

URBIS

PLANNING PROPOSAL 601 PACIFIC HIGHWAY, ST LEONARDS

**PREPARED FOR
STOCKLAND
PROPERTY GROUP**



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TABLE OF CONTENTS

Executive Summary	i
1. Introduction	1
1.1. Overview	1
1.2. Structure of Report	1
2. Site and Surrounds	2
2.1. The Site	2
2.2. Planning History	2
2.3. Surrounding Context	3
2.4. St Leonards	5
2.5. St Leonards Development Trends	5
2.5.1. Increased density and scale	5
2.5.2. Residential Uses	5
2.5.3. Health Related Uses	6
2.5.4. Employment Nodes	6
3. Existing Planning Controls	8
3.1. Zoning	8
3.2. Land Use	8
3.3. Height and FSR Controls	9
4. Indicative Development Concept	10
4.1. Indicative Concept Design	10
4.1.1. Basement	12
4.1.2. Ground Floor	13
4.1.3. Podium	13
4.1.4. Tower	17
4.2. Landscape	19
4.3. Urban Design	19
4.4. Design Development	20
4.4.1. Aviation	20
4.4.2. Sydney Metro Rail Corridor	20
4.5. Potential Massing for 601 Pacific Highway	21
5. The Planning Proposal	23
6. Part 1 – Objectives or Intended Outcomes	24
6.1. Objectives	24
6.2. Intended Outcomes	25
7. Part 2 – Explanation of the Provisions	26
7.1. Land To Which The Plan Will Apply	26
7.2. Proposed LEP Amendments	26
7.2.1. Zoning and Land Use	26
7.2.2. Building Height	26
7.2.3. Floor Space Ratio	26
7.3. Relationship to Existing Local Planning Instrument	26
7.4. Savings Provisions	26
8. Part 3 – Justification	27
8.1. Section A – Need for the Planning Proposal	27
8.1.1. Q1. Is the Planning Proposal a result of any strategic study or report?	27
8.1.2. Q2. Is the Planning Proposal the best means of achieving the objectives or intended outcomes, or is there a better way?	27

8.2.	Section B – Relationship to Strategic Planning Framework	28
8.2.1.	Q3. Is the Planning Proposal consistent with the objectives and actions of the applicable regional, sub-regional or district plan or strategy (including any exhibited draft plans or strategies)?	28
8.2.2.	Q4. Is the Planning Proposal consistent with a Council’s local strategy or other local strategic plan?	41
8.2.3.	Q5. Is the Planning Proposal consistent with applicable State Environmental Planning Policies?	46
8.2.4.	Q6. Is the Planning Proposal consistent with applicable Ministerial Directions (s9.1, formerly s.117 directions)?.....	50
8.3.	Section C – Environmental, Social and Economic Impact	56
8.3.1.	Q7. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats will be adversely affected as a result of the Proposal?	56
8.3.2.	Q8. Are there any other likely environmental effects as a result of the Planning Proposal and how are they proposed to be managed?	56
8.3.3.	Q9. Has the Planning Proposal adequately addressed any social and economic effects?.....	61
8.4.	Section D – State and Commonwealth Interests	63
8.4.1.	Q10. Is there adequate public infrastructure for the Planning Proposal?.....	63
8.4.2.	Q11. What are the views of State and Commonwealth public authorities consulted in accordance with the gateway determination?.....	63
9.	Part 4 – Mapping	64
9.1.	Existing and Proposed Maps	65
10.	Part 5 – Community Consultation.....	69
10.1.	Public Consultation.....	69
11.	Part 6 – Project Timeline.....	70
12.	Conclusion	71
Disclaimer	73	

Appendix A	Concept Design Report & Architectural Drawings – Architectus
Appendix B	Landscape Design Report – Oculus
Appendix C	Traffic Impact Assessment – ARUP
Appendix D	Aviation Advice – AV Law
Appendix E	Wind Impact Assessment – Windtech
Appendix F	Economic Impact Assessment – Urbis
Appendix G	Preliminary Site Investigation Report – Golder Associates

FIGURES:

Figure 1 – Site Plan	4
Figure 2 – Site Location Plan	4
Figure 3 – Major Development Sites in St Leonards town centre	7
Figure 4 – Perspectives	10
Figure 5 – Indicative Ground Floor Plan	13
Figure 6 – Perspectives	14
Figure 7 – Indicative Floor Plans	15
Figure 8 – Perspective	16
Figure 9 – Indicative Floor Plans	17
Figure 10 – Sydney Metro rail tunnel easement alignment.....	21
Figure 11 – Potential Massing	22
Figure 12 – Model view demonstrating recent taller built form context.....	57
Figure 13 – Shadow Analysis 21 June.....	59
Figure 14 – Land Zoning Map - Sheet LZN_001	65
Figure 15 – Height of Buildings Map - Sheet HOB_001	66

Figure 16 – Non-residential Floor Space Map - Sheet LCL_001	67
Figure 17 – Floor Space Ratio Map – Sheet FSR_001	68

TABLES:

Table 1 – Local Development Trends.....	6
Table 2 – Summary of Indicative Concept Design	12
Table 3 – Guide for Preparing Planning Proposals Assessment Criteria	29
Table 4 – Planning Proposal Response to the <i>Greater Sydney Region Plan</i>	31
Table 5 – Planning Proposals alignment with the <i>North District Plan</i>	36
Table 6 – Alignment with the DP&E Interim Statement (part 1)	37
Table 7 – Alignment with the DP&E Interim Statement (part 2)	39
Table 8 – North Sydney Council Planning Study: Design Criteria for Site Specific Planning Proposals.....	42
Table 9 – Consistency of the Planning Proposal with SEPPs.....	46
Table 10 – Consistency of the Planning Proposal with the applicable s9.1 Ministerial Directions.....	50
Table 11 – Indicative Project timeline	70

EXECUTIVE SUMMARY

OVERVIEW

This report has been prepared on behalf Stockland to initiate the preparation of an amendment to North Sydney Local Environmental Plan 2013. The amendment relates to 601 Pacific Highway, St Leonards (Lot 71 DP749690) and proposes the following:

- Rezone the site to B4 Mixed Use
- Establish a site-specific maximum height control
- Establish a minimum non-residential Floor Space Ratio control
- Establish a maximum Floor Space Ratio control – if deemed appropriate.

This report has been prepared to assist North Sydney Council in the preparation of a Planning Proposal to amend North Sydney Local Environmental Plan 2013 for the site in accordance with Section 3.33 of the Environmental Planning and Assessment Act 1979 (EP&A Act).

BACKGROUND

In May 2015, North Sydney Council endorsed a strategic review of its planning framework for the St Leonards and Crows Nest area (the *St Leonards/Crows Nest Planning Study – Precincts 2 and 3* [referred to throughout this report as the Planning Study]). The intention of the Planning Study was to explore opportunities for further intensification of development across the area. The Planning Study acknowledges that existing capacity is available to support more intensive development within St Leonards.

601 Pacific Highway is included within Precinct 2 of the study area. The site is identified by the Planning Study as a 'tall tower' site, however it did not suggest a change in land use to support a mix of uses.

More recently, the state government committed to a new metro railway station at Crows Nest which has triggered a state-led investigation into the land use opportunities in the St Leonards and Crows Nest area. Transport for NSW has also confirmed that the Sydney Metro line will pass under the site. These two recent changes have triggered the need to further investigate the future development potential of this site.

On 4 August 2017, the NSW Department of Planning and Environment (DPE) released an Interim Statement which contains directions for a future structure plan for St Leonards/Crows Nest as part of a Planned Precinct process. The site falls within the 'St Leonard's Centre' which is set to support a mix of commercial, retail, community, residential and public domain uses. This Planning Proposal responds to the directions for St Leonards Centre.

PROPOSED NORTH SYDNEY LEP AMENDMENT

Under North Sydney Local Environmental Plan (NSLEP) 2013, the site is currently zoned B3 Commercial Core. Commercial uses are permitted within the B3 zone, while all forms of residential use prohibited. The existing height control applicable to the site limits development to 49 metres. It is noted that whilst nearby sites are also zoned B3, there are special provisions in place enabling the development of mixed use, including residential, on those nearby sites.

This Planning Proposal has been prepared to establish planning controls what would enable future redevelopment on the site through the preparation of a site-specific amendment to NSLEP 2013. An Indicative Concept Design that sets out a proposed envelope and indicative building footprint, to inform this Planning Proposal, is attached at **Appendix A**.

The key features of the Indicative Concept Design include:

- 5 levels of basement car parking below ground level comprising 255 car parking spaces (note: the amount of parking that would need to be provided would be subject to a future DA)
- A 7-storey podium comprised of:
 - Ground floor retail tenancies

- Commercial office at levels 2, 3 4 and 5
- Community uses (child care or early learning centre) at level 6 and 7
- Structural transfer at level 6 and 7
- Two parallel tower forms accommodating:
 - Lower tower element (38 levels):
 - 37 levels of residential (levels 8-30 and 32-45)
 - One level of plant (level 31)
 - Taller tower element (56 levels):
 - 55 levels of residential (levels 8-63)
 - One level of plant (level 64).

The Indicative Concept Design can be achieved by the following amendments to NSLEP 2013 as it relates to the site:

- Amending the NSLEP 2013 *Land Zoning Map* to rezone the site to B4 Mixed Use (as shown in **Figure 14**)
- Amending the NSLEP 2013 *Height of Buildings Map* to provide for a maximum building height of 212m (as shown in **Figure 15**)
- Amending the NSLEP 2013 *Non-Residential Floor Space Ratio Map* to provide for a minimum non-residential floor space of 3.9:1 (as shown in **Figure 16**)
- Amending the NSELP 2013 *Maximum Floor Space Ratio Map* to provide a maximum Floor Space Ratio control (as shown in **Figure 17**) – if deemed appropriate.

PLANNING OUTCOMES

Establishing new planning controls that enable mixed use redevelopment of the site has considerable planning merit, aligns with State and Local Government policy, would generate significant public benefit and fits in with the evolving character of St Leonards town centre.

The Planning Proposal would achieve the following key planning outcomes and community benefits:

- Consistent with State Government policy which supports growth in existing centres: The proposal maximises the opportunity for a range of uses, including commercial, residential and community, in a major centre that is well serviced by public transport. It would generate new employment and housing opportunities within walking distance of major employment, retail, health and education facilities, and excellent public transport connectivity.
- Improved pedestrian access and connectivity: The proposal provides an opportunity for improved pedestrian access and connectivity through the St Leonards town centre by enabling the site to connect with adjacent properties, and better integrates the site with the surrounding footpath network, surrounding open spaces and key nodes such as St Leonards train station.
- Enhanced public domain outcomes consistent with North Sydney Council's vision: Mitchell Street Plaza could be significantly enhanced through the proposal, with additional setbacks creating more public domain space, an activated and human-level street edge and complementary uses to enhance this public domain space.
- Street activation day and night: The proposal enables the creation of new local retail facilities and public spaces that can activate the surrounding streets and complement the proposed land uses, to encourage pedestrian activity and vibrancy day and night.
- Public benefits: The proposal enables a more appropriate mix of commercial floor space to be provided on site in the future. Growth in employment in the both the construction and operational phases of the project will arise from; a mix of businesses in smaller and more flexible tenancies targeted to support the nearby RNSH Health precinct; childcare and early education; and retail offerings for local convenience.

- Key worker housing: The proposal has the ability to facilitate the delivery of key worker dwellings, which could be achieved through partnerships with a community housing provider (CHP). The ability to provide key worker homes is dependent on viability testing, with the most logical option to maintain viability being a model where ownership is retained with the developer or CHP. This ownership arrangement enables project viability to be maintained, while still delivering affordable key worker homes to those in need, in perpetuity. Subject to viability testing, a target of 10% could produce 50 key worker homes.
- Increased and more diversified employment: The proposal has the potential to generate a number of direct economic benefits, during the construction stage and during ongoing operations, which include:
 - 148 direct and 211 indirect construction jobs, equating to 359 one-year equivalent construction jobs
 - Ongoing employment in the order of 1,316 jobs, including at least 831 direct and 485 indirect jobs.

Following our analysis of the site and its surrounding context, and the applicable State and local planning policies, it is demonstrated that there is clear planning merit to the Planning Proposal. It is therefore recommended that this Planning Proposal be considered by North Sydney Council and that Council resolve to forward it to DPE for Gateway Determination in accordance with the EP&A Act, to prepare the necessary LEP amendment.

1. INTRODUCTION

1.1. OVERVIEW

This Planning Proposal has been prepared by Urbis on behalf of Stockland (the applicant) to initiate the preparation of a Local Environmental Plan to amend the statutory planning controls applying to the land at 601 Pacific Highway, St Leonards (the site).

The proposal seeks to create new planning controls that would enable high density development on the site, including the potential for a broad range of uses, through the following:

- Rezoning the site from B3 Commercial Core to B4 Mixed Use
- Establishing a site-specific maximum height control
- Establishing a minimum non-residential Floor Space Ratio (FSR) control
- Establishing a maximum Floor Space Ratio control – if deemed appropriate.

The site is currently zoned B3 Commercial Core under the North Sydney Local Environmental Plan 2013 (NSLEP 2013). The applicable built form controls that currently apply to the site under NSLEP are:

- Height of buildings: 49 metres (maximum)
- FSR: no applicable control.

1.2. STRUCTURE OF REPORT

The Planning Proposal has been prepared in accordance with Section 3.33 of the EP&A Act and the relevant guidelines prepared by DPE including *A Guide to Preparing Local Environmental Plans* and *A Guide to Preparing Planning Proposals*. It includes the following:

- Description of the subject site and its context
- Indicative plans showing sufficient detail to indicate the effect of the proposal (Indicative Concept Design)
- Statement of the objectives and intended outcomes of the proposal
- Explanation of the provisions of the proposal
- Summary of the justification of the proposal.

The Planning Proposal is accompanied by a range of plans and reports that provide a comprehensive analysis of the site opportunities and constraints which are appended to this report. These include:

- Concept Design Report – prepared by Architectus (**Appendix A**)
- Landscape Design Report – prepared by Oculus (**Appendix B**)
- Traffic Impact Assessment – prepared by Arup (**Appendix C**)
- Aviation Advice – prepared by AV Law (**Appendix D**)
- Wind Impact Assessment – prepared by Windtech Consultants (**Appendix E**)
- Economic Impact Assessment – prepared by Urbis (**Appendix F**)
- Preliminary Site Investigation Report – prepared by Golder Associates (**Appendix G**).

2. SITE AND SURROUNDS

2.1. THE SITE

The site is located at 601 Pacific Highway, St Leonards on the northern side of the Pacific Highway at the intersection of the Pacific Highway and Mitchell Street. The site has frontages to Atchison Street (70m), Pacific Highway (67m) and Mitchell Street (46m).

The site consists of one allotment, Lot 71 in DP749690 with a total site area of approximately 2,844m².

The site is currently occupied by an oval shaped 14 storey commercial office building which was built 28 years ago. The building floor plate does not occupy the whole site and the building currently has a net leasable area (NLA) of 12,600m² with a 3 level basement car park.

IBM previously occupied 100% of the building, which was originally built with a single tenant in mind. IBM now occupies approximately 50% of the space, as they have relocated staff to their West Pennant Hills campus, with the remainder of the space lease by smaller tenancies from 204m² to 912m², averaging 441m².

In order to drive the vacancy level down from the high of 40% in 2013, Stockland has offered very significant rent incentives to secure new tenants for the short term. Currently most leases are set to expire within three years.

2.2. PLANNING HISTORY

The subject site, along with nearby surrounding sites, was zoned B4 Mixed Use under the previous North Sydney LEP 2001, which permitted residential uses. As outlined below, several sites took advantage of the former zoning and secured development approvals for residential development using the enabling provisions of LEP 2001. The current B3 Commercial Core zone did not come into force until LEP 2013 was gazetted.

The sites affected by the zoning change included:

- 601 Pacific Highway (subject site)
- 619-621 Pacific Highway (*DA approval subsequently secured for 2 x residential developments*)
- 655-657 Pacific Highway (Commercial office building)
- 94-106 Christie Street (*DA approval subsequently secured for residential adaptive re-use of tower*)
- 75-81 Christie Street
- 1 Chandos Street.

Council's meeting of 11 December 2006 resolved to support the rezoning of these sites to B3 Commercial Core as it was held at the time that they were under-developed and lacked the required amenity to attract residential development. This position was reflected in North Sydney Council's Residential Development Strategy (RDS) 2009 (formally adopted June 2011).

It is evident in the twelve years since Council's 2006 resolution, that the following matters are now relevant considerations:

- In the time Council took to have LEP 2013 gazetted with new zoning controls, two significant sites in this precinct secured approval for residential redevelopment. As such, the remaining commercial properties are now isolated holdings, surrounded by existing and future mixed-use residential development, without the prospect of re-establishing a sufficient clustering of commercial core buildings.
- According to Council's RDS 2009, the trend of St Leonards attracting the greatest share of additional dwellings in the LGA has existed since at least 2001, and has only accelerated in more recent time since the adoption of Council's RDS, due to the structural change in the commercial office market and the chronic historical undersupply of housing in Sydney. This negates the assumption of Council, in 2006, that St Leonards is not desirable for residential living.
- The establishment of three new railway stations in Macquarie Park in 2009 marked the latest and most significant factor that has discouraged new stand-alone commercial office investment, and subsequently

weakened tenant interest, in St Leonards. With no new stand-alone commercial development built in St Leonards in over a decade, planning for the centre's future role needs to reflect market demand and focus on its competitive advantage to attract medical-related businesses within the hospital campus.

- More recently, since the making of LEP 2013, Council's *St Leonards/Crows Nest Planning Study – Precinct 2 & 3* (May 2015) was adopted, which recognised 601 Pacific Highway together with 617-621 Pacific Highway, and 655-657 Pacific Highway as tall tower sites, and 100 Christie Street as a master plan site. With the exception of 601 Pacific Highway, these other sites were identified as being suitable for residential and identified as potential mixed use development sites. This, in effect, has left only 3 sites (including the subject site) not designated for future mixed use residential in the centre.
- Following the commitment to establish a new metro station at Crows Nest, in August 2017 the DPE released the Interim Statement as part of the Planned Precinct strategic investigation which has identified the site in the 'St Leonards Centre' character area. The 'St Leonards Centre' character area is envisaged for a mix of uses including residential. The site is also identified within an area where an objective is to "*Facilitate appropriate uplift in height and density to areas close to public transport*". The Planning Proposal responds directly to this direction of Government.

2.3. SURROUNDING CONTEXT

The site is located at the heart of St Leonards within convenient walking distance of the facilities and services available within the St Leonards rail precinct. The area is well advanced in its transition from an older style commercial precinct to a thriving mixed use area incorporating a variety of commercial and residential land uses. This transition is being supported by current development activity, recent approvals and further planned development.

