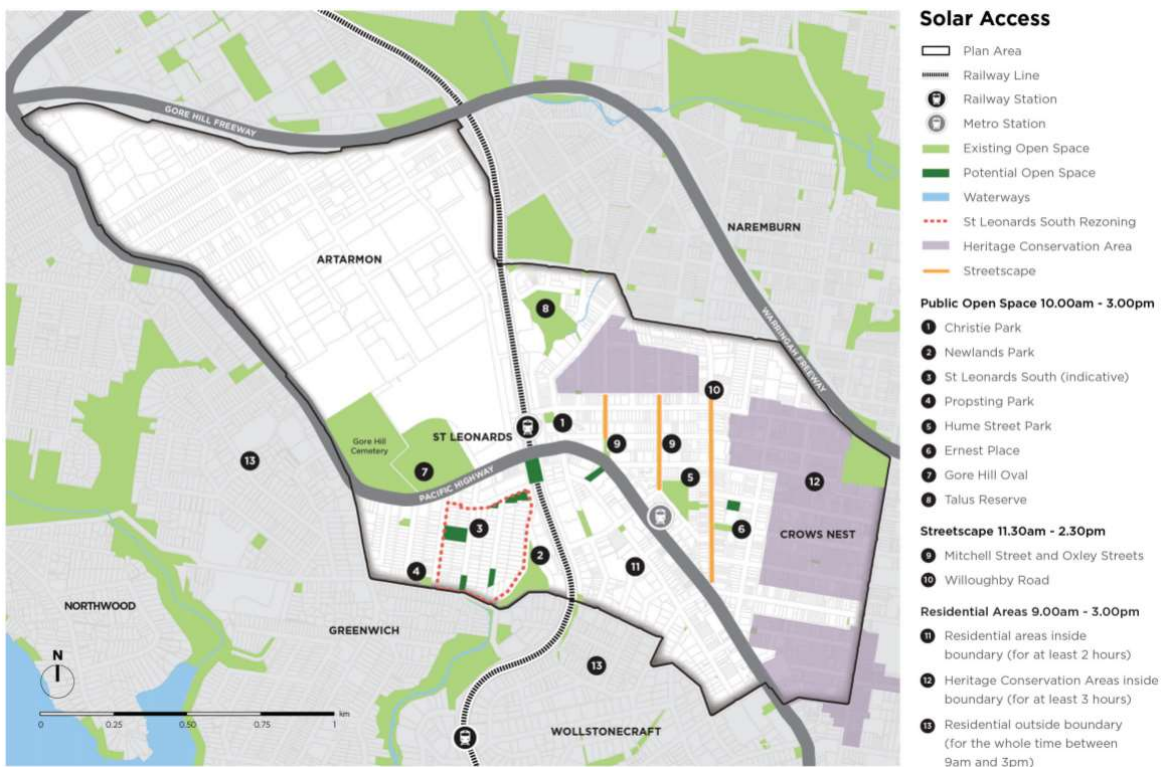


Figure 16: Solar Access Map under the 2036 Strategy (source: DPIE).

View sharing

Any development on the site above the existing permitted building height would impact on the views currently obtained from the surrounding residential developments to the north, west and south of the site. The 26 storey scheme is supported by Council responding to concerns of local residences in relation to view sharing impacts, with particular issue raised by residents of the neighbouring Mirvac development at 486 Pacific Highway.

Figure 17 illustrates how Council's 26 storey scheme enables further opportunities for view sharing from 486 Pacific Highway (Tower 2), when compared to the original 32 storey scheme. The Urban Design Analysis (**Attachment 14**), prepared by Architectus, notes that the top ten storeys of Tower 2 will have views over the proposal, while only the top four storeys would have views in the previous 32 storey scheme.

The Urban Design study prepared by SJB and exhibited with the SLCN 2036 Plan, informed the built form from recommendations for the plan and included consideration of significant sites, building separation, streetscapes and view lines. It is noted that the taller built form is located along the Pacific Highway to reinforce topography and balance solar access. The amended proposal supported by Council is considered to provide a balance of development and view sharing for surrounding residences.

