



23 April 2020

TfNSW Reference: SYD20/00233/02

Council Reference: Planning Proposal 8619

Mr Gouldthorp  
General Manager  
North Sydney Council  
PO Box 12  
North Sydney NSW 2059

Attention: Jayden Perry, Strategic Planning

Dear Mr Gouldthorp,

**PRE-GATEWAY PLANNING PROPOSAL AND DCP AMENDMENT FOR A HIGH DENSITY RESIDENTIAL DEVELOPMENT - 25-57 FALCON STREET CROWS NEST**

Transport for NSW (TfNSW) advises that legislation to bring Roads and Maritime Services and TfNSW together as one organisation came into effect on 1 December 2019 so we can deliver more integrated transport services across modes and better outcomes to customers and communities across NSW.

We appreciate the opportunity to comment on the above proposal which Council referred to us by correspondence dated 4 March 2020, and advise that this letter represents the views of the new TfNSW organisation.

It is noted that the planning proposal seeks to amend planning controls within the North Sydney Local Environmental Plan (NSLEP 2013) for the subject site as follows:

- apply a maximum floor space ratio of 1.85:1;
- increase the maximum Height of Buildings control from 10 metres to a varied maximum building height from 14.5 to 24.5 metres;
- modify the zoning from B4 Mixed Use to R4 High Density Residential;
- remove the current non-residential floor space requirement applying to the site; and
- retain 'retail premises' as an additional permitted land use (Schedule 1) on the site.

It is noted that a site-specific Development Control Plan (DCP) is also proposed for the site. Vehicular access and the widening of Alexander Lane would be included in the site-specific DCP.

We note that the subject site falls within the St Leonards Crows Nest Planned Precinct. We understand there is a draft Special Infrastructure Contribution (SIC) plan proposed for development in the area which will collect contributions towards State and regional infrastructure to support the future growth. A VPA will be required if the proposal proceeds prior to finalisation of the SIC.

Detailed comments on the proposal are provided at **TAB A** for Council's consideration. We request that these matters are considered and addressed (where appropriate) prior to public exhibition of the planning proposal following the issue of a Gateway determination.

**Transport for NSW**

27-31 Argyle Street, Parramatta NSW 2150 | PO Box 973, Parramatta CBD NSW 2124

P 131782 | W [transport.nsw.gov.au](http://transport.nsw.gov.au) | ABN 18 804 239 602

Thank you for the opportunity to provide advice on the subject planning proposal. Should you have any questions or further enquiries in relation to this matter, Amanda Broderick would be pleased to take your call on phone 8849 2391 or email: [development.sydney@transport.nsw.gov.au](mailto:development.sydney@transport.nsw.gov.au)

Yours sincerely



Cheramie Marsden  
**Senior Manager Strategic Land Use**  
**Land Use, Networks & Development, Greater Sydney**

## **Attachment A: Detailed Comments**

TfNSW provides the following detailed comments on the proposal and strongly recommends these matters be addressed prior to the exhibition and finalisation of the planning proposal:

### **Vehicle Access Point**

TfNSW have assessed the request for in-principle approval to amend Alexander Lane between Falcon Street and Hayberry Lane into a two-way operation and have no objections to the proposal in-principle subject to the following;

- Strategic concept design plans are to be provided showcasing lane widths and geometric requirements. This should include all relevant signage and line marking required for the proposed arrangement;
- The plans are to include a left turn treatment in accordance with the Austroads warrants into Alexander Lane to facilitate safe and efficient movements of vehicles turning into Alexander Lane without impacting traffic flows on Falcon Street. This will become crucial if this left turn becomes more heavily utilised if retail uses are pursued on this site and with the cumulative impacts of traffic growth associated with the St Leonards Crows Nest Planned Precinct.

The Austroads warrants are to be assessed for both high density residential and retail land uses. Moreover, the Planning Proposal seeks to retain 'retail premises' as an additional permitted land use on the site despite the rezoning to R4 High Density Residential. According to the submitted material the retail land use is to be uncapped. An assessment of the traffic generation from a primarily retail perspective has not been provided for assessment. As such, consideration should be given to limiting the retail land use through a site specific clause in the LEP (aka a retail cap) and ensuring maximum parking rates remain low.