The immediate surrounds include a range of building forms which are predominantly medium and high rise commercial and multi-storey mixed use residential buildings. The surrounding area is described as follows:

- **North:** The site is bounded to the north by Atchison Street, a one way street (east bound) within a road reserve of approximately 20 metres, which has recently been the subject of road and public domain improvement works undertaken by North Sydney Council.

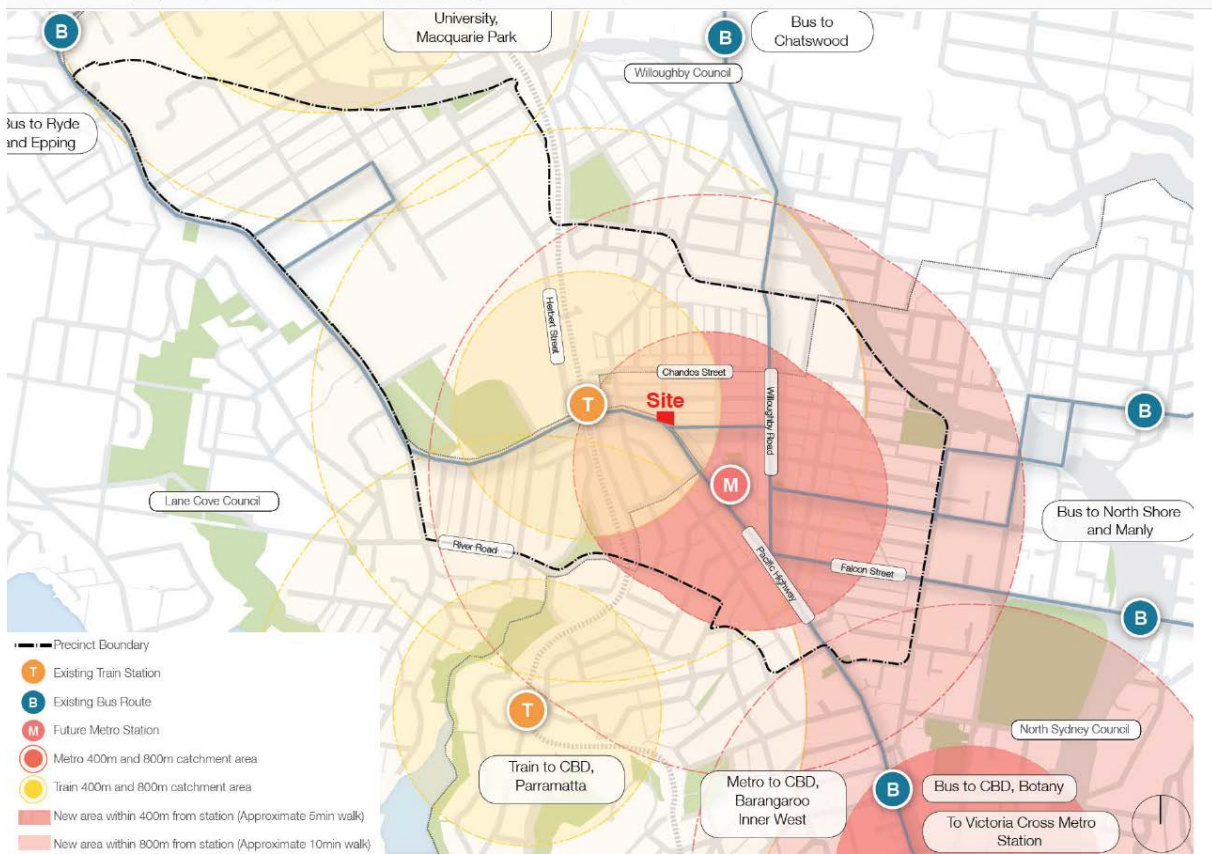
Built development on Atchison Street generally includes older style commercial buildings but the area is undergoing significant redevelopment activity and is becoming firmly established as a mixed use precinct with several buildings in the immediate vicinity of the site benefitting from development consents for mixed use development (refer **Table 1**).

- **South:** The site is bound to the south by the Pacific Highway (six lane carriageway). The Friedlander Place Precinct which includes 472-486, 500 and 504-520 Pacific Highway, is situated directly opposite. The Friedlander Place Precinct was subject to a rezoning in 2015 and now has DA approval for a multi-storey residential tower on the Mirvac site, and a 43 storey tower on the New Hope site.
- **East:** Mitchell Street is immediately east of the site. Mitchell Street is a two-way street with a road reserve varying from 11-13 metres. North Sydney Council's *St Leonards/Crows Nest Planning Study* designated Mitchell Street for public space embellishments and revitalisation. These works are now underway, and once complete, will reaffirm Mitchell Street Plaza as one of the most important public domain spaces in the town centre.
- **West:** The site is immediately adjacent to 617-621 Pacific Highway, which currently comprises two old-style commercial office buildings. 617-621 Pacific Highway is subject to a planning proposal that secured a Gateway Determination (in October 2017) for a 50 storey mixed use residential tower and now the LEP Amendments are imminent. Accordingly, the Indicative Concept Design for the subject site takes this the potential development outcome into account.

Figure 1 – Site Plan



Figure 2 – Site Location Plan



2.4. ST LEONARDS

The site is located within the suburb of St Leonards in the North Sydney Local Government Area (LGA), at the boundary of both Willoughby and Lane Cove LGAs. St Leonards is located 6km north of the Sydney CBD within Sydney's Lower North Shore. The suburb is in close proximity and highly accessible to the commercial centres of North Sydney, Chatswood and Macquarie Park. St Leonards railway station is located approximately 100m to the west of the site.

St Leonards is characterised by a mix of land uses generally including medical services, newly constructed mixed use commercial / residential buildings (with a significant number of recently approved mixed use developments currently under construction or soon to be constructed on the North Sydney LGA side of the Pacific Highway), and older B and C grade commercial office stock. The suburb is bisected east-west by the Pacific Highway and north-south by the North Shore Railway Line. Key land uses in the vicinity of the site include:

- **The Forum:** Built over the St Leonards railway station, the Forum comprises a high rise development incorporating residential and commercial uses including a shopping centre. It is currently St Leonards' tallest development (38 storeys / 118 metres). Facilities and services available within the Forum, including the St Leonards railway station, are within convenient walking distance of the site (approximately 100 metres). St Leonards railway station provides direct rail services to four primary employment areas: Macquarie Park, Chatswood, North Sydney and Sydney CBD.
- **Royal North Shore Medical Precinct:** The medical precinct comprises the Royal North Shore Hospital (RNSH), North Shore Private Hospital and the Northern Sydney Institute of TAFE. It is located in the north west of St Leonards and accommodates a range of health and associated tenancies. The Mater private hospital is also located in close proximity. In addition to being a valuable community resource, the facilities provide significant employment opportunities with employment growth in the Health and Social Services sector between 2011 and 2016 being identified it as the burgeoning sector in St Leonards. Future commercial office demand is likely to be driven by the presence of Health-related occupations that benefit from a strong connection with the \$1 billion redevelopment of Royal North Shore Hospital. This will support a market for smaller scale medical-related suites, often with the ability to be strata-titled across multiple floors.
- **Commercial offices:** A fringe of low grade office buildings (one block deep) front the Pacific Highway and west of the railway line. A more focused commercially zoned precinct is located south of the highway and east of the railway line and is characterised by a mix of commercial buildings, medical and allied health premises, along with a hotel and some residential apartments. There have been no new multi-level commercial-only building constructed in the centre for over a decade.
- **Emerging mixed use development:** While recognised as an important employment precinct, the land use character of St Leonards is evolving to support a greater diversity of uses including residential apartments above commercial uses which are predominantly located within podiums.

2.5. ST LEONARDS DEVELOPMENT TRENDS

2.5.1. Increased density and scale

Recent development has redefined the character of St Leonards town centre and this will continue to evolve over the coming years in line with State Government policies. New high density development has been approved as illustrated in **Table 1** and **Figure 3** below. Higher density development is also envisioned for the Pacific Highway corridor, between St Leonards railway station and new Crows Nest Metro station, within the State Government's Interim Statement for St Leonards and Crows Nest. Combined, these factors demonstrate a significant change in the existing character of the centre, particularly with respect to its density and scale.

2.5.2. Residential Uses

The character of St Leonards is evolving from a purely employment-based precinct to support a more diverse range of uses. New development includes high density residential which complements (rather than replaces) the traditional commercial focus, and helps to activate the precinct outside business hours. New residential uses are generally concentrated around the St Leonards railway station. Recent approvals and current applications for mixed use development within and around St Leonards town centre are described in **Table 1** below.

2.5.3. Health Related Uses

The Royal North Shore Hospital (RNSH) meets the health needs of Mosman, Willoughby, Lane Cove and North Sydney LGAs and beyond. RNSH has recently been redeveloped and expanded. As detailed in the enclosed Economic Impact Assessment (**Appendix G**), there is currently 20,000sqm of net lettable office available in the RNSH. The redevelopment of the medical and clinical uses of RNSH will be complemented by the development of a 10,000sqm “support zone” that will include staff accommodation, childcare facilities, administration buildings, car parking and commercial / retail uses. Medical and health related services are principal employment uses within St Leonards, accounting for 25 per cent of jobs within St Leonards (based on 2011 data). The importance of the health industry to local employment is expected to continue and grow into the future supported by the major redevelopment of RNSH.

As detailed in the both the North District Plan (GSC, 2018) and the Interim Statement (DPE, 2017), the RNSH provides an important opportunity to leverage existing medical assets in close proximity to public transport, and strengthen the role of the wider Health Precinct to create knowledge-intensive jobs in the health, medical education and ancillary industries.

2.5.4. Employment Nodes

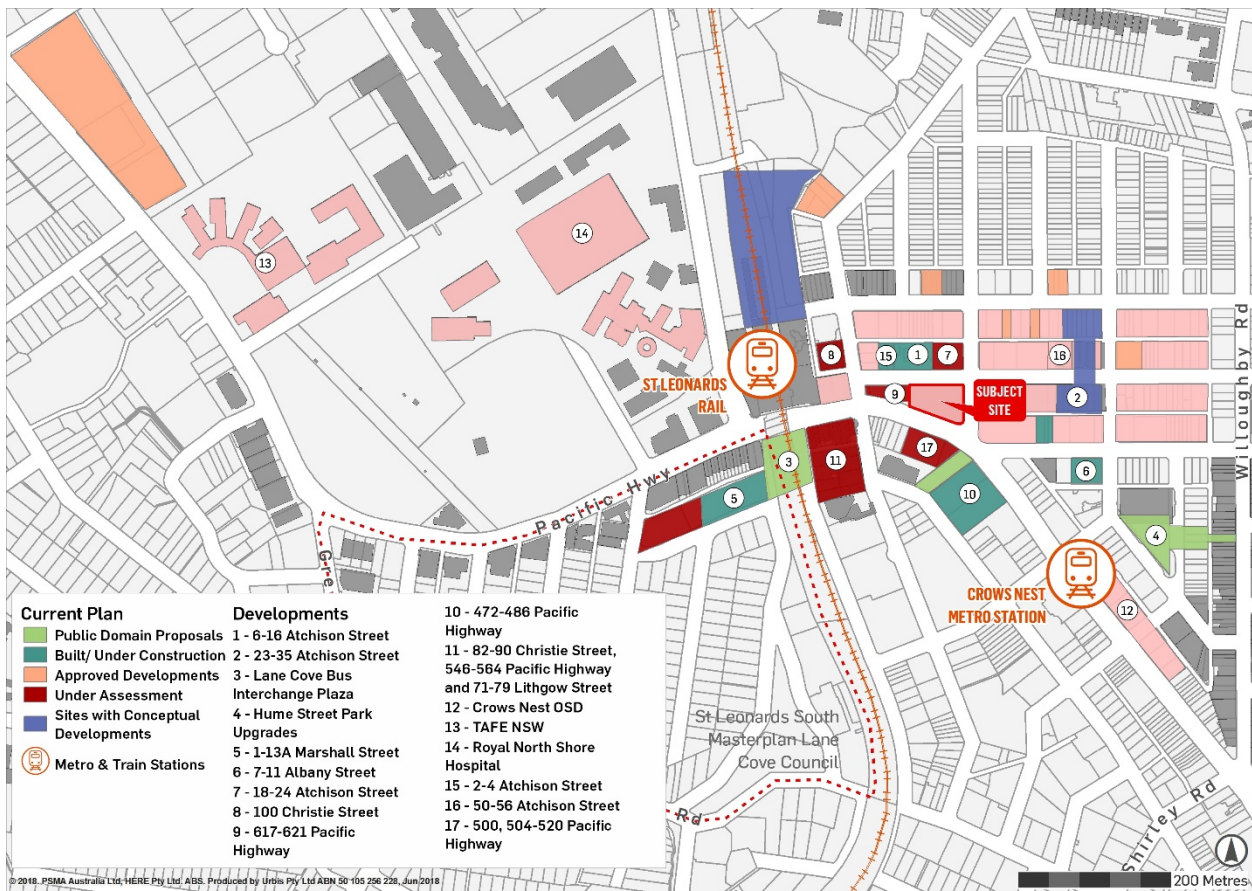
With significant proposed supply of office floorspace at Gore Hill Technology Park (46,000m²) and RNSH (32,000m²), the further establishment of employment nodes outside of the St Leonards town centre is likely to occur. These areas will offer high concentrations of office space across a range of sectors, with a focus on health and health industries by virtue of the forecast demand for such services.

Table 1 – Local Development Trends

Site Address	Development	Building Height
2-4 Atchison Street	DA consent: Mixed use building	17 storeys
6-16 Atchison Street	Mixed use building - constructed	34 storeys
18-20 Atchison Street	DA consent: Mixed use building	16 storeys
22 -24 Atchison Street	DA consent: Mixed use building	16 storeys
472-494, Pacific Highway	DA consent Mixed use building, under construction	36 and 28 storeys (2 towers)
500, 504-520 Pacific Highway	DA consent Mixed use building, under construction	43 storeys
617-621 Pacific Highway	Gazettal of LEP amendments imminent for mixed use building	50 storeys
1-13A Marshall Street	DA consent Residential flat building, under construction	29 storeys
7-11 Albany Street	DA consent: Mixed use building	13 storeys
100 Christie Street	DA consent: Conversion of existing office building to residential apartments <i>Note: A Planning Proposal has been lodged seeking residential tower of 45 storeys, awaiting Council resolution.</i>	11 storeys (adaptive reuse of existing structure) (36 storeys)

82-90 Christie Street, 546-564 Pacific Highway + 71-70 Lithgow Street	DA lodged January 2018, under assessment Towers 1+2 (residential) and Tower 3 (commercial)	Tower 1 – 49 storeys Tower 2 – 28 storeys Tower 3 – 16 storeys
Crows Nest OSD	Master Planning work underway by TfNSW	Unknown
23, 25, 27-29, 31, 33-35 Atchison Street	Planning Proposal for mixed-use residential building (lodged January 2018). Rezoning review May 2018.	16 storeys
50-56 Atchison Street	Planning Proposal for mixed-use residential building	15 storeys

Figure 3 – Major Development Sites in St Leonards town centre



Source: Urbis

3. EXISTING PLANNING CONTROLS

3.1. ZONING

Under the NSLEP 2013 the site is zoned B3 Commercial Core.

The objectives of the B3 zone are as follows:

To provide a wide range of retail, business, office, entertainment, community and other suitable land uses that serve the needs of the local and wider community.

To encourage appropriate employment opportunities in accessible locations.

To maximise public transport patronage and encourage walking and cycling.

To prohibit further residential development in the core of the North Sydney Centre.

To minimise the adverse effects of development on residents and occupiers of existing and new development.

3.2. LAND USE

The range of permitted and prohibited uses within the B3 zone are set out within the NSLEP as follows (emphasis added):

Permitted without consent

Nil

Permitted with consent

*Amusement centres; Backpackers' accommodation; Child care centres; **Commercial premises**; Community facilities; Educational establishments; Entertainment facilities; Function centres; Hotel or motel accommodation; Information and education facilities; Medical centres; Passenger transport facilities; Places of public worship; Recreation areas; Recreation facilities (indoor); Registered clubs; Respite day care centres; Restricted premises; Roads; Serviced apartments; Sex services premises; Signage; Vehicle repair stations; Veterinary hospitals*

Prohibited

Any other development not specified in item 2 or 4.

Commercial premises are permissible within the B3 zone. Commercial premises are defined as follows:

Commercial premises means any of the following:

- *Business premises*
- *Office premises*
- *Retail premises*

All forms of residential development are prohibited within the B3 zone.

3.3. HEIGHT AND FSR CONTROLS

The development standards under the NSLEP that are applicable to the site include:

- Land Zoning – B3 Commercial Core (as shown in **Figure 14**)
- Building Height – Maximum of 49 metres (as shown in **Figure 15**)
- Non-residential floor space – No applicable control (as shown in **Figure 16**)
- Maximum Floor Space Ratio – No applicable control (as shown in **Figure 17**).

4. INDICATIVE DEVELOPMENT CONCEPT

4.1. INDICATIVE CONCEPT DESIGN

This Planning Proposal is informed by an urban design study and concept architectural schematic, prepared by Architectus, which analyses the development opportunity for the site by testing an indicative development footprint. This Indicative Concept Design has been prepared to demonstrate how the site could be redeveloped, consistent with the control sought by this Planning Proposal, in a way that would deliver on metropolitan planning objectives to foster a core mixed use precinct in close proximity to the St Leonards railway station.

It is noted that the Planning Proposal seeks to establish new zoning controls and development standards. The Indicative Concept Design has been prepared to demonstrate *one way* in which the site could be redeveloped in the future. However, this would be subject to future detailed design and authority approvals.

The Concept Design Report and architectural plans are submitted with the Planning Proposal at **Appendix A**.

The Indicative Concept Design envisions a mixed use development with retail tenancies at the lower levels, commercial office and community uses within the podium, and residential dwellings within a slender tower with two 'wings' above. The Indicative Concept Design has the potential to provide a unique opportunity to partner with Council to enhance the current streetscape upgrade works along Mitchell Street, and create a truly active public domain through activation of Atchison Street, Pacific Highway and Mitchell Streets. It also provides an opportunity to deliver key working housing, subject to viability testing, in a core transport node close to jobs, services and amenity.

Figure 4 – Perspectives



Perspective 1 – Pacific Highway

Source: Architectus



Perspective 2 – Aerial View (Atchison Street)

Source: Architectus

Overall, a future development in line with the Indicative Concept Design would have the ability to:

- Provide a range of housing options, potentially including key worker housing
- Deliver appropriately sized and supported retail and commercial space for the St Leonards market
- Provide public domain that encourages improved walkability and vibrancy
- Encourage uses that operate during evening and early morning hours, such as cafes, restaurants and community facilities, to contribute to the sense of place in the St Leonards town centre.