However, it is recommended as part of an updated Concept Design, an assessment of the extent of view loss from a broader sample of residential developments be provided to provide a better understanding of view impacts for surrounding developments.

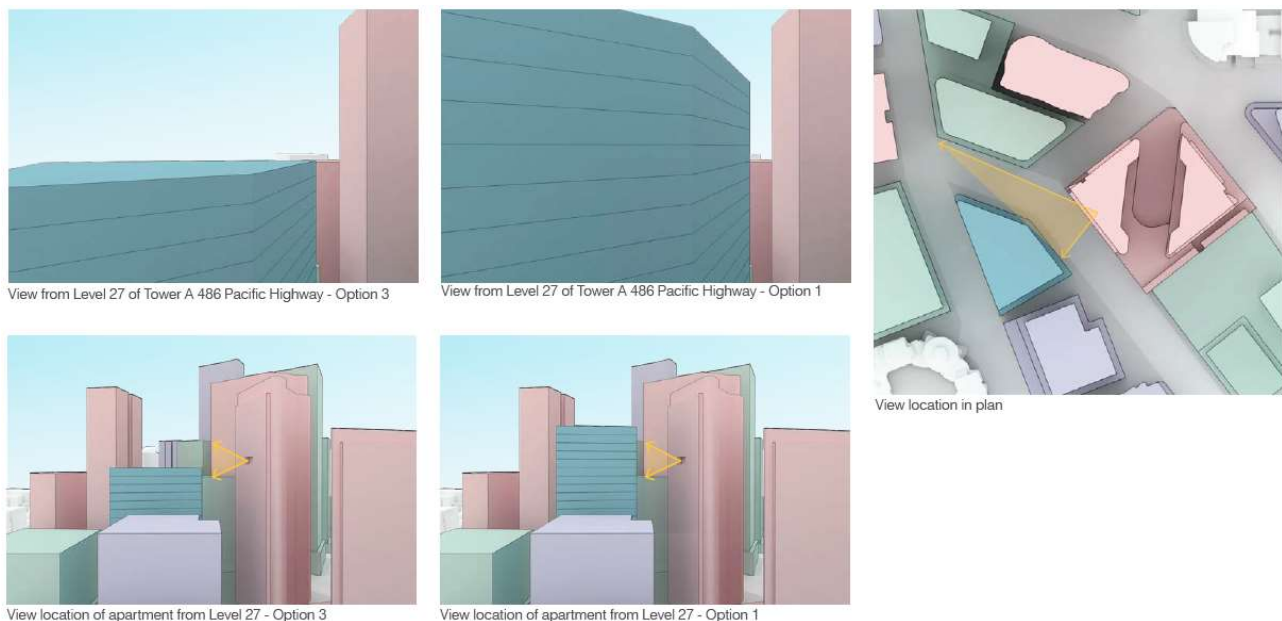


Figure 17: View sharing analysis comparing the current 26 storey scheme (Option 3) with the previous 32 storey scheme (Option 1) (source: Architectus).

Wind

The planning proposal does not suitably consider wind implications to the public domain. Given that the 26 storey indicative scheme varies the setback and street wall height controls recommended by the 2036 Plan, preliminary wind advice should be sought to determine if the public domain, including Christie Street Park, would experience any unacceptable wind impacts from the proposed built form. It is recommended wind impact advice be sought to determine wind implications to the domain and identify any mitigating strategies to alleviate wind impact.

6.2 Social

Public amenity

The proposal intends to improve and activate the existing streetscape surrounding the site and improve pedestrian amenity and connectivity.

The proponent has indicated an intention to enter into a Voluntary Planning Agreement (VPA) that would provide Council with commitments regarding sustainability measures and also improvements proposed to the public domain. The offer is anticipated to follow Gateway Determination. The proposal seeks to activate the ground floor, include publicly accessible open space and include a public through site link from Christie Street to Nicholson Street.

It is noted that the intended through site link between Christie and Nicholson Streets proposed for the site is depicted as an internal link that appears to primarily provide access to the commercial lobby, rather than being a public activated link (**Figure 15**). Further detail and development of this through site link in context of the preferred indicative scheme is required to demonstrate it is publicly accessible. It is recommended the draft DCP to be prepared prior to public exhibition include controls for the through site link to achieve this.

