

26 October 2022

TfNSW Reference: SYD22/00994/01

DPE Reference: PP-2021-6564

Jayden Perry
Strategic Planner
North Sydney Council
PO Box 12
North Sydney NSW 2059

RE: Planning Proposal for 270-272 Pacific Highway, Crows Nest

Attention: Jayden Perry

Dear Mr Perry,

Transport for TfNSW (TfNSW) appreciates the opportunity to provide comment on the subject Planning Proposal referred to us on 19 August 2022 in accordance with the Gateway Determination.

TfNSW has reviewed the submitted documentation and notes that the planning proposal at 270-272 Pacific Highway, Crows Nest seeks to amend planning controls within the North Sydney Local Environmental Plan (NSLEP 2013) to amend the subject site as follows:

- increase the maximum height of building from 16m to 54m;
- introduce a maximum Floor Space Ratio Map of 5.6:1;
- increase the minimum Non-residential Floor Space Ratio Map from 0.5:1 to 5.6:1; and
- insert a site-specific clause allowing a maximum FSR of 6.02:1, provided any additional floor space above 5.6:1 is located below ground level, comprises non-residential uses and does not comprise retail premises (excluding neighbourhood shops).

It is noted that a site-specific Development Control Plan (DCP) is proposed for the site along with a VPA between the applicant and Council.

TfNSW has reviewed the submitted documentation and provides detailed comments at **Attachment A** for Council's consideration.

Thank you for the opportunity to provide comment 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 0428 265 155 or email: development.sydney@transport.nsw.gov.au

Yours sincerely,



Carina Gregory
**Senior Manager Strategic Land Use
Land Use, Network & Place Planning**

Attachment A: Detailed Comments

TfNSW provides the following comments for Council's consideration:

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.

TABLE B-10.2: Non-residential Parking Rates in Specific Locations			
Development Type	Zone	Location	Maximum Parking Rate
All uses	B3 – Commercial Core	North Sydney Centre	1 space / 400m ² GFA*
All uses not listed in Table B-10.3 - Specific Uses	B1 – Neighbourhood Centre	All	1 space / 100m ² non-residential GFA
	B3 – Commercial Core	All locations except North Sydney Centre	1 space / 400m ² non-residential GFA
	B4 – Mixed Use	North Sydney Centre Milsons Point St Leonards	1 space / 400m ² non-residential GFA
		Crows Nest Neutral Bay Cremorne	1 space / 60m ² non-residential GFA
	IN2 – Light Industrial	All	1 space / 100m ² non-residential GFA

* GFA = gross floor area

Figure 1: Comparison of parking rates based on zone.
Source: North Sydney Development Control Plan 2013 - Table B-10.1

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.

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.

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.

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).