Table 2 – Summary of Indicative Concept Design

Element	Depicted in the Indicative Concept Design
Land uses	<p>Ground floor retail tenancies</p> <p>Podium level commercial office space</p> <p>Podium level childcare and landscaped outdoor play area</p> <p>Residential apartments</p> <p>Residential communal facilities</p>
<p>Indicative yield</p> <p><i>(these yields are based on the indicative test fit design presented in the Urban Design Report)</i></p>	<p>1,791m² retail GFA</p> <p>7,511m² commercial office GFA</p> <p>1,858m² childcare facility GFA</p> <p>45,696m² residential GFA (indicatively 516 residential apartments)</p>
Gross Floor Area (GFA) Total	56,870m ²
Floor Space Ratio (FSR)	20:1
Non-residential floor space (FSR)	3.9:1
Built form	<p>Seven storey podium</p> <p>Tower above podium with two 'wings' giving the appearance of two towers</p>
Building height	212 metres (RL 304.5)

4.1.1. Basement

The Indicative Concept Design proposes that car, motorcycle and bicycle parking, plant and services would be located within basement levels B1 to B5 as per the following:

- Car parking to support future uses across the site in accordance with North Sydney Council's car parking controls (maximum of 255 car spaces when calculated against the uses depicted in the Indicative Concept Design). The final amount of parking that will be provided will be subject to detailed DA design.
- Loading facilities to accommodate the service vehicle demand resulting from the proposal.
- A range of ancillary works to facilitate a new development, including stormwater, landscaping and pedestrian and vehicle access points.

4.1.2. Ground Floor

The Indicative Concept Design depicts the following on the ground floor:

- Separate lobbies for the various uses (residential, childcare and commercial lobbies) and associated lift transport, accessed centrally from the Atchison Street frontage
- Car parking at basement level accessed via Atchison Street
- Pedestrian thoroughfare and active street frontages at ground level opening up to Mitchell and Atchison Streets
- All back of house and ancillary spaces are located at basement level, well separated from the main pedestrian areas on the surrounding streets to minimise blank, un-activated frontages.

Figure 5 – Indicative Ground Floor Plan



Source: Architectus

4.1.3. Podium

In the Indicative Concept Design, levels 2 to 5 are proposed to be occupied by commercial office space. The intention of these levels is to provide commercial space that is flexible and can accommodate a range of business types and formats (open plan or strata). Part of levels 6 and 7 are proposed to be occupied by childcare inclusive of outdoor play spaces, however this could alternatively be used by another preferred community space.

Figure 6 – Perspectives



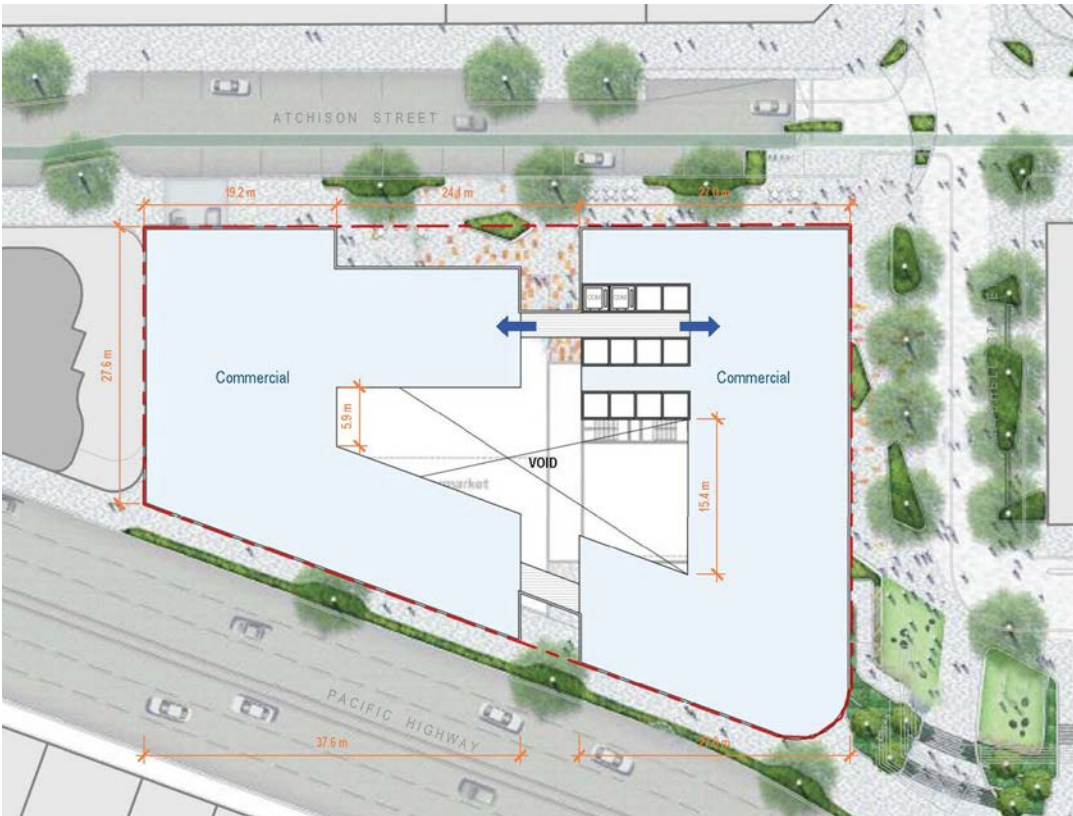
Perspective 3 – Atchison Street



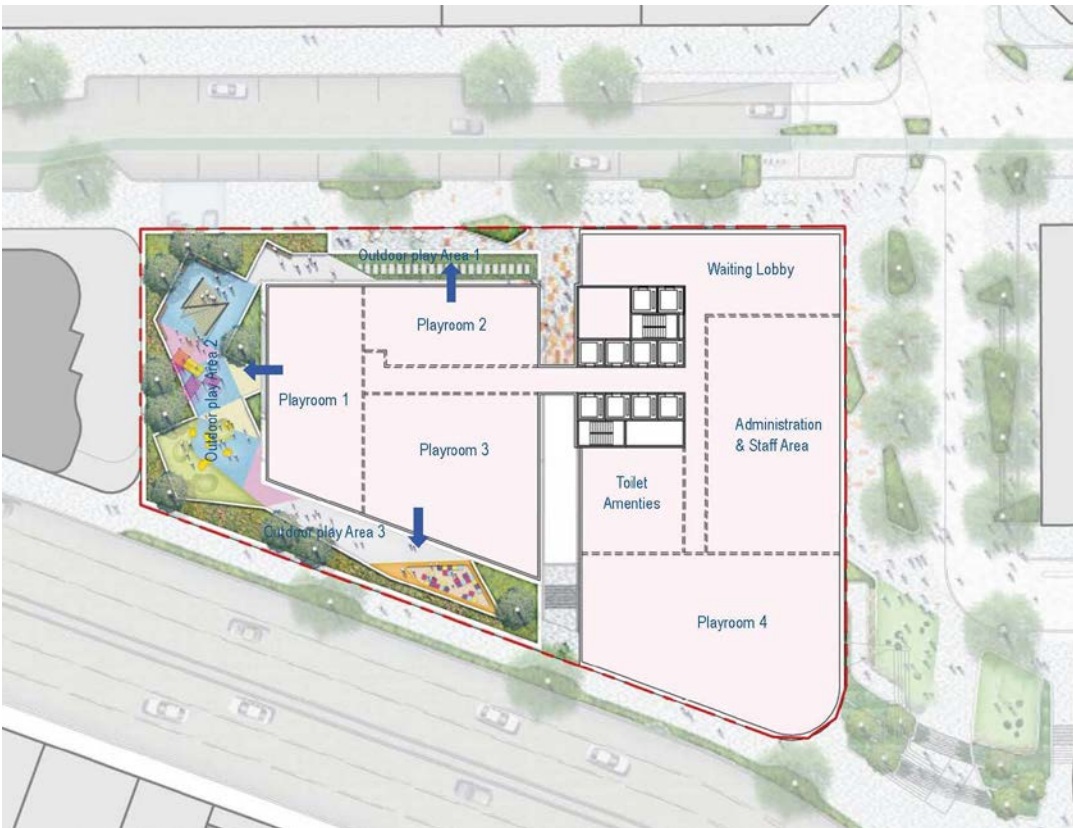
Perspective 4 – Mitchell Street

Source: Architectus

Figure 7 – Indicative Floor Plans



Podium Office



Podium Childcare

Source: Architectus

Figure 8 – Perspective



Perspective 5 – Childcare facility

Source: Architectus

4.1.4. Tower

The site's size and dimension provide ample opportunity to locate a tower of significant scale and useable footprint.

The Indicative Concept Design has considered a range of tower footprint locations and sizes, as demonstrated in the Concept Design Report at **Appendix A**. It is noted that the scheme presented in the Concept Design Report is indicative, and does not intend to lock in a prescriptive final architectural design, but rather demonstrates *one way* a tower form could be located on the podium.

The height of the tower and overall building height control sought in this Planning Proposal is reflective of the significance of this site, taking into account:

- its topographic position at the high point of the ridge line of St Leonards
- its location at a key bend in the Pacific Highway that marks the gateway to St Leonards
- its position between two key transport nodes.

These factors suggest the site is a natural location for an iconic tower form, given the site is the gateway to St Leonards and a key vista up and along the Highway. Council's 2015 Planning Study supports tall tower on this site.

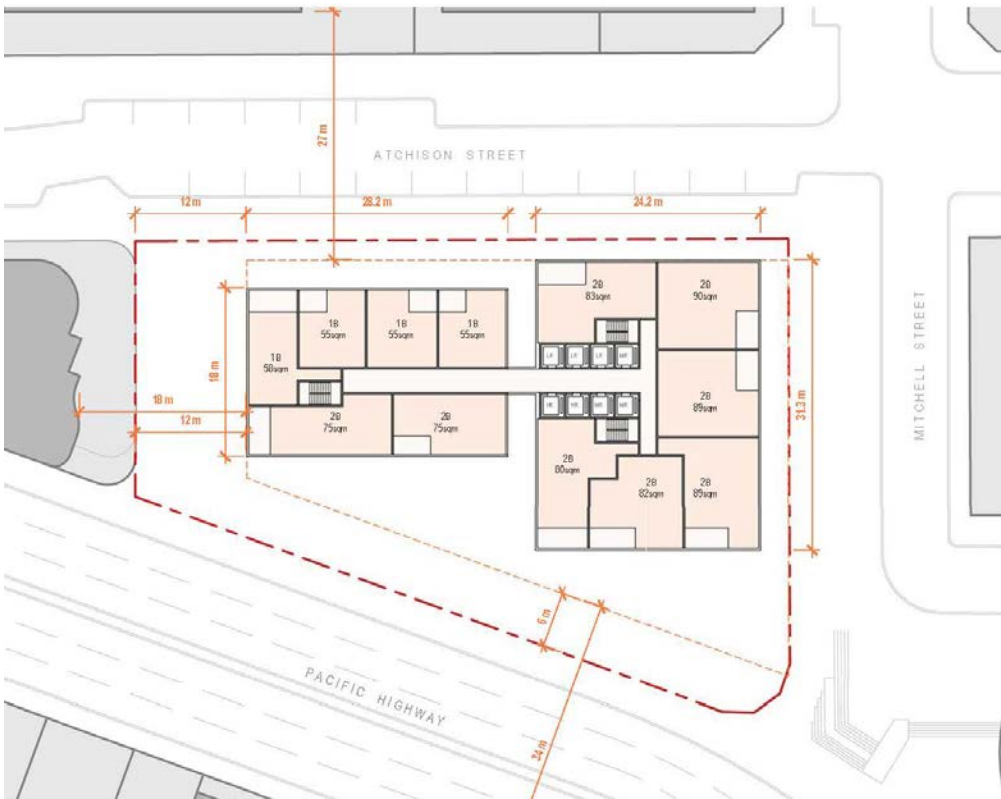
For these reasons, it is considered appropriate to reinforce the importance of this site on the skyline, with the proposed building height.

Figure 9 – Indicative Floor Plans



Tower Level (Low Rise)

Source: Architectus



Tower Level (Mid Rise)



Tower Level (High Rise)

Source: Architectus

4.2. LANDSCAPE

A Landscape Design Report prepared by Oculus accompanies the Planning Proposal and is attached at **Appendix B**. The core design principles underpinning the landscape concept for the site are:

- Enhanced connections and visual/physical links
- Activation to the public domain, day and night
- Shared spaces that are distinct
- A green focus.

The Indicative Concept Design incorporates three levels of landscaped open space within the built form:

- Communal open space associated with the residential component at podium level
- Child care open space and play area at podium level
- A roof top garden.

Public domain landscaping is proposed in the Indicative Concept Design to enhance the Council upgrade works along Mitchell Street. The works proposed in the Indicative Concept Design would provide for additional outdoor seating and alfresco dining opportunities at the retail interface with the building, as well as linear tree plantings to create shade, wind protection and a strong visual link down Mitchell Street to the Plaza. Low level planting at street level is proposed to soften and define the outdoor space.

4.3. URBAN DESIGN

An urban design analysis has been undertaken to support the Planning Proposal, and is summarised in the Concept Design Report attached at **Appendix A**.

It provides a detailed analysis of the urban context of the site and illustrates a potential distribution of land uses, building form, and an overall building height and floor space ratio for the site, that complements this urban context. To demonstrate that development on the subject site is feasible, an architectural concept has been prepared that includes indicative basement car parking arrangements, ground level street address, above ground podium including commercial office floor space and a child care centre, and residential uses above. Adequate building separation and an assessment of solar impacts within the site and neighbouring properties have also been considered.

The Concept Design Report lists the following key benefits of the Indicative Concept Design:

- An iconic tower: A unique tower form positioned at a key bend of the high point of the Pacific Highway would reinforce the importance of St Leonards town centre.
- Sensitive tower form: A sensitive, well considered tower form for the site that integrates with the future skyline of St Leonards. The tower form has generous separation distances from adjacent towers, ensuring view sharing, mitigating a 'crowding' effect and protecting solar access to open spaces and public domain.
- Mix of uses: A vibrant mix of retail, public benefit, community, commercial and residential uses would activate and revitalise Mitchell Street Plaza, and capitalise on Council's investment on this important piece of public realm.
- Appropriate density: An appropriate density and built form to enhance and consolidate the role of St Leonards in the sub-region and hierarchy of centres, with potential for a significant podium of non-residential uses to create a defined and distinct street edge.
- Public domain: Potential for improved public domain and pedestrian amenity at ground floor, and a potential through site link to improve walking catchments to and from the proposed Crows Nest Metro Station, providing a short-cut that mitigates the topography.
- Active edges: Active ground floor edges which interface with the public realm in Mitchell Street Plaza, and podium setbacks to provide wider footpaths for additional public domain to be used for outdoor dining and retail activation.

- Improved safety: Potential for 24-hour activation and improved safety can be achieved by locating building lobbies and retail on all street frontages to maximise pedestrian patronage at all times of day.
- Maintaining employment uses. In reconfiguring an old commercial building and making it fit for purpose, employment uses can be maintained on site in a better and more flexible format.
- A unique site: Having been identified as a Priority Growth Area by DPE, the site has the opportunity to achieve the priorities outlined in the Greater Sydney Region Plan, including the opportunity to increase capacity for mixed use and contribute to meeting Sydney's housing demand.

4.4. DESIGN DEVELOPMENT

The following factors were influential in developing the Indicative Concept Design for the site, some of which are described in more detail below:

- Aviation
- Future development context
- Building massing proposed for 617-621 Pacific Highway
- Shadow analysis
- Provision of residential amenity for future occupants
- Alignment of the Sydney Metro underground rail corridor.

4.4.1. Aviation

The location of the Obstacle Limitation Surface (OLS) and Radar Terrain Clearance Chart (RTCC) that applies to St Leonards is shown in the St Leonards/Crows Nest Planning Study.

The overall building height, including ancillary features and temporary structures, must be below these heights. A specialist aviation consultant, AvLaw, has been engaged to provide advice on this site. This assessment advises as follows:

AvLaw's assessment is that the current published OLS height (being the Outer Horizontal Surface) across the site is 156m AHD, the PANS-OPS is 335.2m AHD (1100ft) and that the RLSALT/RTCC is 1100ft AHD (335m).

Based on a preliminary assessment of the latest scheme against current aeronautical limitations, AvLaw considers that aviation approval will be given for the proposed maximum permanent structure height of 304.5m AHD, which is below the PANS-OPS and RTCC surfaces covering the site. Provided temporary construction cranes and the overall building envelope inclusive of plant room, towers, masts, building maintenance unit (BMU) when in operation and ancillary features all remain below the PANS-OPS and RTCC surfaces, aviation approval should be granted.

Any proposed development at the site will involve significant penetration of the OLS which in this case AvLaw considers as not being problematic. AvLaw notes that penetration of the OLS for Sydney Airport over the site at 156m AHD will trigger aviation safety assessment by CASA and Airservices Australia, however if the proposed development including crane activity remain below the RTCC and PANS-OPS, aviation regulatory approval should be readily given.

The report prepared by Av Law is included in **Appendix D**. Based on this assessment, the Indicative Concept Design is considered to be suitable.

4.4.2. Sydney Metro Rail Corridor

The alignment of the Sydney Metro rail corridor beneath the site (refer to **Figure 10**) has influenced the development of the Indicative Concept Design.