The proposed setbacks along Christie Street (0m) and the overall street wall height (8 storeys) are not compliant with the recommendations of the 2036 Plan. The impact of these non-compliances to the public domain and surrounding developments are not made clear in the planning proposal. Although it is accepted that the preferred 26 storey scheme (in contrast with the 32 storey scheme) overall addresses key issues including view loss and privacy impacts to adjoining residences, further justification of these non-compliances and an understanding of their impacts to public amenity is required prior to exhibition.

Future development on the site will also be subject to development contributions in line with Council's 7.11 Contributions Plan to support the provision of additional infrastructure arising from the development.

6.3 Environmental

The site has previously been developed for urban purposes. No known critical habitat or threatened species populations or ecological communities or their habitats would be adversely affected by the proposal.

The 2036 Plan notes that a tree canopy target of 25.7% is set for urban areas within the St Leonards and Crows Nest Precinct by 2038. It is recommended the planning proposal be updated to address this target and indicate how the proposal will contribute to achieving the target by 2036.

6.4 Economic

Employment

The planning proposal estimates that the proposal has the capacity to deliver approximately 3,430 total jobs which translates to between 21% - 50% of the low to high 2036 jobs targets set for St Leonards under the 2036 Plan.

The planning proposal would result in a substantial increase to the current commercial offering on the subject site and within St Leonards, strengthening the employment and commercial role of the Precinct in accordance with the 2036 Plan.

The proposal is supported by an Economics Assessment (**Attachment A7**), prepared by Ethos Urban, which notes that the proposal would result in significant local and regional economic benefit as it will:

- Invest approximately \$150 million during the construction of the project which is valuable in the current economic conditions.
- Generate some 760 jobs (both directly and indirectly) during the construction stage of the project.
- Support approx.3,430 jobs on completion and at full occupancy. These ongoing workers would contribute in excess of \$450 million in value added economic activity each year.

The Economics Assessment notes that there are limited commercial developments in the immediate pipeline for St Leonards, giving further significance to the proposal and its role in supporting the employment objectives of the 2036 Plan.

The increase in opportunities for the provision of employment floorspace is considered to have positive economic impacts and support the key objective of the 2036 Plan to deliver new jobs in a strategic location.

6.5 Infrastructure

Public transport

The site is well serviced with public transport infrastructure as it is approximately 300m south-east of St Leonards Railway Station and approximately 200m north-west of the future Crows Nest Metro Station. The future Sydney Metro services which will commence in 2024 further enhances St Leonards as a strategic centre and key public transport interchange.

The planning proposal supports the principles of integrated land use and transport outcomes as it will:

- Rely upon existing and future transport capacity and services to support and encourage the use of public transport.
- Maintain good accessibility to the existing station and future metro station.
- Facilitate development that will deliver co-located employment to provide further employment opportunities within St Leonards.

Traffic

A Traffic and Transport Assessment (**Attachment A6**), as prepared by JMT Consulting, has been submitted with the planning proposal and provides an assessment of the transport impacts resulting from the proposal.

The report notes that a total of 122 parking spaces are to be provided on site over three basement levels. The number of parking spaces applied a parking rate of 1 space per 300sqm commercial GFA, which is a much lower rate than Council's DCP parking rate of 1 space per 100sqm commercial GFA. The report notes that the lower parking rate applied is considered to be appropriate as:

- The site is in a highly accessible area with many public transport options.
- The Lane Cove parking rates were developed prior to the announcement of the Crows Nest metro station

- A lower rate will decrease traffic on local streets.
- The parking rate applied is more closely aligned to North Sydney's parking rate for the St Leonards Core (1 space per 400sqm commercial GFA).

Based on the SIDRA analysis, the assessment finds that the increased traffic flows associated with the development of the site will not result in adverse impacts on the surrounding road network. All intersections will retain an acceptable level of service during both the AM and PM peak hours, with no additional measures required to accommodate future traffic demands.

Based on the findings of the traffic assessment, the traffic impacts resulting from the proposal are considered acceptable.