- Swept paths of the largest vehicle to access Alexander Lane (including service vehicles and waste collection vehicles to access the future development) are to be provided showing that the simultaneous left-in-left-out movement can be safely achieved (with no straddling of lanes on Falcon Street). While basic swept path plans have been provided updated swept path plans are required that also show proposed future line markings.
- The proponent is to demonstrate how Alexander Lane will be physically restricted to a left-in-left-out intersection.

The land required to facilitate the above changes to Alexander Lane will need to be dedicated to Council as public road at no cost to TfNSW and Council. This should be set out in a suitable planning agreement and should be identified in the DCP to guide the future development application(s). Works on Falcon Street will be subject to a Works Authorisation Deed with TfNSW and will need to be designed and constructed in accordance with TfNSW and Austroads requirements.

### **Traffic Management Plan**

A Traffic Management Plan is to be provided to support the proposed change to the road network plan.

### **Traffic Modelling**

SIDRA modelling of nearby intersections, including the electronic SIDRA files and network output tables, should be provided to assess the impacts of additional vehicle trips on the surrounding road network.

### **Car Parking**

The future car parking rates and restrictions should be aligned with the North Sydney Transport Strategy (NSTS) which aims to minimise reliance on private car travel by having fair access to parking as an overall vision. Additionally, the draft St Leonards and Crows Nest 2036 Plan identifies the need to limit the amount of car parking provided in new developments “In conjunction with Councils, review planning controls with a view to introduce maximum, or if appropriate no additional, parking in new developments” (page 59). Council may wish to consider requiring appropriate maximum car parking controls for the subject site, to promote the use of public transport and limit reliance on private vehicles.

Given the close proximity to the future Crows Nest Metro Station and in the interest of achieving the outcomes of the draft St Leonards and Crows Nest 2036 Plan, a site specific parking control which adopts the existing B4 St Leonards Precincts 2 & 3 mixed use parking rates could be considered by Council.

B4 – Mixed Use	St Leonards Precincts 2 & 3**	Studio, 1 bedroom	0.25 space / dw
		2 or more bedrooms	0.5 space / dw
		Motorcycle parking	1 space / 10 car spaces
All zones other than B4 – Mixed Use	All	Studio, 1-2 bedrooms	1 space / dw
		3 or more bedrooms	1.5 spaces / dw
		Visitor	0.25 space / dw (min of 1 space)

Figure 1: Comparison of parking rates based on zone.

Source: North Sydney Development Control Plan 2013 - Table B-10.1

### **Sydney Metro**

Sydney Metro advises that the subject site is located above Metro tunnels which are approximately 30m deep in this location. Any future development application will need to comply with the Sydney Metro Underground Corridor Protection Guidelines and consider any requirements under Clause 86 of ISEPP 2007 and the Department of Planning’s *Development near Rail Corridors and Busy Roads - Interim Guidelines* (2008).

### **Contributions to State and Regional Transport Infrastructure**

While it is understood that the St Leonards Crows Nest Planned Precinct and supporting draft Special Infrastructure Contribution levy is yet to be finalised, an appropriate funding mechanism/ agreement should be in place prior to the finalisation of any amendment to the LEP for the precinct. A planning agreement setting out commitment to a contribution commensurate with the draft SIC levy (i.e. \$15,100 per additional dwelling or lot) should be exhibited with the proposal and executed prior to finalisation of the plan. This will help ensure that developer contributions are obtained on a transparent and equitable basis for

the provision of state and regional transport infrastructure required to support development uplift and future growth in the St Leonards Crows Nest Planned Precinct.

### **Active Transport**

The draft St Leonards and Crows Nest 2036 Plan identifies the need for new development to contribute to the improvement of the walking and cycling network in the area, as well as help to connect to wider regional areas. Appropriate setbacks should be implemented on the Falcon Street frontage to accommodate suitable footpath widths to cater for the growth in pedestrian demands in the precinct.