The Indicative Concept Design, including the quantum of basement car parking, can be accommodated on-site having regard to the Sydney Metro rail tunnel location and its exclusion zones. Consultant Engineers, Arcadis, have provided on-going advice on the floor plate and massing on the building envelope to ensure that built form can be accommodated on the site both in terms of the anticipated load and pier / foundation

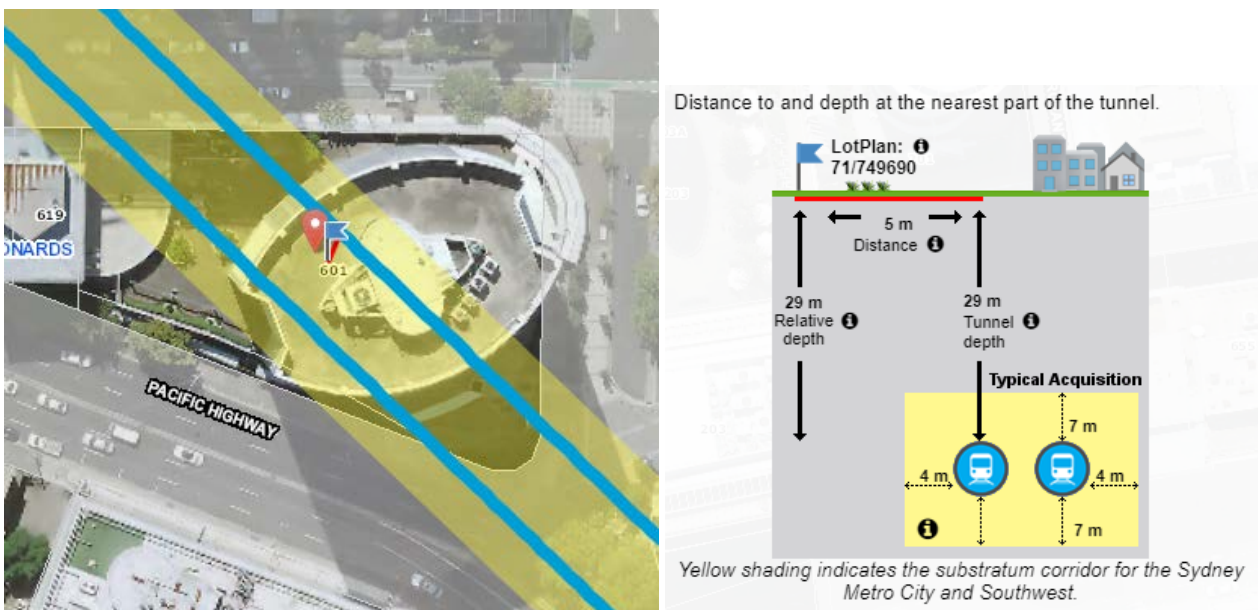
depth, without interference to the planned rail corridor or any exclusion zones nominated by Transport for NSW.

The Sydney Metro tunnel will be located 29 metres beneath the existing ground level of the site. This has impacted decisions about the design and location of the building envelope, and has largely determined the following:

- Location of lift cores
- Siting of the building footprint (% within vs. outside of the rail corridor)
- Size of the floorplate
- Allowance for location and size of columns, transfer beams and struts
- Size of podium to ensure sufficient room for transfer structures
- Distribution of floor space in the tower ‘wings’.

It is noted that earlier iterations of the design development for the Indicative Concept Design, prior to any announcement of the tunnel location, resulted in a building envelope reaching approximately 50 storeys. The height sought in this Planning Proposal has a direct relationship to the additional engineering costs of constructing a building above a railway tunnel.

Figure 10 – Sydney Metro rail tunnel easement alignment



Source: Sydney Metro Tunnel Viewer (TfNSW)

4.5. POTENTIAL MASSING FOR 601 PACIFIC HIGHWAY

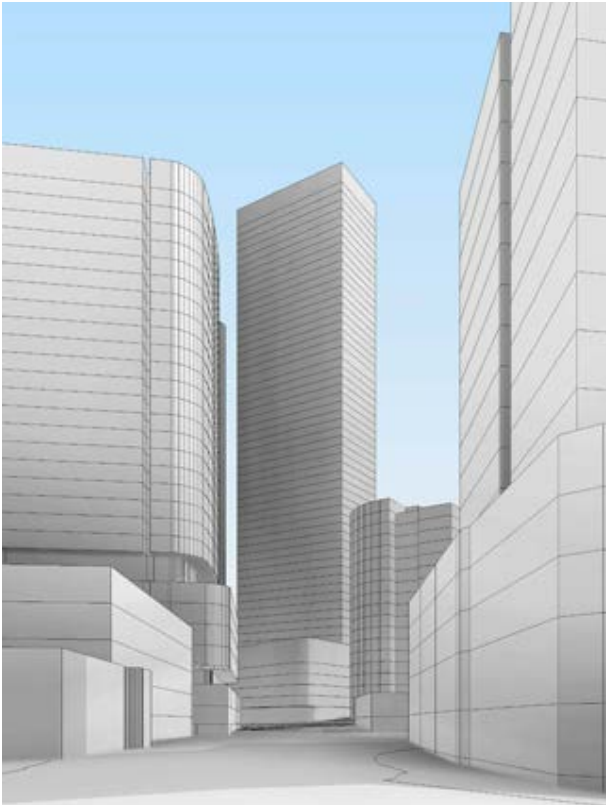
In developing the Indicative Concept Design for the site, it has been necessary to investigate a number of potential massing options.

This process has determined the most appropriate envelope for the site and demonstrates that the Indicative Concept Design can be accommodated on the site without resulting in adverse impacts on the future development potential of neighbouring sites, in particular the site directly to the west which is the only site it directly abuts.

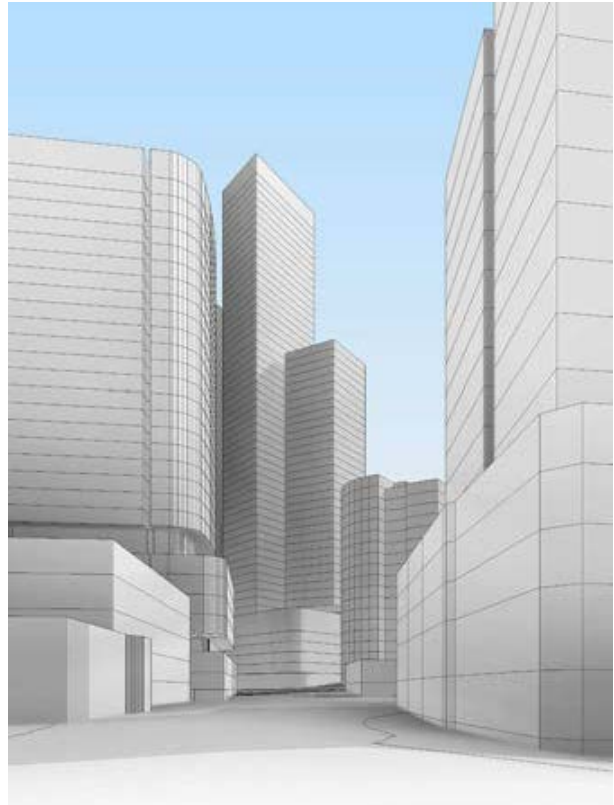
Possible massing options considered in the investigation process are shown in **Figure 11**.

The Concept Design Report attached at **Appendix A** contains a detailed description of the massing and supporting justification for it in the context of the site (Refer to pages 52-53 of the Concept Design Report).

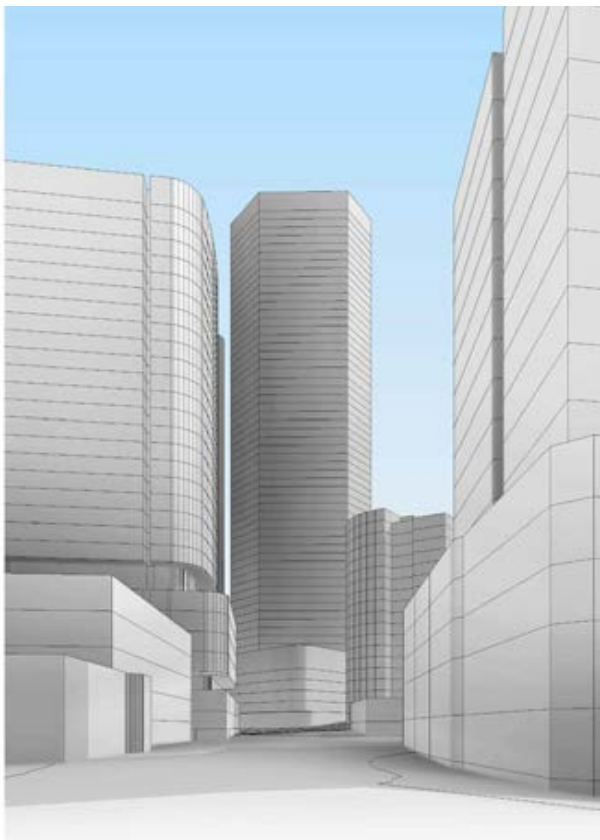
Figure 11 – Potential Massing



Tower Form Running East-West



Split Tower Form with Shorter Plate to East



Tower Located Diagonally Across the Site
Source: Architectus



Split Tower Form with shorter plate to west

5. THE PLANNING PROPOSAL

This Planning Proposal has been prepared in accordance with Sections 3.33 (1) and (2) of the *Environmental Planning and Assessment Act 1979* with consideration of the relevant guidelines, namely *A guide to preparing planning proposals* issued by DPE in August 2016.

Accordingly, the Planning Proposal is discussed in the following parts:

- **Part 1** – A statement of the objectives or intended outcomes
- **Part 2** – An explanation of the provisions that are to be included in the proposed LEP
- **Part 3** – The justification for the planning proposal and the process for the implementation
- **Part 4** – Mapping
- **Part 5** – Details of community consultation that is to be undertaken for the planning proposal
- **Part 6** – Project timeline.

Each of these parts is addressed in the following chapters.

6. PART 1 – OBJECTIVES OR INTENDED OUTCOMES

6.1. OBJECTIVES

The objective of this Planning Proposal is to amend North Sydney Local Environmental Plan (NSLEP) 2013 to provide for the following:

- Taller building form on the subject site
- Permit residential use, while maintaining permissibility of commercial use.

The underlying objective is to create the potential for an outstanding mixed use development that enlivens the surrounding public domain, creates a unique statement in St Leonards town centre, and provides a place to live in a community, work flexibly, and enjoy time shopping or playing in a vibrant and active environment.

The Indicative Concept Design has been developed to demonstrate that a high quality mixed use development, able to make a meaningful contribution to the growth and renewal of St Leonards, is viable and suitable on the site.

The built form response depicted in the Indicative Concept Design provides for a taller building form commensurate with the development trends in St Leonards, whilst respecting the Sydney Airport height limitations. The Indicative Concept Design also leverages the significant public investment in the current and future transport infrastructure near the site, providing increased residential and employment opportunities in a well serviced location.

The proposed amendments to NSLEP have the objective of enabling future development that would achieve the following:

- Provide compatible land uses that contribute to the creation of a vibrant and active community, including the potential for residential, commercial and community uses to co-locate
- Integrate the site with the broader area through improvements to adjoining public domain spaces
- Capitalise on the natural development potential of the site given its strategic highway location between two railway stations
- Enable the renewal of the site to create new high quality commercial space, configured to meet modern tenant needs, and a childcare / community facility that caters for the evolving nature of St Leonards into a vibrant mixed use centre
- Provide high quality publicly accessible spaces at the ground level, interfacing and connecting with Mitchell Street and the Pacific Highway
- Encourage development activity in the right location in St Leonards, supporting the evolution of a diverse mixed use precinct and contributing to a rejuvenation of St Leonards town centre
- Facilitate the potential for affordable key worker housing in the centre, subject to viability
- Realise the redevelopment of land in a manner consistent with the building height and FSR parameters envisaged by the *St Leonards/Crows Nest Planning Study – Precincts 2 and 3*.

6.2. INTENDED OUTCOMES

The intended outcome of the Planning Proposal is to establish planning controls that would enable the redevelopment of the site. The proposed planning controls would create the flexibility to accommodate a high quality mixed use building that successfully integrates with the emerging context of St Leonards. This is proposed through the following changes to the NSLEP 2013:

- Amending the NSLEP 2013 *Land Zoning Map* to rezone the subject site to B4 Mixed Use (as shown in **Figure 14**)
- Amending the NSLEP 2013 *Height of Buildings Map* to provide for a maximum building height of 212m (as shown in **Figure 15**)
- Amending the NSLEP 2013 *Non-Residential Floor Space Ratio Map* to provide for a minimum non-residential floor space of 3.9:1 (as shown in **Figure 16**)
- Amending the NSELP 2013 *Maximum Floor Space Ratio Map* to provide a maximum Floor Space Ratio control (as shown in **Figure 17**) – if considered appropriate.

7. PART 2 – EXPLANATION OF THE PROVISIONS

7.1. LAND TO WHICH THE PLAN WILL APPLY

The land that is proposed to be included in the LEP amendment is located at 601 Pacific Highway, St Leonards. It is legally described as Lot 71 DP749690.

7.2. PROPOSED LEP AMENDMENTS

This section is to be read in conjunction with **Section 9** of this Planning Proposal, which contains the proposed amended LEP Maps for zoning and land use, maximum building height and floor space ratio.

7.2.1. Zoning and Land Use

It is proposed to change the zoning of the site from B3 Commercial Core to B4 Mixed Use. The B4 zone permits 'residential flat buildings' and 'shop top housing'. All other uses reflected in the Indicative Concept Design are currently permitted in the B3 zone and will continue to be permitted in the B4 zone.

This outcome can be achieved by amending the existing *Land Zoning Map Sheet LZN_001* of NSLEP to reflect this rezoning, as shown in **Figure 14**.

7.2.2. Building Height

It is proposed that a 212 metre maximum height control applies to the site.

This outcome can be achieved by amending the existing *Height of Buildings Map Sheet HOB_001* of NSLEP to reflect this maximum height, as shown in **Figure 15**.

7.2.3. Floor Space Ratio

There is no existing FSR control applicable to the site.

It is proposed to introduce a site specific FSR control to ensure a minimum non-residential floor space of at least 3.9:1 FSR.

If the Council determined this was appropriate, it would be proposed that a maximum FSR of 20:1 also be applied to the site.

This outcome can be achieved by amending the existing *Non-Residential Floor Space Ratio Map LCL_001* and the *Maximum Floor Space Ratio Map FSR_001* of NSLEP to reflect this control, as shown in **Figure 16** and **Figure 17**.

7.3. RELATIONSHIP TO EXISTING LOCAL PLANNING INSTRUMENT

It is proposed that NSLEP 2013 will continue to apply to the site and will be amended by the site specific LEP amendment.

7.4. SAVINGS PROVISIONS

It is not considered necessary to include a savings provision.

8. PART 3 – JUSTIFICATION

8.1. SECTION A – NEED FOR THE PLANNING PROPOSAL

8.1.1. Q1. Is the Planning Proposal a result of any strategic study or report?

Yes. The proposal aligns with area-specific strategic investigations, as detailed below.

St Leonards/Crows Nest Planning Study – Precinct 2 and 3 (2015)

North Sydney Council adopted a strategic review of its planning framework for the St Leonards/Crows Nest area and endorsed the *St Leonards/Crows Nest Planning Study – Precinct 2 and 3* (the ‘Planning Study’) in May 2015. A key outcome of the Planning Study was to identify opportunities to harness public benefits that can be gained from increased development density within St Leonards, specifically, support for additional housing near St Leonards train station with tall towers considered in the centre precinct.

The site was nominated as a ‘tall building’ site and defined as being within Precinct 2. Precinct 2 was identified in the Planning Study as “*the high density commercial and mixed use area immediately east of the St Leonards train station*”.

The Planning Study detailed that existing capacity is available to support more intensive development in St Leonards. It did not look to rezone land, rather it acknowledged the sites with active approvals or those already under construction, to demonstrate the changing density and character of St Leonards. To this extent, the site was overlooked as it did not have an active approval for mixed use development.

Although the Planning Study detailed the site as a ‘tall building’ site, it did not set a height limit, instead inviting the landowners of such sites to submit site specific Planning Proposals to Council for individual consideration, having regard to the design criteria for tall buildings outlined in the Planning Study. As demonstrated in **Table 8**, this Planning Proposal adheres to this criteria.

The only departure of this Planning Proposal from Council’s 2015 Planning Study is the proposal to facilitate mixed use development, whereas the Planning Study did not identify this as a mixed use site. This is despite the fact that the wider precinct in which the site is located is already evolving to a mixed use centre. The wholesale redevelopment of this site as a commercial-only building has been investigated and tested, both for viability and market acceptance. The response to Q9 details the results of this analysis.

More detail about the Planning Proposal’s alignment with this local study is detailed further in the response to Q4.

St Leonards and Crows Nest Station Precinct Interim Statement (2017)

Since this time, an Interim Statement (‘the Statement’) for the St Leonards and Crows Nest Station Precinct, and accompanying specialist reports, were released by DPE following the declaration of St Leonards/Crows Nest as a Planned Precinct. **Section 8.2.1.4** of this report details how the Planning Proposal aligns with this new planning direction, by supporting the mixed use evolution of St Leonards whilst providing for continued commercial uses as part of any future redevelopment.

8.1.2. Q2. Is the Planning Proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

Yes. Without an amendment to the statutory planning controls, the Indicative Concept Design for the site cannot be achieved and the associated public benefits would not be realised.

Given this, a range of statutory measures to give effect to achieving the objectives of the Planning Proposal have been considered, including:

- Seeking a Section 4.55 amendment to the current NSLEP controls
- Applying a Schedule 1 clause for an additional permitted use and retaining the existing B3 zoning
- Including shop top housing as a permissible use in the B3 Commercial Core zone
- Rezoning the site to a zone that permits ‘residential flat buildings’, such as a B4 Mixed Use zone (proposed).

Lodging a Development Application was considered however, there is no power to secure approval for residential uses under the zone, nor is there ability to vary the planning built form controls to the extent proposed via a Section 4.55 variation to the building height control.

Applying a Schedule 1 amendment allowing additional permitted use to the B3 Zone is not the preferred approach because it may create issues for Council in the future by creating an anomaly within the policy. Contextually, the site is located within an area that has a predominate B4 zoning character. The remnant B3 zoning creates an isolated core to St Leonards with two significant landholdings being supported by Council to permit residential land uses. Through the imposition of a minimum non-residential floor space ratio, the desired maintenance of commercial floor space in the St Leonards Centre will still be achieved. The 'core' of the centre will still contain the greatest quantum of commercial uses.

Furthermore, the neighbouring land north of Chandos Street, which falls within the Willoughby Council, contains a row of land zoned B3 but which allows 'shop top housing' as an additional permitted use in Schedule 1. This creates a false perception of a larger B3 Commercial Core zone, however the majority of development in that case has evolved to predominantly residential relying on Schedule 1. We do not believe this is the most appropriate approach to take.

Including 'shop top housing' as a permitted use in the B3 Commercial Core zone was not preferred as it would have wider implications through all of Council's B3 zoned lands, which would have implications beyond that considered for the site.

Rezoning the land to B4 Mixed Use is considered the most appropriate approach as it would best reflect the predominate surrounding zoning pattern and also constitutes the best fit zone to enable a mix of residential, commercial and social infrastructure land uses. The rezoning would not preclude the maintenance of non-residential land uses in the commercial core by virtue of the non-residential FSR minimum being imposed.

We note that the adjoining site at 617-621 Pacific Highway has proposed a Schedule 1 amendment. If Council feels strongly that this is the most appropriate mechanism to enable residential use on-site, we would be willing to consider this approach if preferred by the Relevant Planning Authority.