Infrastructure and services

As the proposal would intensify development on the site, it is recommended that relevant state infrastructure service providers are consulted as part of the Gateway determination, including Sydney Water and Ausgrid. These have been included as conditions.

7. Consultation

7.1 Community

It is recommended the planning proposal be put on public exhibition for 28 days, which is considered adequate for the purposes of this plan.

7.2 Agencies

Consultation is to be undertaken with the relevant public agencies and adjoining landowners as per statutory requirements. It is recommended that consultation with the following agencies are recommended for the purposes of this Gateway:

- Transport for NSW.
- Ausgrid.
- Sydney Water Corporation.
- NSW Department of Health.
- Sydney Airport Corporation.
- Civil Aviation Safety Authority (CASA).
- Airservices Australia.
- Commonwealth Department of Infrastructure, Transport, Regional Development and Communications.

8. Timeframe

The planning proposal proposes a 9 month timeframe to complete the LEP. The project timeline in the planning proposal does not specifically provide up to date information and will require amending.

The Department recommends a timeframe of 9 months to ensure it is completed in line with its commitment to reduce processing times. It is recommended that if the Gateway is supported it also includes conditions requiring Council to exhibit and report on the proposal

by specified milestone dates. As such, from the date of the Gateway Determination, the planning proposal must be:

- Exhibited within 3 months; and
- Reported to Council for a recommendation at 6 months.

A condition to the above effect is recommended as part of the Gateway Determination.

9. Local Plan Making Authority

Council has requested delegation to be the local plan making authority. As the proposal is generally consistent with the Department's St Leonards and Crows Nest 2036 Strategy, subject to the satisfaction of the recommended Gateway conditions, Council is recommended to be the local plan making authority for this proposal.

10. Conclusion

The planning proposal seeks to redevelop the existing aged commercial buildings for the purposes of a 26 storey commercial development comprising 35,264sqm of 'A' grade commercial GFA.

The Department has considered the submitted documentation as part of the proposal and concludes that there is sufficient strategic merit in issuing a Gateway determination as:

- It is consistent with the actions of the North District Plan for St Leonards by providing additional commercial development capacity, maximises public transport patronage, and promotes employment growth within an existing commercial zone.
- It is generally consistent with the key elements of the St Leonards and Crows Nest 2036 Plan, subject to addressing setback and street wall requirements of the plan.
- The development may help attract business into the St Leonards core and strengthen the precinct's role as a strategic centre.
- The proposal will support approximately 3,430 jobs on completion and at full occupancy, contributing to the jobs target set by the District Plan.

The Department considers the proposal to have site-specific merit because:

- The proposed 26 storey building height seeks to minimise impacts related to view sharing and overshadowing.
- It is considered the proposal is capable of adequate amenity outcomes to surrounding development and the public domain, subject to meeting recommended Gateway conditions.
- The proposal will enable the delivery of job growth within the St Leonards strategic centre / health and education precinct.
- The proposal will deliver 'A' grade office space on the site within 400m walking distance of St Leonards railway station and the future Crows Nest metro station.

11. Recommendation

It is recommended that the delegate of the Minister determine that the planning proposal should proceed subject to the following conditions:

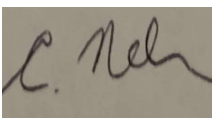
1. Prior to public exhibition the planning proposal and all supporting documentation is to be updated as follows:
 - (a) The proposed maximum building height of RL175.2m and maximum FSR of 15:1 as supported by Council and the proponent, are to be consistently updated and reflected in the explanation of provisions.
 - (b) The objectives of the planning proposal are to be updated to include the proposal's consistency with the final St Leonards and Crows Nest 2036 Plan and Lane Cove Local Strategic Planning Statement and to remove the discussion regarding A Plan for Growing Sydney.
 - (c) The planning proposal should address the final St Leonards and Crows Nest 2036 Plan and remove references to the 'draft 2036 Plan' and provide an assessment against section 9.1 Ministerial direction '7.11 Implementation of St Leonards and Crows Nest 2036 Plan'. This should include justification with any inconsistencies relating to setbacks, street wall height and tree canopy target for urban areas set by the 2036 Plan.
 - (d) Provide an assessment against s9.1 Ministerial direction '3.5 Development Near Regulated Airports and Defence Airfields', and remove discussions related to directions '3.3 Home Occupations' and '7.1 Implementation of A Plan for Growing Sydney'.
 - (e) Include an updated Concept Design within the proposed building height and FSR, addressing the following:
 - i. a landscape concept illustrating public domain improvements and publicly accessible through site link;
 - ii. view loss assessment from surrounding residential developments;
 - iii. updates to the potential number of jobs generated compared with the number of jobs provided in the existing development(s).
 - (f) A draft Development Control Plan (DCP) for the site is to be exhibited with the planning proposal and should address the proposed through site link, public open space, landscaping, tree canopy cover and public domain improvements including wind impact mitigation
2. Consultation is required with the following public authorities/organisations under section 3.34(2)(d) of the Act:
 - Transport for NSW;
 - Ausgrid;
 - Sydney Water Corporation;
 - NSW Department of Health;
 - Airservices Australia;
 - Civil Aviation Safety Authority (CASA);
 - Sydney Airport Corporation Limited (SACL); and
 - Commonwealth Department of Transport, Infrastructure, Regional Development and Communications.

Commencement of consultation with the 'Commonwealth Department of Infrastructure, Transport, Regional Development and Communications' is required prior to public exhibition.

Each public authority is to be provided with a copy of the planning proposal and any relevant supporting material and given at least 21 days to comment on the proposal.

3. Public exhibition is required under section 3.34(2)(c) and schedule 1 clause 4 of the Act as follows:
 - (a) the planning proposal must be made publicly available for a minimum of **28 days**; and
 - (b) the planning proposal authority must comply with the notice requirements for public exhibition of planning proposals and the specifications for material that must be made publicly available along with planning proposals as identified in section 6.5.2 of *A guide to preparing Local Environmental Plans* (Department of Planning and Environment 2018).
4. A public hearing is not required to be held into the matter by any person or body under section 3.34(2)(e) of the Act. This does not discharge Council from any obligation it may otherwise have to conduct a public hearing (for example, in response to a submission or it reclassifying land).
5. The planning proposal must be exhibited **3 months** from the date of the Gateway determination.
6. The planning proposal must be reported to Council for a final recommendation **6 months** from the date of the Gateway determination.
7. The timeframe for completing the LEP is to be **9 months** from the date of the Gateway determination.

As the proposal is generally consistent with the Department's St Leonards and Crows Nest 2036 Strategy, Council is authorised to be the local plan making authority for this proposal.



15 March 2021

Charlene Nelson

Manager, North District



30 March 2021

Brendan Metcalfe

Director, North District

Assessment officer: Geoff Kwok

Planning Officer, North District

Phone: 8275 1472

Attachments

Attachment Gateway – Gateway Determination

Attachment Letter – Letter to Council advising of decision

Attachment A – Planning proposal documentation

- **A1** – Original Planning Proposal Report
- **A2** – Vision Statement
- **A3** – Appendix A – Urban Design Report
- **A4** – Appendix A – Massing Updates
- **A5** – Appendix B – View Impact Assessment
- **A6** – Appendix C – Traffic and Transport Assessment
- **A7** – Appendix D – Economic Impact Assessment
- **A8** – Appendix E – LEP Maps
- **A9** – Appendix F – Sustainable Timber Construction
- **A10** – Addendum Information – Letter from Applicant
- **A11** – Addendum Information A – 2036 Plan Comparison
- **A12** – Addendum Information B – Friedlander Place View Corridor
- **A13** – Addendum Information C – Christie Street Park Solar Study
- **A14** – Urban Design Analysis (Indicative Scheme) – Architectus
- **A15** – Letter to Council – Proponent response to amended Architectus scheme
- **A16** – Letter to Council – Proponent confirming support for amended proposal

Attachment B – Site map

Attachment C – Locality context map

Attachment D – Existing LEP maps

Attachment E – Council correspondence

- **E1** – Council report
- **E2** – Detailed addendum report
- **E3** – Council minute
- **E4** – Letter to Department – Request for Gateway Determination

Attachment F – Local Planning Panel

- **F1** – LPP report
- **F2** – LPP minute