

1. Transport for NSW

The submission from TfNSW does not specifically object to or endorse the outcomes of the Planning Proposal.

TfNSW has made comment on the following matters:

1.1 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 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 Mixed Use North Sydney Centre, Milsons Point and St Leonards parking rates could be considered by Council.

Council officer comment:

The draft Site Specific DCP includes objectives *“to provide an appropriate amount of basement parking spaces noting that the area is highly accessible via public transport and is within 400m of the Crows Nest Metro Station”*. This objective is supported by Provision P30 which states that *“Notwithstanding Part B, Section 10 of this DCP, a maximum provision of car parking of 1 space per 113m² is applicable. Given the site’s proximity to the location of the Crows Nest Metro station, and it being a purely commercial use, a lower provision of car parking is strongly encouraged.”*

On 14 November 2022, Council considered a Post Exhibition Report on the Planning Proposal and associated Draft Site Specific DCP and VPA and resolved not to support the Planning proposal.

Council presently has a Draft DCP amendment on exhibition which would apply updated maximum car parking rates to areas identified as having high public transport accessibility. The exhibition period for this Draft DCP amendment concludes on 13 December 2022.

Council is yet to consider the Post Exhibition Report, therefore at this time Council does not have a final resolved policy position on maximum car parking rates that would apply to the subject site. Consequently, the current DCP maximum car parking rates apply.

The maximum number of car parking spaces would be assessed against the relevant car parking controls within the NSDCP 2013 in force at the time of lodgement.

1.2 Active Transport

The 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 Pacific Highway frontage to accommodate suitable footpath widths to cater for the growth in pedestrian demands in the precinct.

TfNSW recommends that the future transport assessment that will support the development application demonstrate how the site can connect to the Principal Bike Network to encourage active transport uptake into the future.

Council officer comment:

Noted. Council's strategic transport planner has commented that the proposal should provide visitor / customer cycling parking at grade, either within the site boundary or within the nearby road reserve (with Council's permission), as close as feasible to building entrances for associated land uses. These spaces should be visible from the current/future cycling network (visibility), overlooked by adjacent land uses (security), covered (weather) and well lit (night-time security). Conversely, end of trip facilities such as lockers and showers need only be provided for workers at the site.

Further comment has been made that the interaction of the "existing (cycle) ramp" and the laneway at the rear of the site does not appear to provide appropriate sightlines to the laneway for cyclists exiting the site on to the laneway at the top of the ramp. This could have particular safety implications for cyclists. It is also unclear how the ramp links to the basement area where the cycling compound is located.

The Draft Site Specific DCP includes provision P3 where *"Bicycle parking and facilities is to be provided in accordance with Part B Section 10 of this DCP"*.

The adequacy of the bicycle facilities and a Future Transport Assessment Report would be assessed in detail at the Development Application stage.

1.3 Contributions to Local Infrastructure

Council may wish to consider the need for a funding mechanism (e.g. S.7.11 Local Contribution Plan) to obtain equitable developer contributions towards the local and regional road network to support growth in North Sydney and the North Sydney LGA as envisaged in North Sydney Council's Local Strategic Planning Statement (LSPS). TfNSW will work with Council to identify the regional transport needs to achieve Council's vision set out in the LSPS, particularly in the review and implementation of Council's Local Housing Strategy and amendment to the NSLEP 2013. The contributions are to be explicitly directed to walking and

cycling infrastructure, along with other transport infrastructure that may be required which is aligned with the Future Transport Strategy order of road user space considerations.

Council officer comment:

Noted. Council would liaise with TfNSW to achieve the objectives of the North Sydney LSPS and direct any available s7.11 contributions if required.

1.4 Property and Transport Reservations

The integrity of all existing TfNSW reservations is to be maintained. No infrastructure that is integral to any redevelopment of the site is to be located in the existing TfNSW reservations and easements.

Council officer comment:

Noted. This will be dealt with at the Development Application stage.

1.5 Development near Rail Corridors and Busy Roads

Any future development application will need to consider any requirements under the Department of Planning's Development near Rail Corridors and Busy Roads - Interim Guidelines (2008).

Council officer comment:

Noted. This will be dealt with at the Development Application stage.