8.2. SECTION B – RELATIONSHIP TO STRATEGIC PLANNING FRAMEWORK

8.2.1. Q3. Is the Planning Proposal consistent with the objectives and actions of the applicable regional, sub-regional or district plan or strategy (including any exhibited draft plans or strategies)?

Yes. The Planning Proposal is consistent with the objectives and actions of applicable strategies, demonstrating the strategic merit of the site. This is demonstrated through the Planning Proposal's alignment and consistency with the following:

- Site specific and Strategic merit tests as outlined in the Guide for Preparing Planning Proposals (see **Section 8.2.1.1**)
- Greater Sydney Region Plan (see **Section 8.2.1.2**)
- North District Plan (see **Section 8.2.1.3**)
- St Leonards and Crows Nest Station Precinct – Interim Statement (see **Section 8.2.1.4**)
- Future Transport Strategy (see **Section 8.2.1.5**)

8.2.1.1. Guide to Preparing Planning Proposals – Assessment Criteria

The Planning Proposal demonstrates site specific and strategic merit. This is in accordance with Part (a) of the Assessment Criteria in the DPE's *Guide for Preparing Planning Proposals*. **Table 3** below contains an assessment of the Planning Proposal against the Guide.

Table 3 – Guide for Preparing Planning Proposals Assessment Criteria

Assessment Criteria	Response
<p>Does the proposal have strategic merit? Is it;</p> <ul style="list-style-type: none"> Consistent with the relevant regional plan outside of the Greater Sydney Region, the relevant district plan within the Greater Sydney Region, or corridor/precinct plans applying to the site, including any draft regional, district or corridor/precinct plans released for public comment; or 	<p>Yes. Refer to Section 8.2.1.2, 8.2.1.3 and 8.2.1.4 which demonstrates direct alignment between this Planning Proposal and the <i>Greater Sydney Region Plan, North District Plan</i> and the DPE’s Interim Statement for the St Leonards/Crows Nest Station Precinct investigation process.</p>
<ul style="list-style-type: none"> Consistent with a relevant local council strategy that has been endorsed by the Department; or 	<p>Partial. The Planning Proposal is partially consistent with the <i>St Leonards/Crows Nest Planning Study – Precincts 2 and 3</i>.</p> <p>The proposal to establish a tall tower on the site aligns directly with the Planning Study, which identifies 601 Pacific Highway as a ‘tall building’ site.</p> <p>The inclusion of residential use does not align. Despite this, there are numerous aspects of the Planning Study that have been incorporated into the design thinking for this Planning Proposal, and which can <i>only</i> be fully realised through the viable redevelopment of the site. These include:</p> <ul style="list-style-type: none"> Enhanced public domain outcomes along Mitchell Street – the Planning Proposal enables development that would contribute to the development of the public realm by activating the western edge of Mitchell Street and providing ground level retail land uses. Enhanced Mitchell Street Plaza – the Planning Proposal enables development that would build upon the planned landscape works for Mitchell Street Plaza to create an iconic and identifiable destination. A greater civic and pedestrian function along Atchison Street – the Planning Proposal enables development that would assist in improvements to the public realm on Atchison Street to enhance the pedestrian experience. <p>Further detailed explanation of how this Planning Proposal aligns with the broad objectives of the Council’s Planning Study, are detailed in Section 8.2.2 (in response to Q1, Q4 and Table 8).</p>

Assessment Criteria	Response
<ul style="list-style-type: none"> Responding to a change in circumstances, such as the investment in new infrastructure or changing demographic trends that have not been recognised by existing planning controls. 	<p>The more recent DPE Interim Statement, which was released over two years following the release of the Planning Study, now supports a mixed use outcome on the site.</p> <p>Yes. The Planning Proposal responds to the confirmation that the Sydney Metro Rail Line will include a station at Crows Nest, some 210 metres from the site. Additional infrastructure investment in increasing rail capacity is driving investment in St Leonards and surrounds, and the designation of the St Leonards town centre as a Planned Precinct recognises this location must support increased density to facilitate more workers and residents located in close walking distance to the new rail infrastructure.</p> <p>Specifically as it relates to the Sydney Metro tunnel alignment, the Indicative Concept Design responds by demonstrating a design that accounts for the structural needs and requirements of building over a rail tunnel.</p> <p>As it relates to the demographic circumstances, as detailed in the attached Economic Impact Assessment (EIA) (Appendix F), the demography of St Leonards and the range of employment opportunities will continue to change in the future. The EIA demonstrates that market demand for commercial office space in St Leonards has changed, finding that:</p> <ul style="list-style-type: none"> Larger corporate tenants require a conglomeration of commercial business (and buildings), being a commercial CBD environment, to be viable and attractive; Corporate tenants are seeking larger floorplates to consolidate operations onto a single floor; St Leonards is transitioning from what was once a corporate office market (with a grouping of commercial buildings) to a mixed use precinct with the preeminent health and medical sector focused around RNSH; The health and medical sector around RNSH can be supported by ancillary business, which can appropriately locate in mixed use buildings in the town centre. <p>Perhaps most importantly, the EIA found that there is sufficient proposed and vacant office development to</p>

Assessment Criteria	Response
	support employment growth within the St Leonards Strategic Centre.
<p>Does the proposal have site-specific merit, having regard to the following:</p> <ul style="list-style-type: none"> the natural environment (including known significant environmental values, resources or hazards), and 	<p>Yes. The site is located in the centre of St Leonards, in a built up area and contains no known significant environmental values or resources that would inhibit or restrict its redevelopment.</p>
<ul style="list-style-type: none"> the existing uses, approved uses, and likely future uses of land in the vicinity of the proposal, and 	<p>Yes. The Planning Proposal is consistent with the emerging trend of development, in terms of scale and land use mix, as described in Section 2.5 of this report and as demonstrated by the nature of development proposed and under construction on sites immediately surrounding the subject site.</p> <p>Given the sites' area, its prominent location and its ability to meet building separation requirements, there is site specific merit to support the use of this site for mixed use, including residential, and at a significant height. The Planning Proposal has had regard to the approved massing of the adjacent built form and that of wider St Leonards, in terms of view impacts, overshadowing and solar access, to demonstrate that the site is suitable to support the tallest building in the centre.</p> <p>Refer to Section 8.3 'Environment, Social and Economic Impact' for further detail about the way the Planning Proposal addresses the existing and future development in the vicinity.</p>
<ul style="list-style-type: none"> the services and infrastructure that are or will be available to meet the demands arising from the proposal and any proposed financial arrangements for infrastructure provision. 	<p>The construction of the Sydney Metro Station at Crows Nest will provide additional transport infrastructure to support the growing demands of St Leonards. The Planned Precinct work by DPE will identify the need for additional social infrastructure and arrangements for contributions by proponents.</p>

8.2.1.2. Greater Sydney Region Plan – A Metropolis of Three Cities (2018)

This section provides a summary of the *Greater Sydney Region Plan* (GSRP) and demonstrates how the Planning Proposal is consistent with the relevant objectives and actions therein.

The GSRP sets out policy directions to achieve the identified goals and principles, with each direction underpinned by a number of actions. **Table 4 below** sets out some of the relevant directions and actions of the GSRP and explains how the Planning Proposal responds and aligns to these.

Table 4 – Planning Proposal Response to the *Greater Sydney Region Plan*

Greater Sydney Region Plan	Planning Proposal Response
Direction 1: A City supported by Infrastructure	
<p><i>Objective 4: Infrastructure use is optimised</i></p>	<p>The proposed increase in density on site is considered highly appropriate given its proximity to existing rail and future metro rail services, which positively contributes to this objective by placing density in a highly convenient location that will encourage use of existing and new transport infrastructure.</p> <p>Furthermore, the inclusion of potential for residential land uses on the site adds diversity of use, which will ensure the public transport infrastructure is further optimised.</p> <p>As per the Traffic Report in Appendix D, development in accordance with the Planning Proposal would create a minor addition to local traffic movements, however the surrounding roads have existing capacity to account for the proposed density uplift of the site.</p> <p>Delivering density in the right location, such as the site, will help to drive better travel behaviour in future residents and workers, encouraging increased reliance on public transport.</p>
Direction 2: A Collaborative City	
<p><i>Objective 5: Benefits of growth realised by collaboration of governments, community and business</i></p>	<p>St Leonards, Frenchs Forest and Macquarie Park are defined as a Collaboration Area, in order to share resources and coordinate investment.</p> <p>This Planning Proposal will assist in the collaboration of government, community and business as follows:</p> <ul style="list-style-type: none"> • Renewal of this site for mixed-use would assist government in contributing towards housing and employment targets for the centre, ensuring the proposal positively contributes to housing and economic policy of government. • The community will be enhanced through providing residential land uses in proximity to services, and as the population grows, government expenditure will increase. • The proposal is consistent with the sites designation in the Interim Statement as within the St Leonards and Crows Nest station area which is proposed to be a ‘true high density centre’ characterised by a mix of uses.
Direction 4: Housing the City	
<p><i>Objective 10: Greater housing supply</i> <i>Objective 11: Housing is more diverse and affordable</i></p>	<p>The GSRP provides housing targets for 2016-2036 (Northern District), as per the following:</p> <ul style="list-style-type: none"> • 0-5 year target (2016-2021): 25,950 additional homes;

Greater Sydney Region Plan	Planning Proposal Response
	<ul style="list-style-type: none"> • 20-year (2016-2036): 92,000 additional homes. <p>This Planning Proposal seeks to enable a mixed use development which would permit the development of apartments, in addition to commercial and retail uses, within the strategic centre of St Leonards. This would directly contribute to the dwelling supply needed to meet the dwelling targets.</p> <p>Approximately 516 new dwellings are provided for in the Indicative Concept Design. This outcome would positively contribute to achieving the 6-10 year housing targets for the Council as part of the North District.</p> <p>The concentration of density within the centre will enable the retention of existing low density residential areas surrounding St Leonards, preserving local character and creating housing diversity. The concentration of density within walking distance of two public transport nodes is considered an appropriate location for additional housing.</p> <p>As it relates to affordability, the Planning Proposal creates the potential to contribute to housing affordability. It does so by contributing to general housing supply which places downward pressure on housing costs. In addition, and subject to undertaking viability testing, any future redevelopment may also be able to deliver key worker housing on site or via a contribution. This could be achieved through partnerships with the community housing sector, whereby the provision of affordable housing on site could be viable if ownership is retained with the developer or CHP, rather than direct dedication. This ownership arrangement enables project viability to be maintained, while still delivering a maximum number of affordable key worker homes to those in need, in perpetuity. The ability to provide these key worker homes is dependent on viability testing, however a 10% target would produce up to 50 key worker homes.</p>
Direction 5: A City of Great Places	
<p><i>Objective 12: Great places that bring people together</i></p>	<p>The Planning Proposal incorporates an Indicative Concept Design for Public Domain Landscaping and Urban Design upgrades to Mitchell Street, to enhance the Council upgrade works and create new useable open space for public benefit.</p> <p>The works proposed in the Indicative Concept Design would provide for additional outdoor seating and alfresco dining opportunities at the retail interface with the building, as well as linear tree plantings to create shade, wind protection and a strong visual link down Mitchell Street to the Plaza, complementing the public domain upgrade works of Council.</p>

Greater Sydney Region Plan	Planning Proposal Response
	<p>Low level planting at street level is proposed to soften and define the outdoor space. These works plan to enhance the public domain, creating places for people to gather and enjoy.</p> <p>The Indicative Concept Design also proposed high quality gathering spaces associated with the community uses (represented as childcare outdoor spaces), as well as residential communal open spaces.</p> <p>Finally, the commercial and office space provides the opportunity for shared employment or enterprise spaces, such as <i>WeWork</i> style worker accommodation. This enables workers to come together in well designed, high quality and connected spaces that will foster a sense of community for the working population.</p>
Direction 6: A well connected City	
<p><i>Objective 14: A Metropolis of Three Cities – integrated land use and transport creates walkable and 30-minute cities</i></p> <p><i>Objective 15: The Eastern, GOP and Western Economic Corridors are better connected and more competitive</i></p>	<p>St Leonard is defined in the GSRP as forming part of the ‘Eastern Economic Corridor’ and continuing to be defined as one of Greater Sydney’s nine commercial office precincts. The maintenance of commercial floorspace on the site safeguards the commercial offerings into the future.</p> <p>The proximity of the site to existing and planned transport options will assist in promoting walkable cities. The provision of mixed-use development incorporating both residential and office uses, assists in creating jobs closer to home.</p> <p>Concentrating employment and housing growth in St Leonards supports the desired integrated land use and transport model and it also encourages walkable centres. For these reasons, this proposal supports this objective.</p>
Direction 7: Jobs and skills for the City	
<p><i>Objective 21: Internationally competitive health, education, research and innovation precincts</i></p> <p><i>Objective 22: Investment and business activity in centres</i></p> <p><i>Objective 24: Economic sectors are targeted for success</i></p>	<p>As demonstrated in the Economic Impact Study (Appendix G), St Leonards is transitioning from a suburban corporate office market to a health and medical focused mixed use precinct. The provision of flexible commercial space in this Planning Proposal supports growth in medical and health for ancillary industries.</p> <p>This Planning Proposal seeks to retain and strengthen the employment role of the site by rezoning the site to B4 Mixed Use and imposing a minimum non-residential FSR control specific to the site. This will ensure that the site continues to make a contribution to jobs and economic growth of the St Leonards Strategic Centre.</p> <p>Contemporary employment that is in a large floor plate, flexible and can accommodate enterprise style working, such as</p>

Greater Sydney Region Plan	Planning Proposal Response
	<p><i>WeWork</i> type employment, is a focus for the proposed commercial space. This would promote diversity in industries and provide variety of job opportunities.</p> <p>Specifically, this Planning Proposal would result in a number of direct economic benefits, during the construction stage and during ongoing operations. Based on the use mix described in the Indicative Concept Design, job generation would include:</p> <ul style="list-style-type: none"> • A total of 148 direct and 211 indirect construction jobs, which equate to 359 one-year equivalent construction jobs; and • Ongoing employment of around 1,316 total jobs, including 831 direct and 485 indirect. <p>This Planning Proposal would send a clear signal of investor confidence in the area which has the potential to stimulate further development activity.</p> <p>Further detail about the economic impacts and benefits is provided in response to Q9.</p>
Direction 8: A city in its Landscape	
<p><i>Objective 31: Public open space is accessible, protected and enhanced</i></p>	<p>The Planning Proposal provides opportunity to further contribute to the Council led public domain upgrade works of Mitchell Street through integration with the proposed Plaza upgrades, as well as future definition of the public domain through complimentary works such as potential use of awnings and the provision of ground level through-site pedestrian links.</p> <p>Further detail about the enhanced public open space and public domain outcomes is provided in Section 8.3.2.6 of this report.</p>
Direction 9: An Efficient City	
<p><i>Objective 33: A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change</i></p>	<p>The Planning Proposal facilitates the promotion of walkable neighbourhoods and low carbon transport options due to its proximity to public transport, being within walking distance of the St Leonards train station and future Crows Nest Station, as well as existing bus services.</p> <p>The site's proximity to public transport would provide opportunities for residents and employees to conveniently use public transport thereby reducing private vehicle trip movements, and assisting the objective to create low-carbon cities.</p> <p>Further, sustainability measures would be explored in any future redevelopment of the site.</p>

8.2.1.3. North District Plan (2018)

The site is located within North District of Greater Sydney. The North District Plan reflects the broader vision of the Sydney as a three-city metropolitan, and contains the following key metrics:

- Housing target – The North District has a housing target of an additional 92,000 dwellings by 2036, with a total forecast dwelling count of 464,500.
- Job target – St Leonards is listed as having a job target of 54,000-63,500 by 2036, compared to 2016 figures of 47,100 existing jobs. This represents a minimum target of 7,000 new jobs over 20 years.

A description of how this Planning Proposal directly aligns with the relevant priorities of the North District Plan priorities, is set out in **Table 5** below.

Table 5 – Planning Proposals alignment with the *North District Plan*

North District Plan	Planning Proposal Response
<p><i>N1. Planning for a city supported by infrastructure</i></p> <p><i>N12. Delivering integrated land use and transport planning and a 30-minute city</i></p>	<p>The Planning Proposal leverages the new Crows Nest metro to plan for the population growth of St Leonards. The site is ideally located in just a short walking distance to the future station. The future metro station will support the growth of St Leonards in order to deliver additional employment and residential capacity, providing housing in close proximity to services and jobs. In 2024, the indicative travel time to Central Station will be 11 minutes from Crows Nest Station, and 5 mins to North Sydney, locating St Leonards well within the desired 30 minutes travel model.</p>
<p><i>N5. Providing housing supply, choice and affordability, with access to jobs and services</i></p> <p><i>N10. Growing investment, business opportunities and jobs in strategic centres</i></p>	<p>Increasing housing capacity in the St Leonards Town Centre will assist in the retention of low and medium density housing outside of the Town Centre, whilst still contributing to the provision of housing in line with Councils targets. In turn, this encourages the diversity of housing in terms of the age and character of housing stock.</p> <p>Excellent public transport access and proximity to Macquarie Park, Sydney CBD, North Sydney CBD makes St Leonards strategic centre a highly attractive location for residential. The current DPE study approach is seeking to balance residential intensification with the role to maintain a strong employment function. The subject site can play an important role in this regard.</p> <p>Further, the District Plan considers locational criteria for urban renewal opportunities such as that located around regional or strategic centres. The District Plan maintains a position that housing growth should not happen in an ad hoc manner, rather it should be restricted to areas that meet locational criteria for urban renewal.</p>

North District Plan	Planning Proposal Response
<p><i>N9. Growing and investing in health and education precincts</i></p> <p><i>N13. Supporting growth of targeted industry sectors</i></p>	<p>The District Plan recognises that the main focus of the St Leonards specialised centre is the RNSH, North Shore Private and TAFE; the aim being to grow jobs in complementary health services and existing education facilities.</p> <p>As demonstrated in the Economic Impact Study (Appendix G), St Leonards is transitioning from a corporate office market to a health and medical focused mixed use precinct. The provision of flexible commercial space in this Planning Proposal supports growth in medical and health for ancillary industries.</p> <p>Contemporary and flexible employment space is a focus for the proposed commercial space, to promote diversity in industries and provide variety of job opportunities.</p> <p>Further detail about the economic impacts and benefits is provided in response to Q9.</p>

8.2.1.4. St Leonards and Crows Nest Station Precinct Interim Statement (2017)

The Interim Statement (the Statement) provides the current direction of DPE in its strategic planning of the St Leonards/Crows Nest Precinct.

The Statement defines the site as located within the ‘St Leonards Centre’ Character Area. This Character Area is designated to “support a mix of commercial, retail, community, residential and public domain uses that complement St Leonards and Crows Nest”.

The DPE have identified this as a mixed use, high-density centre where employment capacity and diversity is maintained, using minimum employment floor space controls, together with improvements to the public domain, and provision is made for social, civic and community needs.

This Planning Proposal adheres closely to the vision outlined for St Leonards in the Interim Statement. **Table 6** below outlines how this Planning Proposal aligns to the key Principles of the Statement, as well as the more specific considerations of the Character Area.

Table 6 – Alignment with the DP&E Interim Statement (part 1)

Interim Statement 2017	Planning Proposal Response
<p><i>Promote design excellence through contextually responsive design and encourage variation in built form and building heights.</i></p>	<p>The Indicative Concept Design has been developed through careful consideration of the surrounding area to ensure a responsive built form appropriate to its context.</p> <p>The Indicative Concept Design depicts a stepped tower form, with the lower tower element at the western edge of the site comparable (<i>but lower</i>) in height to the adjoining proposal at 617-621 Pacific Highway. The taller tower element (up to Level 64) is well separated from any existing and proposed towers, and is considered appropriate in context due to its small floorplate. Moreover, there are a number of factors that</p>

Interim Statement 2017	Planning Proposal Response
	<p>differentiate this site from others in St Leonards, adding to the justification for height on this site.</p> <p>601 Pacific Highway is an iconic, gateway site into St Leonards, located at the topographic and spatial centre of St Leonards town centre, and is one of the largest single landholdings in the area. It is therefore considered to be a logical location for this height.</p> <p>The varied height of the built form creates a suitable transition between the site and its neighbours, and ensures a varied built form across the site itself.</p>
<p><i>Consider a varied skyline with height and density to be focused around St Leonards and Crows Nest stations, and along the Pacific Highway corridor between the stations.</i></p>	<p>As detailed in Section 2.5, the scale of built form St Leonards is changing to accommodate buildings in the order of 50 storeys. This Planning Proposal positively contributes to this emerging character in height, scale and orientation in order to create an interesting skyline.</p> <p>The urban design analysis contained within the Concept Design Report (Appendix A) justifies the proposed height and envelope as suitable in the context of the evolving skyline of St Leonards. With a number of buildings constructed or proposed at a similar height (circa 40-50 storeys) there is a risk of an emerging homogeneity in the skyline, without a distinct 'centre' or marker. Based on the site's:</p> <ul style="list-style-type: none"> • central location between the two stations • topographic location on the ridge, and • position as a key bend in Pacific Highway forming the 'gateway' to St Leonards <p>The proposal for this site to form the visual height marker for this town centre in the skyline, is supported.</p> <p>In addition, the orientation of the building and stepped tower form is considered to be the most optimal built form outcome considering the prominence of the site along the Pacific Highway vista. The building will be in full view of those heading north on the Pacific Highway, and therefore the urban design response has considered this aspect in developing the built form response.</p>
<p><i>Support a range of diverse employment, retail, residential and community uses to create a truly mixed use and vibrant Precinct.</i></p>	<p>This Planning Proposal seeks the application of a B4 Mixed Use zone to the site, and therefore create the potential for a greater diversity of uses, including commercial, residential and community.</p> <p>Through this Planning Proposal, these uses would be able to be delivered on a site which has historically been commercial</p>

Interim Statement 2017	Planning Proposal Response
	only, contributing greatly to the achievement of a truly mixed use precinct at the Centre of St Leonards.
<i>Encourage local living by focusing new growth within a short walk of centres and public transport.</i>	This highly accessible site is within close walking distance to rail stations, Willoughby Road “eat street”, medical services and schools. Most critically, it is located 210 metres from a new Metro station at Crows Nest, and is therefore ideally located to support housing close to public transport.
<p><i>Prioritise employment growth and leverage off government investment in infrastructure to increase employment capacity.</i></p> <p><i>Ensure the Precinct strengthens its role as a high performing employment area and remains a major contributor to the knowledge, health and innovation economy in NSW.</i></p>	<p>The Interim Statement identifies that for the St Leonards and Crows Next Station Area, “<i>minimum employment floorspace controls will be required to ensure employment capacity and diversity</i>”. The inclusion of a minimum Non-Residential Floor Space Ratio control within this Planning Proposal seeks to safeguard commercial uses in the centre.</p> <p>The Indicative Concept Design demonstrates one way in which this control could be realised. It incorporates 4 levels of flexible commercial floor space in the podium, which would be able to provide accommodation opportunities for both commercial and health related uses, leveraging the established health precinct nearby. This commercial space would be ideally suited to accommodate tenancies that would support the health and education focus of the Strategic Centre.</p>
<i>Allow for a well-designed and resilient public domain.</i>	A redevelopment of the site would provide the opportunity to activate outdoor retail spaces to Atchison Street and Mitchell Street as well as create more unified street level to facilitate a greater ease of movement and usage of public space.
<i>Ensure new housing contains high levels of amenity in relation to solar access, sustainability and private open space.</i>	In preparing the Indicative Concept Design, the Apartment Design Guideline has been taken into consideration, not only at apartment level but also contextually, in terms of planned buildings adjacent the site, setbacks and solar performance of surrounding sites. This is described in more detail in Section 8.3.2.3 of this report under the ‘Residential Amenity’ section.

Additionally, **Table 7** outlines the key opportunities and constraints detailed in the Interim Statement specific to the St Leonards Centre and Crows Nest Station Character Area, in which the site is located. The Planning Proposal aligns closely to these identified items.

Table 7 – Alignment with the DP&E Interim Statement (part 2)

Opportunity and Key Considerations	Planning Proposal Response
<i>“A mix of commercial, retail, community, residential and public domain uses that complement St Leonards and Crows Nest.”</i>	The objective of this Planning Proposal is to establish planning controls that would enable the future delivery of a mixed-use outcome for this site. This has been tested through the Indicative Concept Design, which incorporates a range of land

	<p>uses to show <i>one way</i> in which the objectives could be realised:</p> <ul style="list-style-type: none"> • Retail – located on the ground floor with active frontages to three streets, a ‘laneway’ style eat street between adjoining sites, and a central courtyard flanked by retailers. • Commercial – significant non-residential space in a podium, which could include flexible office floor space, childcare, or community uses, enterprise space or a learning hub (in the Indicative Concept Design, this space is represented as a two level child care facility). • Residential – apartments could be accommodated within a tower form and, subject to the viability test, could include key worker housing. <p>The site also presents an opportunity to create flexible communal space to suit a range of future uses. Such uses will positively contribute to the local economy, complementing the mixed use character sought in the Interim Statement.</p>
<p><i>“A true high density centre that ensures the Precinct strengthens its role as a major commercial centre in Sydney.”</i></p>	<p>This site is centrally located and has long standing history of being occupied by a prominent gateway building, which has defined the centre ‘high point’ of St Leonards. This arises because it is one of the largest sites in the centre core and is situated at the most prominent location. Taking into account the densification of the centre, we consider that this site should maintain its role as the focal point of the centre.</p> <p>There are already a number of significant projects either approved, under DA assessment or proposed in the immediate vicinity of the site. These projects are a step towards creating the desired high density centre with building heights of 45-50 storeys. As such, the subject site, which sits centrally amongst these projects on a larger and less constrained location, should equally be considered for a tall building form.</p> <p>In its current form, the building is aging and is relatively small in scale both in terms of the footprint that it occupies and its building height. To achieve this Character Area outcome, the site should be designated as a gateway development site. The current B3 zoning restricts the achievement of the full potential of this site and spatially does not respond to its context (whereby the site immediately west is proposed to be rezoned to B4 Mixed Use). There is no strategic planning logic to <i>not</i> to afford the same zoning to the subject site.</p>
<p><i>“An improved public domain through varied building types, improved</i></p>	<p>The existing built form does not respond to the strategic aims of Council to provide a more permeable and active frontage to</p>

<p><i>connections and a high-quality streetscape will be delivered.”</i></p>	<p>Mitchell and Atchison Street, as detailed in the 2015 <i>St Leonards/Crows Nest Planning Study – Precincts 2 and 3</i>.</p> <p>A redeveloped site would provide the opportunity to deliver the desired public domain, landscape and amenity outcomes for the broader community through:</p> <ul style="list-style-type: none"> • Increased provision of public domain – through the creation of an additional setback at the ground plane, to allow for more landscaping and easier pedestrian passage through the site. • Creation of a central courtyard and a new public space that continues the active ground uses and provides publicly accessible through site links from Pacific Highway to Atchison Street. • An improved interface that will enhance Council's vision for the Mitchell Street plaza upgrade.
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8.2.1.5. Future Transport Strategy 2056

The Future Transport 2056 Strategy (2018) (the Strategy) outlines the vision for the Greater Sydney mass transit network, detailing St Leonards as a ‘strategic centre’ linked directly to the ‘Harbour City’ (the Sydney CBD) via North Sydney.

The Future Transport vision sets six state-wide outcomes to guide investment, policy and reform and service provision. They provide a framework for network planning and investment aimed at supporting transport infrastructure.

The site is well placed to gain from the future transport network proposed through both the frequency of transport services projected as well as upgraded infrastructure for all forms of mobility.

More specifically, the Strategy seeks to enhance public transport services in Greater Sydney by establishing efficient and reliable corridors. The site is located within a ‘City Shaping Corridor’ which is described as: *major trunk road and public transport corridors providing higher speed and volume links between cities and centres that shape locational decisions of residents and businesses*. The City-shaping Network is detailed as providing high capacity turn-up-and-go services.

The Planning Proposal leverages from the committed construction and existing upgrades to both St Leonards and Crows Nest Stations, which will see higher frequency metro transport offering to move more people more quickly.

The Strategy also designates upgrades to bicycle and road networks which for the St Leonards City-shaping corridor has existing capacity. Potential upgrades to the Pacific Highway to address long term capacity constraints are also noted which may improve road connectivity to the site.

Any future redevelopment of this key site has the potential to contribute to, and enhance, walking and cycle connections between the stations.

8.2.2. Q4. Is the Planning Proposal consistent with a Council’s local strategy or other local strategic plan?

Yes. The *St Leonards/Crows Nest Planning Study – Precinct 2 and 3* (the ‘Planning Study’) May 2015, which has been adopted by Council, provides the framework to inform future planning proposals in the locality.

The subject site is included within the defined study area, and is situated within Precinct 2. Precinct 2 is identified by the Planning Study as a high density commercial and mixed use area.

The Planning Study envisages that the subject site will be redeveloped to accommodate a ‘tall building’. Landowners of tall building sites identified on Map 6C of the Planning Study, are invited to submit schemes to Council’s City Strategy Division with a proposed height and floor space ratio.

An assessment of the Planning Proposal against the design criteria for site specific planning proposals, as outlined in the Planning Study, is provided in **Table 8** below.

Table 8 – North Sydney Council Planning Study: Design Criteria for Site Specific Planning Proposals

Design Criteria	Planning Proposal Response
Relate to a parcel of land with a minimum street frontage of 20 metres	This site is unique in that it has three street frontages, one to Atchison Street, Mitchell Street and the Pacific Highway, all in excess of 50 metres.
Relate to a parcel of land that does not isolate, sterilise or unreasonably restrict the development potential of adjacent parcels of land	<p>The Planning Proposal would not result in the isolation of any property. The massing for future development on the adjoining 617-621 Pacific Highway site has been assessed, and the proposal takes into consideration the scale and apartment aesthetic of the neighbouring site. Accordingly, the proposal would enable the relevant AGD objectives to be satisfied.</p> <p>Further, the proposal does not rely on access from adjoining lands.</p>
<p>Non-residential floor space ratio control consistent with Map 5.1</p> <p><i>(no minimum FSR is shown for the subject site)</i></p>	<p>This Planning Proposal seeks to introduce a minimum Non-Residential Floor Space Ratio control over the subject site. Testing undertaken to inform the Indicative Concept Design provides for seven levels of non-residential floor space, with an indicative GFA in the order of 11,160m² (equivalent to 3.9:1).</p> <p>Although slightly lower than the non-residential FSR of 4:1 for the neighbouring Planning Proposal at 617-621 Pacific Highway, given the much greater site area of the subject site, the net area of commercial floor space generated by this control is much greater compared with any other proposal in the centre. By example, nearby sites propose non-residential floor space as follows:</p> <ul style="list-style-type: none"> • 100 Christie Street: 5,709 m² • 617-621 Pacific Highway: 5,280 m² • 472-486 Pacific Highway: 8,000 m² • 496-520 Pacific Highway: 5,682 m² <p>Thus, the provision of non-residential floor space is considered appropriate in this context.</p>
<p>Site specific Floor Space Ratio control having regard to the podium height and setback controls in Maps 6A and 6B:</p> <ul style="list-style-type: none"> • 4 storey podium height • 3 metre setback above podium 	<p><u>Podium</u>: The podium is spilt into the podium base (commercial office) which is five storeys. The sixth and seventh storeys comprise the child care component, (as well as structural transfer elements), and are set further back from the building edge. The building therefore reads as having a five, and partially seven storey podium. Importantly, the podium has been design to generally match the height of</p>

Design Criteria	Planning Proposal Response
<ul style="list-style-type: none"> 3 metre building setback to Mitchell Street 	<p>the podium proposed for the neighbouring site, 617-621 Pacific Highway.</p> <p><u>Setbacks:</u> At ground level, the building is setback for a portion of the eastern boundary to Mitchell Street by between 3 to 5 metres, and a portion of the northern boundary to Atchison Street by 2 to 5 metres. This allows for a widened public realm and creates an opportunity to incorporate a covered outdoor areas, additional landscape and public seating, creating a sense of human scale at street level.</p>
<p>Height control consistent with Map 6C: Building Height</p> <p>For tall buildings identified in Map 6C, to be designed in accordance with the Design Principles for Tall Buildings:</p>	<p><i>* See commentary below responding to each principle. Note the Indicative Concept Design is indicative only, and has been prepared to demonstrate one way in which the site could be developed in the future.</i></p>
<ul style="list-style-type: none"> If mixed use, the built form must result in a slender residential tower with a maximum gross buildable area (GBA) of 750m², including balconies, above a well-proportioned, articulated podium. 	<p>The Indicative Concept Design comprises a tower with two elements, an eastern element with a floor plate of 628m² GBA (744m² BEA) and a western element with a floor plate of 372m² GBA (441m² BEA). This helps the design achieve the slender form desired.</p> <p>The tower elements, or ‘wings’, are connected by a central link, and orientated to achieve compliance with the building separation requirements of the ADG with adjacent sites (which requires 24 metres separation).</p> <p>Although the tower elements have a physical connection, the design response as depicted in the Indicative Concept Design shows how a building on the site can be appropriately designed to satisfy the intent of the provision, because:</p> <ul style="list-style-type: none"> The two elements will be viewed as separate building elements that have different geometries and heights In the context of the large site (2,844m²), a 750m² GBA is very small footprint which results in an underutilisation of the site as well as an undesirable building mass profile in the context (it is noted that a 750m² GBA would be suitable for many other sites in St Leonards because of the small allotment sizes) The separation of the tower elements allows for efficient circulation, adequate natural ventilation and solar access for the apartments as well as minimising the visual bulk, as per the ADG requirements apartments

Design Criteria	Planning Proposal Response
	<ul style="list-style-type: none"> The constrained nature of the site (by the metro tunnel beneath) means that the built form must be spread across the site to distribute loads either side of the tunnel Each tower element would meet the ADG design criteria for apartments per floor, by providing less than 12 apartments – a criteria which is intended to control GBA and promote apartment amenity. The resultant tower forms are considered visually 'slender' by virtue of their separation and orientation.
<ul style="list-style-type: none"> Maximum building length 40m with breaks and articulation encouraged on the elevations. 	<p>At ground level, the maximum length of the podium is 65.5m from east to west (along Atchison Street) and 46.0m from north to south. At ground level, the southern elevation exceeds the maximum building length allowed.</p> <p>It is noted that many sites in St Leonards, by virtue of the small allotment sizes, would not exceed this control. 601 Pacific Highway is a unique site in this respect, due to its large size on context.</p> <p>The Indicative Concept Design is considered acceptable given the size of the site (one of the largest in the St Leonards town centre), its prominence in terms of views from the Pacific Highway as a gateway building, and given the benefits will arise from this design, including:</p> <ul style="list-style-type: none"> Using a larger portion of the site for the podium creates a more cohesive built form at street level and also provides maximum flexibility to accommodate a range of employment uses The renewed building form provides opportunities for improved pedestrian connectivity through the site (protected from the elements) as well as public domain upgrades and more active street frontages It is desirable to frame the Pacific Highway with a consistent street wall height of non-residential uses to achieve a harmonious streetscape and scale of development. <p>From Level 8 above, the maximum length of the lower tower element is approximately 54.4 metres in an east-west direction and the higher tower element is 24.2 metres. By breaking up the building form to create the appearance of two tower forms, the Indicative Concept Design is within the 40m maximum building length allowed.</p>

Design Criteria	Planning Proposal Response
<ul style="list-style-type: none"> Minimum separation distance 24m from other tall buildings (20m for minor portions of the building acceptable). 	<p>The Indicative Concept Design complies with the required 24m separation distance to other tall buildings as demonstrated in Appendix A.</p>
<ul style="list-style-type: none"> Overshadowing analysis. 	<p>A shadow analysis has been prepared and is attached at Appendix A within the Concept Design Report. The shadow analysis demonstrates that the Indicative Concept Design would have some minor impact on the public realm and that these impacts are mitigated by:</p> <ul style="list-style-type: none"> the slenderness of the tower form the separation from other towers the street level setbacks. <p>Furthermore, the shadow generated by a building as depicted in the Indicative Concept Design would not dwell on any significant open space, heritage item or public facilities.</p>
<ul style="list-style-type: none"> Wind, sunlight and view impacts to be addressed. 	<p>The Indicative Concept Design can mitigate wind impacts and protect sunlight and views of the sky through building separation, public domain interface and podium/ tower design. Refer to Appendix E for the Wind Assessment and Appendix A for the View Assessment respectively.</p>
<ul style="list-style-type: none"> Provide high quality residential amenity outcomes. 	<p>An assessment of the Indicative Concept Design shows that:</p> <ul style="list-style-type: none"> <u>Solar access</u>: 70.2% of apartments have access to a minimum 2 hours sunlight between 9am and 3pm in winter, complying with the ADG recommended level of compliance of 70% <u>Natural ventilation</u>: 80% of apartments have natural ventilation. <p>The achievement of these key quantitative measures demonstrates that the proposed dwellings provide high quality residential outcomes.</p>
<p>Include satisfactory arrangements to provide commensurate public benefits that support the proposed scheme</p>	<p>A range of public benefits would be generated through the Planning Proposal, and further through the redevelopment of the site in accordance with the Indicative Concept Design, including:</p> <ul style="list-style-type: none"> Significantly improved open space and public domain outcomes for the community – resulting in additional plaza/public open space at the ground level for the enjoyment of the surrounding community Inclusion of approximately 1,850m² of floor space for a community use, shown in the Indicative

Design Criteria	Planning Proposal Response
	<p>Concept Design as child care or early learning centre</p> <ul style="list-style-type: none"> • Renewal of a key site in the St Leonards town centre • Potentially, the provision of key worker housing as part of any future redevelopment of the scheme (this would be subject to viability testing) • Potential monetary contribution towards infrastructure via a Special Infrastructure Contribution (SIC). <p>A full suite of public benefits can be further defined and negotiated with the consent authority as the Planning Proposal progresses.</p>

8.2.3. Q5. Is the Planning Proposal consistent with applicable State Environmental Planning Policies?

Yes. The Planning Proposal is consistent with the relevant State Environmental Planning Policies (SEPPs), as identified in **Table 9**.

Table 9 – Consistency of the Planning Proposal with SEPPs

SEPP	Consistency
SEPP 14 – Coastal Wetlands	Not relevant
SEPP 19 – Bushland in urban areas	Not relevant
SEPP 21 – Caravan Parks	Not relevant
SEPP 26—Littoral Rainforests	Not relevant
SEPP 30 – Intensive Agriculture	Not relevant
SEPP 33 – Hazardous and offensive development	Not relevant
SEPP 36—Manufactured Home Estates	Not relevant
SEPP 44 Koala Habitat Protection	Not relevant

SEPP	Consistency
SEPP 47 – Moore Park Showground	Not relevant
SEPP 50 – Canal estate development	Not relevant
SEPP 52 - Farm Dams and Other Works in Land and Water Management Plan Areas	Not relevant
SEPP 55 Remediation of Land	<p>SEPP 55 provides the planning framework for the management of contaminated land in NSW.</p> <p>Golder Associates have prepared a Preliminary Site Investigation (PSI) assessment involving site visit, review of site information and historical records, in accordance with the SEPP 55 requirements. The PSI concludes that the risk of significant contamination at the site is low and if redevelopment were to occur, the management of potential contamination would be undertaken during construction.</p> <p>The conclusions of the PSI do not inhibit the rezoning of the site to B4 Mixed Use, and more detailed actions to address SEPP 55 are able to be undertaken at DA stage.</p> <p>Refer to the PSI Report in Appendix G for further details.</p>
SEPP 62 – Sustainable Aquaculture	Not relevant
SEPP 65 Design Quality of Residential Flat Buildings	<p>SEPP 65 provides a statutory framework to guide the design quality of residential flat developments. The Indicative Concept Design has been designed to test one way in which the proposed planning controls could be translated to a future redevelopment. The Indicative Concept Design has therefore been assessed against SEPP 65 and the accompanying Apartment Design Guide (ADG). Based on that assessment, the following is noted:</p> <ul style="list-style-type: none"> • The residential component consists of 516 apartments suited to a variety of lifestyles. An indicative dwelling mix is 1 bedroom (25%) 2 bedroom (70%) and 3 bedroom (5%) has been applied. • The residential floors have minimum ceiling heights to habitable rooms of 2.7 metres and 2.4 metres to non-habitable spaces. The floor to floor height is typically 3.1 metres. • Each apartment has access to a secure private open space such as a balcony with minimum areas of 8-12m² based on apartment size. Most apartments would be able to achieve greater private open space than the minimum prescribed by the ADG. • A minimum of 2 hours direct sunlight between 9am and 3pm in mid-winter available to more than 70.2% of the apartments.

SEPP	Consistency
	<p>Similarly, 80% of apartments are able to be naturally cross ventilated (noting that apartments start at level 8). These numbers exceed those prescribed by the ADG.</p> <ul style="list-style-type: none"> Each apartment has access to a minimum of 2 private storage spaces via a combination of space within the apartment or secure storage cage within the basement. <p>A detailed assessment would be required to accompany any future DA.</p>
SEPP 70 - Affordable Housing (Revised Schemes)	Not relevant
SEPP 71 – Coastal Protection	Not relevant
SEPP (Affordable Rental Housing) 2009	Not relevant
SEPP (Exempt and Complying development codes) 2008	Not relevant
SEPP (Housing for seniors or people with a disability) 2004	Not relevant
SEPP (Major Development) 2005	Not relevant
SEPP (Mining, Petroleum production and extractive industries) 2007	Not relevant
SEPP (Miscellaneous consent provisions) 2007	Not relevant
SEPP (State and Regional Development) 2011	Not relevant
SREP (Sydney Harbour Catchment) 2005	Not relevant
SEPP (Buildings Sustainability Index: BASIX) 2004	<p>The BASIX SEPP requires residential development to achieve mandated levels of energy and water efficiency.</p> <p>The Indicative Concept Design has been designed with building massing and orientation that would facilitate future BASIX compliance, which would need to be documented in any future DA.</p>
SEPP (Infrastructure) 2007	<p>The Infrastructure SEPP aims to facilitate the efficient delivery of infrastructure across the State.</p> <p>Any future development may require existing utility services to be upgraded and/or augmented to enable the future residential population to</p>

SEPP	Consistency
	<p>be accommodated. Further details would need to be provided during any future DA.</p> <p>In addition, any future DA submitted for this site would trigger the referral requirements for traffic generating development of the to the RMS.</p>
SEPP - (Integration and Repeals) 2016	Not relevant
SEPP - (Kosciuszko National Park—Alpine Resorts) 2007	Not relevant
SEPP - (Kurnell Peninsula) 1989	Not relevant
SEPP - (Mining, Petroleum Production and Extractive Industries) 2007	Not relevant
SEPP - (Miscellaneous Consent Provisions) 2007	Not relevant
SEPP - (Penrith Lakes Scheme) 1989	Not relevant
SEPP - (Rural Lands) 2008	Not relevant
SEPP - (State and Regional Development) 2011	Not relevant
SEPP - (State Significant Precincts) 2005	Not relevant
SEPP - (Sydney Drinking Water Catchment) 2011	Not relevant
SEPP - (Sydney Region Growth Centres) 2006	Not relevant
SEPP - (Three Ports) 2013	Not relevant
SEPP - (Urban Renewal) 2010	<p>The site is located within the St Leonards/Crows Nest precinct that the state government has commenced an urban renewal investigation. Given this proposal has responded to a comprehensive earlier precinct study from Council, processing of this application can and should proceed independently of the wider precinct investigation.</p>
SEPP - (Western Sydney Employment Area) 2009	Not relevant
SEPP - (Western Sydney Parklands) 2009	Not relevant

In addition, while not a SEPP, consideration have been given to *Development Near Rail Corridors and Busy Roads – Interim Guideline*. The provisions of the interim guideline would need to be considered in the assessment of acoustic impacts associated with the Pacific Highway on any future redevelopment proposed. Suitable mitigation and management measures would need to be provided so that a satisfactory level of amenity can be achieved, which would be explored through the detailed design phase associated with any future DA.

8.2.4. Q6. Is the Planning Proposal consistent with applicable Ministerial Directions (s9.1, formerly s.117 directions)?

Yes. The Planning Proposal has been assessed against the applicable s9.1 Ministerial Directions and is consistent with each of the relevant matters, as outlined in **Table 10**.

Table 10 – Consistency of the Planning Proposal with the applicable s9.1 Ministerial Directions

Direction	Comment
<p>1.1 Business and Industrial Zones</p> <p>The objectives of this direction are to:</p> <p>(a) <i>encourage employment growth in suitable locations,</i></p> <p>(b) <i>protect employment land in business and industrial zones, and</i></p> <p>(c) <i>support the viability of identified strategic centres.</i></p>	<p>Consideration of the employment and economic impact of the Planning Proposal is outlined in the Economic Impact Assessment (Attachment H). A summary of key considerations is set out below and in response to Q9 in this section of the report.</p> <p>Overall, despite the proposed zoning change, the Planning Proposal is considered to be consistent with the Direction for the following reasons:</p> <p><u>Economic benefits</u></p> <p>The Planning Proposal would enable the redevelopment of the site with a mix of potential uses, including residential. As such, the Planning Proposal has the potential to result in development that removes the existing commercial building (12,600m² NLA), thereby having an impact on employment generating floor space.</p> <p>However, the Planning Proposal seeks to protect future employment generating opportunities in the centre. It seeks to do this by introducing a minimum Non-Residential FSR control, which would ensure that any future redevelopment contains uses that are employment generating, and therefore ameliorating some of this impact.</p> <p>In addition to requiring new employment uses, the economic benefits of the Planning Proposal include:</p> <ul style="list-style-type: none"> • Providing for a broader variety of job types, including retail and child care workers, which adds to the diversity of workers in the town centre • Inclusion of retail on the ground floor has the benefit of activating this important site in the town centre, including the adjacent public domain spaces, adding to a sense of place and safety • Potential for uses that can activate the ground plane both day and night

Direction	Comment
	<ul style="list-style-type: none"> • Potential for uses that have community benefits, such as child care or an early learning centre • Ability to renew the commercial floor space for more flexible and modern accommodation, including arrangements such as <i>WeWork</i> or similar, which creates a higher density of workers and differentiates St Leonards from nearby centres. <p><u>Job generation</u></p> <p><i>Planning Proposal:</i> The Planning Proposal will ensure employment generating floor space is retained on site. Given the large site area, a 3.9:1 minimum Non-Residential FSR control would generate at least 11,091m² of non-residential floor space. This does not preclude a higher proportion of any future redevelopment being allocated to office or another form of employment generating use.</p> <p>For the purpose of testing a potential future redevelopment scenario, the Indicative Concept Design proposes a mix of non-residential uses beyond only office. Retail and child care uses have also been included in the indicative scheme due to the broader benefits they bring. On that basis, the Indicative Concept Design would yield:</p> <ul style="list-style-type: none"> • 148 direct and 211 indirect construction jobs, which equate to 359 one-year equivalent construction jobs • Ongoing employment of around 1,316 total jobs, including 831 direct and 485 indirect, which is broken down as follows: <ul style="list-style-type: none"> ○ Office (1 worker / 10m²) – 707 workers ○ Retail (1 / 16.5m²) – 98 workers ○ Child care (1 / 71.4m²) – 26 workers • An additional, 1,187 new residents to St Leonards which has the potential to improve turnover performance of retail precincts near the subject site by \$10.2 million in turn creating an additional 98 retail jobs. <p>It is noted the existing building contains approximately 840 workers. This reflects a ratio of about 1 worker per 15m² of NLA, which is a less efficient use of space due to the existing building being older, having an inefficient layout and not fit-for-purpose (originally constructed for a single entity not for separate tenancies).</p> <p>The rate of 1 worker per 10m² is considered an appropriate benchmark for new office space, especially office space provided in an efficient and flexible working environment.</p>

Direction	Comment
	In summary, whilst the Planning Proposal is not wholly consistent with this direction in that it seeks to rezone a B3 Commercial Core zone to B4 Mixed Use, the inconsistency is minor and considered acceptable. The Planning Proposal will preserve the economic function of the site, by incorporating a minimum non-residential FSR control in a more contemporary floorplate that will facilitate greater flexibility of use and higher employment densities than the current building.
1.2 Rural Zones	Not applicable
1.3 Mining, Petroleum Production and Extractive Industries	The proposal satisfies the objectives of this Direction
1.4 Oyster Aquaculture	Not applicable
1.5 Rural Lands	Not applicable
2.1 Environment Protection Zones	Not applicable
2.2 Coastal Protection	Not applicable
2.3 Heritage Conservation	The site has no identified or known items of European or Aboriginal significance, as such the proposal does not require to include provisions.
2.4 Recreation Vehicle Areas	Not applicable
2.5 Application of E2 and E3 Zones and Environmental Overlays in Far North Coast LEPs.	Not applicable
3.1 Residential Zones (1) The objectives of this direction are:	The Planning Proposal is consistent with the Direction as follows:
<i>(a) to encourage a variety and choice of housing types to provide for existing and future housing needs,</i>	The Planning Proposal is seeking to broaden the range of housing provided in the LGA by establishing a zoning regime that enables a mixed use development containing residential apartments. The subject site is considered suitable to accommodate high rise residential, namely as it would meet residential amenity and locational criteria, as detailed throughout this report.
<i>(b) to make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services, and</i>	A mixed use development in this location would make efficient use of existing services and infrastructure. A B4 Mixed Use zone creates the potential to provide housing on site to help meet infill housing targets, and reduce the need for land release on the metropolitan fringe. It also focuses new housing development in an identified urban renewal area, which benefits from excellent public transport accessibility.

Direction	Comment
<i>(c) to minimise the impact of residential development on the environment and resource lands.</i>	Residential accommodation in this location would have minimal impact on the natural environment or resource lands as the precinct and sites are already developed.
3.2 Caravan Parks and Manufactured Home Estates	Not applicable
3.3 Home Occupations	Not applicable
<p>3.4 Integrating Land Use and Transport</p> <p><i>(1) The objective of this direction is to ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts achieve the following planning objectives:</i></p> <p><i>(a) improving access to housing, jobs and services by walking, cycling and public transport, and</i></p> <p><i>(b) increasing the choice of available transport and reducing dependence on cars, and</i></p> <p><i>(c) reducing travel demand including the number of trips generated by development and the distances travelled, especially by car, and</i></p> <p><i>(d) supporting the efficient and viable operation of public transport services, and</i></p> <p><i>(e) providing for the efficient movement of freight.</i></p>	<p>The Planning Proposal is consistent with the direction for the following reasons:</p> <ul style="list-style-type: none"> • The proposal to rezone the land to B4 Mixed Use supports the principle of integrating land use and transport. • The site exhibits excellent access to public transport, being within walking distance of the St Leonards train station and the future Crows Nest Metro Station, as well as existing bus services. • The site's proximity to public transport would provide opportunities for residents and employees to conveniently use public transport, thereby reducing private vehicle trip movements. • The proposal would provide additional employment within the North Sydney LGA, within close proximity to existing services and infrastructure. <p>The site is extremely well located to make use of existing services and employment opportunities in nearby centres and will complement and support these existing uses. Additional local service provision within walking distance of new dwellings would need to be incorporated into the future design of the site.</p>
3.5 Development near licensed aerodromes	<p>The site is not in close proximity to Sydney Airport however it is affected by obstacle limitation surface of 156 AHD, and the proposal seeks to exceed the OLS by approximately 131.8m. Accordingly, the provisions of clause (4) to this Direction apply.</p> <p>The Planning Proposal is accompanied by an aviation assessment (Appendix E) addressing the proposal with respect to the OLS, and has deemed the proposal is appropriate. Nevertheless, any future redevelopment would require referral as a 'controlled activity' to the Commonwealth Department of Infrastructure and Regional Development and Sydney Airport</p>

Direction	Comment
	seeking permission to amend the building height controls on the subject site, at the DA stage.
4.1 Acid Sulfate Soils	<p>There is no mapping of acid sulfate soils (ASS) by Council.</p> <p>Given the location of the site high on a ridge the likelihood of ASS is low. Evidence of recent construction close to the site demonstrate ASS is not a constraint to the future proposed development of the site. Further assessment can be carried out if necessary as part of any future development application.</p>
4.2 Mine subsidence and unstable land	Not applicable
4.3 Flood prone land	Not applicable
4.4 Planning for bushfire protection	Not applicable
5.1 Implementation of Regional Strategies	Revoked
5.2 Sydney Drinking water catchment	Not applicable
5.3 Farmland of state and regional significance on NSW far north coast	Not applicable
5.4 Commercial and retail development along the Pacific Highway, North Coast	Not applicable
5.5 -5.7	Revoked
5.8 Second Sydney Airport: Badgery's Creek	Not applicable
5.9 North West Rail Link Corridor Strategy	Not applicable
5.10 Implementation of Regional Plans	The Planning Proposal is consistent with this Direction. This Planning Proposal (Section 8.2.1) outlines an assessment demonstrating the achievement of the objective of this Direction.
6.1 Approval and Referral Requirements	This is an administrative requirement for Council
6.2 Reserving Land for Public Purposes	This is an administrative requirement for Council
6.3 Site Specific Provisions	The Planning Proposal seeks to rezone the land to B4 Mixed Use Zone which allows 'residential flat buildings', and does not seek to add an additional permitted use to the current zone, for the reasons outlined earlier in this report.

Direction	Comment
Direction 7.1 Implementation of A Plan for Growing Sydney <i>(1) The objective of this direction is to give legal effect to the planning principles; directions; and priorities for subregions, strategic centres and transport gateways contained in A Plan for Growing Sydney.</i>	Yes, the Planning Proposal gives effect to the Greater Sydney Region Plan and the North District Plan in accordance with Direction 7.1. The Planning Proposal is consistent with the planning principles, directions and priorities for subregions, strategic centres and transport gateways contained in the Greater Sydney Region Plan. This is further discussed at Section 8.2.1 of this report.
7.2 Implementation of Greater Macarthur Land Release Investigation	Not applicable
7.3 Parramatta Road Corridor Urban Transformation Strategy	Not applicable
7.4 Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan	Not applicable
7.5 Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	Not applicable
7.6 Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	Not applicable
7.7 Implementation of Glenfield to Macarthur Urban Renewal Corridor	Not applicable

8.3. SECTION C – ENVIRONMENTAL, SOCIAL AND ECONOMIC IMPACT

8.3.1. Q7. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats will be adversely affected as a result of the Proposal?

The site is fully developed and comprises little natural vegetation. There are no known critical habitats, threatened species or ecological communities located on the site and therefore the likelihood of any negative impacts are minimal.

8.3.2. Q8. Are there any other likely environmental effects as a result of the Planning Proposal and how are they proposed to be managed?

The site is free of major constraints. There are no likely environmental effects associated with the future development of the land that cannot be suitably mitigated through further design development. Preliminary investigations have been undertaken as outlined below.

8.3.2.1. Visual Impact

The height and bulk of the St Leonards area has already transformed the nature of the local area with a number of tall building forms recently approved or pending approval on surrounding sites, as shown in **Figure 12**. Surrounding properties will continue to undergo transformation over the coming years evidenced through the introduction of new development.

There will be an impact on views as a consequence of the development of the locality. Planning law, however, has established that views are not 'owned' nor can they be reasonably expected to remain unchanged in strategic centres designated to accommodate housing and employment growth. Furthermore the site is identified as a tall tower in Council's Planning study, which indicates potential for a change in scale and therefore change in view shed from neighbouring developments.

In this regard, the Indicative Concept Design has been prepared in accordance with the *St Leonards/Crows Nest Planning Study* which recognises that taller built form is an appropriate response to the precinct's accessibility to St Leonards Station. Best practice transport oriented design places the tallest buildings closest to areas of the highest activity and transport accessibility, and seeks to concentrate height at the centre. The height proposed in this Planning Proposal would be visible from several vantage points, as demonstrated in the figure below, and in turn would act as a landmark building within the St Leonards Strategic Centre. Therefore, the proximity to the train station and frontage onto the Pacific Highway mean the site is well positioned to support a tower of this scale.

Visual impact remains an important consideration and can be appropriately managed through design with particular consideration being given to well-scaled and proportioned street edge design and human scale design thinking. In this regard, the Indicative Concept Design proposes a podium base to the street frontages to promote a human scale which contributes to activity at street level. A strongly articulated base supports high quality retail tenancies that can provide a seamless integration with the surrounding public domain.

With future refinement of the scheme, careful consideration of façade design will further mitigate the visual impact of the proposed built form. Materials and finishes will be further developed to respond to those in the surrounding environment which include a combination of contemporary and tactile materials.

The proposal responds to the contemporary setting and incorporates a finer grain of detail at the pedestrian level. Materials will be based on scale, life expectancy, durability, future desired character of the whole area and appropriateness to the location. The use of glazing in the tower form would be distinctly different than existing predominantly rendered masonry and glazed buildings on the St Leonards skyline, which is a positive design solution to add diversity in architectural expression of towers.

In summary, the proposed built form as presented in the Indicative Concept Design presents a well-considered form that responds to the key site characteristics and framework set by the *St Leonards/Crows Nest Planning Study* and Interim Statement. The indicative work to test a building footprint demonstrates that the future built form will be appropriate for this location and compatible with the surrounding built form typologies.

Figure 12 – Model view demonstrating recent taller built form context



Source: Architectus

8.3.2.2. Traffic

ARUP have prepared a Traffic Impact Assessment which accompanies the Planning Proposal submission at **Appendix D**. The assessment describes the existing local traffic context, including access and the potential traffic implications of the Planning Proposal. The report addresses the following matters:

- An overview of the existing transport and planning context
- Generation of car trips
- Traffic impacts of the development
- Public transport accessibility
- Car parking arrangements
- Pedestrian and bicycle access
- Green initiatives.

It is noted that the car parking controls for this part of St Leonards (under North Sydney Council's DCP) are substantially lower than nearby areas, reflecting the high public transport accessibility of the locality. Any future redevelopment would need to comply with these already reduced car parking controls.

The key findings of the Traffic Impact Assessment are summarised below:

- The site is located within an area of St Leonards where parking is restricted, discouraging residents from parking on-street.

- The site is located within 100m of various modes of public transport, namely St Leonards Station and bus stops. As a result, any development on site is expected to not generate a large parking demand given the number of nearby public transport options.
- In assessing the Indicative Concept Design against the current North Sydney Council DCP requirements, a maximum of 254 off-street parking bays would be permitted. This could comfortably be accommodated within the subject site in a basement structure. Secure bicycle parking can also be appropriately provided as a component of the site's basement.
- Based on the traffic distribution and generation assumptions related to 254 off-street parking bays, the analysis indicates that the increase in traffic from a development that is consistent with the Indicative Concept Design, would be negligible and would not be envisaged to affect the existing intersection performances adversely.
- Future development in line with the Planning Proposal or Indicative Concept Design would be responsible for a small increase in peak hour traffic flows along surrounding key roads. Due to the small increase in development traffic, it is expected that surrounding key roads will continue to operate in the same way.
- Travel demand management measures have been suggested to improve the mode share of public transport and active transport. These measures can be considered further and incorporated into future detailed design and planning.

On this basis, the traffic impacts of the Planning Proposal are considered to be manageable.

8.3.2.3. Residential Amenity

An Indicative Concept Design has been developed to test the performance of residential use on the subject site with regard to the requirements of State Environmental Planning Policy 65 and the accompanying Apartment Design Guide (ADG).

An analysis of the Indicative Concept Design has been undertaken by Architectus (**Appendix A**). This analysis confirms that a residential development could achieve an acceptable level of internal amenity for future residents with regard to solar access, natural ventilation and privacy. Based on the indicative apartment layout tested by Architectus, the following is noted:

- The residential component consists of 516 apartments suited to a variety of lifestyles. An indicative dwelling mix is 1 bedroom (25%) 2 bedroom (70%) and 3 bedroom (5%).
- The residential floors have minimum ceiling heights to living/dining/bedrooms of 2.7 metres and 2.4 metres to non-habitable spaces. The floor to floor height is typically 3.1 metres.
- Each apartment would have access to a secure private open space such as a balcony with minimum areas of 8-12m² based on apartment size. Most apartments would be able to achieve greater private open space than the minimum prescribed by the ADG. A communal open space area with indoor lounge/meeting rooms and outdoor recreation/pool area could also be provided for residents.
- All apartments would have a maximum depth of 8.5 metres to enhance daylight access and natural ventilation.
- A minimum of 2 hours direct sunlight between 9am and 3pm in mid-winter would be enjoyed by more than 70.2% of the apartments. Similarly, 80% of apartments would be naturally cross ventilated. These numbers exceed those prescribed by the ADG.
- Each apartment would have access to a private storage space via a combination of space within the apartment or secure storage cage within the basement levels.

The building separation distances envisaged in the Indicative Concept Design respond to the requirements of SEPP65 and the ADG as they relate to habitable rooms facing habitable rooms in anticipation that the site to the west (617-621 Pacific Highway) would be redeveloped for more intensive use including residential apartments.

8.3.2.4. Overshadowing

An assessment of the potential shadow impacts of the Planning Proposal has been undertaken within the Concept Design Report at **Appendix A**. As shown in **Figure 13**, some overshadowing of future residential properties is expected, however these impacts are mitigated by the envelope which envisages a relatively slender tower form, significant separation from other towers and the street level setbacks.

The shadow generated by any future development on the site in accordance with the Planning Proposal will not dwell on any significant open space, heritage item or public facilities. While the amenity of future residential properties is recognised to be an important consideration, this must be balanced with the need to enable St Leonards to grow and the recognition of the context of development – an established and densely populated urban area, and a site that has been identified as a ‘tall building’ site. Some overshadowing is to be accepted to ensure that the development potential of the St Leonards Centre is not unreasonably restricted.

Figure 13 – Shadow Analysis 21 June



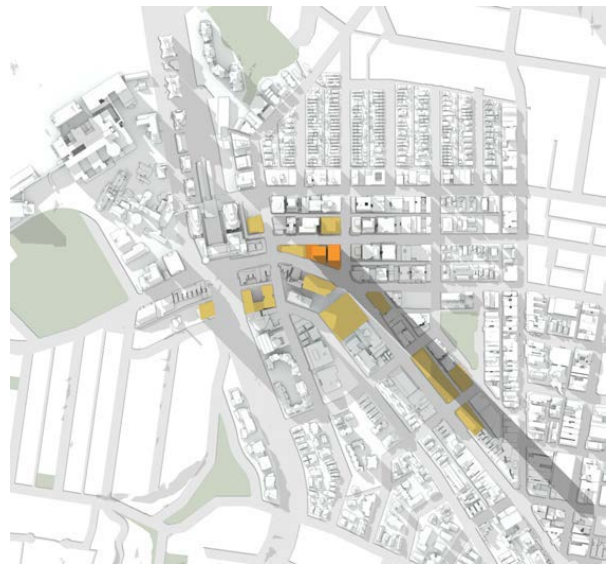
12pm



1pm



2pm



3pm

Source: Architectus

8.3.2.5. Wind

A preliminary review of the Indicative Concept Design was undertaken by Windtech Consultants to provide an opinion on the likely impact of the local wind environment to the critical outdoor areas within and around the subject site (**Appendix E**).

The effect of wind activity was examined for the three predominant wind directions for the Sydney region; namely the north-easterly, southerly and westerly winds. The analysis of the wind effects relating to the Indicative Concept Design were carried out in the context of the local wind climate, building morphology and land topography.

It was recommended that consideration be made to the through link along the western aspect of the site between the Pacific Highway and Atchison Street, as this area could be subject to pressure driven flow. Given the site to the west at 617-621 Pacific Highway is proposed to be developed with a 50 storey tower, it was suggested that the two sites work together to co-ordinate wind mitigation. A number of suggestions were made including awning/ pergola structures and landscaping within this space, to enhance the pedestrian environment and mitigate the effects of wind.

The conditions for the various surrounding areas would be further modelled during any future DA to ensure suitable conditions are provided for all areas around the site.

8.3.2.6. Landscaping and Public Domain

The proposed ground level treatment is anticipated to have a positive effect on the way in which the community will use the public space around the site. The landscape concept prepared by Oculus (**Appendix B**) integrates with the planned improvements to Mitchell Street, which are due to be completed in 2018. The landscape concept plan is based on five key principles: Connection and continuity; activation; shared spaces; distinct places and a green focus.

Public domain landscape works and communal open spaces are also proposed. These are described below.

Public Domain

The public domain will be enhanced through:

- Creation of a DDA compliant access connections along Atchison Street, Pacific Highway and through Mitchell Street Plaza, with improved sight-lines and simplified grade change to improve pedestrian orientation and way finding
- Creation of clear visual and physical vertical links between built form and landscape
- Improvement to site levels and connection of the building to the street grade
- Activation of building edges to public domain through: retail alfresco dining and flexible outdoor spaces
- Connection and continuation of Mitchell Street shared way to Pacific Highway
- Safe and clear circulation for pedestrians and vehicles around the site
- Custom furniture and bike parking facilities and integration of high quality materials into the shared space
- Active green street with increased vegetation which is protected from wind and noise, and provides shade

All of these aspects of the landscape concept design will contribute to the continued evolution of St Leonards' public spaces as an identifiable and iconic local spaces, with a night time economy and flexible meeting and events spaces.

Communal Open Space

Communal open space in the podium can be provided based on the future uses. The Indicative Concept Design provides communal open space for the children and staff of the child care centre and residents within the podium, and at the rooftop of the western tower.

The childcare landscaping includes outdoor spaces and play equipment open to the air.

The podium level and western roof top landscaping would provide city views in a landscaped setting supplementing the private open space that each of the apartments would enjoy, to provide a high level of user amenity.

8.3.2.7. Sydney Metro Rail

The Sydney Metro rail tunnel will be located beneath the site. The Indicative Concept Design, and in particular the location of the tower footprint, has been prepared to account for the tunnel with structural solutions available to minimise any impacts. These are detailed design matters that would be dealt with at DA stage to ensure consistency with TfNSW design requirements.

As detailed in **Section 4.4.2** of this report, the alignment of the Sydney Metro rail tunnel beneath the site has influenced the development of the Indicative Concept Design. In particular, the additional costs associated with the engineering solutions required to address the tunnel location, have been factored in to the testing phase.

8.3.2.8. Sustainability

The Indicative Concept Design has been prepared with building massing and orientation to facilitate future BASIX compliance, which would be documented at the DA stage.

8.3.2.9. Noise

The site is affected by road noise associated with the Pacific Highway. Mitigation measures would be required to address noise if future redevelopment plans include residential uses. It is expected that these matters would be addressed at a future DA stage.

8.3.2.10. Servicing

The site is located centrally within the St Leonards town centre in close proximity to existing services. In liaison with service providers, any future redevelopment would be subject to further capacity testing to determine the suitability of existing service infrastructure and any upgrades required.

8.3.2.11. Contamination

As detailed in the SEPP assessment under **Section 8.2.3** of this report, a Preliminary Site Investigation (PSI) has been carried out and is attached at **Appendix G**. The findings of the PSI show that the site can be zoned to B4 Mixed Use.

8.3.2.12. Summary

Overall, it is considered that the site, if developed in accordance with the Planning Proposal, will not result in any significant environmental effects that would preclude the LEP amendment and the ultimate redevelopment of the site.

8.3.3. Q9. Has the Planning Proposal adequately addressed any social and economic effects?

Yes. An assessment of the economic impacts of the Planning Proposal has been undertaken by Urbis, as detailed in the attached Economic Impact Assessment (EIA) (**Appendix H**).

Overview of current St Leonards office market

In order to determine whether the proposal adequately addresses economic effects, it is important to understand the current market conditions and how the proposal responds. As detailed in the EIA, the St Leonards office market currently experiences:

- A lack of investment, office developments or major refurbishments in the St Leonards/Crows Nest office market is clearly reflected in the high proportion of C-Grade stock relative to other major office markets.
- C-Grade stock in the St Leonards submarket is, however, being withdrawn from the market, either for refurbishment or conversion to residential, reflecting low market demand for C and D-Grade office space in the area.
- Net absorption in St Leonards/Crows Nest fell by 31,026sq.m over the 12 months to January 2017, and the vacancy rate increased over the same time from 8.5% to 12.6%. This was largely driven by a number of office demolitions in this period, particularly of B and C-Grade office stock. The vacancy rate of B-Grade stock saw the largest increase, to 17.8% in January 2017, indicating that tenants of the demolished offices preferred to relocate to other office markets.
- Continuing a long-term trend, other competing office markets had lower vacancy rates at July 2017 than the St Leonards/Crows Nest market (12.6%), namely North Sydney (6.4%), North Ryde/Macquarie

(8.5%) and Chatswood (6.9%). This lower vacancy reflects stronger market interest, which can largely be attributed to several characteristics that are attractive to potential tenants that are lacking in St Leonards, namely:

- Larger office floorplates and superior quality of office stock, due to the ability to have larger consolidated development sites (North Ryde / Macquarie Park floorplates average 1,800m²).
- St Leonards Forum offers some food and beverage retail and a single Coles supermarket. This is relatively limited in comparison to the amenity provided at major retail centres such as Macquarie Centre at Macquarie Park, Westfield and Chatswood Chase.
- More affordable rents (North Ryde / Macquarie Park and Chatswood are both more affordable than St Leonards).
- Superior location (North Sydney) with respect to the Sydney CBD.
- There is currently an observable trend for larger organisations to occupy space in larger floor plate formats in A or Premium Grade office developments, in office precincts within Sydney. This trend is driven by the efficiency and connectivity gains associated with consolidating staff/employees and physical resources, rather than being disbursed across different floors and locations.

Looking ahead, a growing demand for commercial space in the health care and social services sector will occur with the redevelopment of the Royal North Shore Hospital. This may not translate into increased demand for commercial space at St Leonards because of parking availability and rents.

Economic and Social Benefits

As detailed in **Table 10** – Consistency of the Planning Proposal with the applicable s9.1 Ministerial Directions, the Planning Proposal is considered to have a number of economic benefits. Through realising economic benefits, a positive social on-flow effect can also occur with the public benefiting through job creation and public domain upgrades.

The economic benefits are summarised as follows:

- Facilitates renewal of a key site: The Planning Proposal enables the renewal of an older, inefficient commercial building to a new building that contributes to the evolution of St Leonards.
- Ensures ongoing employment: The proposal to create a minimum Non-Residential FSR control for this site ensures any future redevelopment includes, as a minimum, 3.9:1 FSR worth of non-residential space. This does not preclude a higher proportion of any future redevelopment being allocated to office or another form of employment generating use. New commercial office jobs are expected to be accommodated at a higher employment density and efficiency than the existing building, achieving a 10 sq.m per worker rate.
- New and greater variety of job types: A land use mix as proposed under the Indicative Concept Design would yield:
 - 148 direct and 211 indirect construction jobs, which equate to 359 one-year equivalent construction jobs
 - Ongoing employment of around 1,316 total jobs, including 831 direct and 485 indirect, which is broken down as follows:
 - Office (1 worker / 10m²) – 707 workers
 - Retail (1 / 16.5m²) – 98 workers
 - Child care (1 / 71.4m²) – 26 workers
- Economic benefits associated with any future residential: Any future residential would improve the supply of apartments within the St Leonards Strategic Centre. Based on the Indicative Concept Design, this would potentially accommodate 1,187 additional residents. This increase in residents is estimated to result in an estimated increase of \$10.2 million retail spend into the centre per annum:
 - Potential to improve turnover performance of existing retail precincts near the subject site.

- Scope to sustain additional retail floorspace around 1,612m² (for a total retail spend of \$10.2million per annum), based on an average turnover per sqm rate of \$7,000 per sqm.
- Creation of additional full-time, part-time and casual retail jobs in the range of around 98 jobs resulting from the development of new floorspace (assuming a typical employment density for specialty retail floorspace of one job per 16.5m²).
- **Improving the quality of the commercial floorspace:** The development of new office space would create a more modern, flexible and contemporary working environment, which would attract businesses that can support the health and allied health sectors, supporting the RNSH precinct. Any new commercial floorspace would be designed to better suit tenant needs and demand, including a more flexible floorplate better suited to growing industries.
- **Additional services to St Leonards:** The proposal creates the opportunity to deliver additional services to the St Leonards Strategic Centre:
 - Community facilities (the Indicative Concept Design depicts a 1,858m² childcare facility)
 - Specialty retail facilities (the Indicative Concept Design depicts a 1,791m² of retail).
- **Improved public domain and ground floor activation, reinvigorating the precinct for workers and residents:** The inclusion of retail floor space at the ground floor plane, which would support cafes, restaurants and the like, would have the benefit of activating the site and the precinct, contributing to a sense of place and activity day and night.

This job creation will largely offset the loss of 12,600m² of office net leasable area that exists today, which if fully occupied and based on a ratio of 1 worker per 15m² would accommodate up to 833 workers.

In addition to mitigating this employment loss through new employment space, the Planning Proposal enables the delivery of a range of additional social and economic benefits as outlined above. For this reason the Planning Proposal is considered to have adequately addressed any social and economic impacts.

8.4. SECTION D – STATE AND COMMONWEALTH INTERESTS

8.4.1. Q10. Is there adequate public infrastructure for the Planning Proposal?

Yes. The site is served by existing utility services and is located to allow incoming residents and workers to capitalise on the wide range of infrastructure and services existing and planned within the area. Furthermore, any future redevelopment of this site would reinforce existing investment in public transport infrastructure, through increased patronage of the existing station at St Leonards.

A range of established services are available within close proximity of the site, including health, education and emergency services networks.

8.4.2. Q11. What are the views of State and Commonwealth public authorities consulted in accordance with the gateway determination?

No consultation with State or Commonwealth authorities has been carried out to date on the Planning Proposal. It is acknowledged that North Sydney Council will consult with relevant public authorities following the Gateway determination.

The proponent has, however, provided two submissions to the Department of Planning and Environment on the Department's:

- Strategic Investigation, provided September 2016
- Interim Statement, provided September 2017.

In both instances, it was sought that a mix of land uses be contemplated on the site via its designation in the B4 Mixed Use zone.

In addition, the proponent has met with DPE officers on a number of occasions including the landowner presentation in 2016 to discuss their vision for the future re of the site.

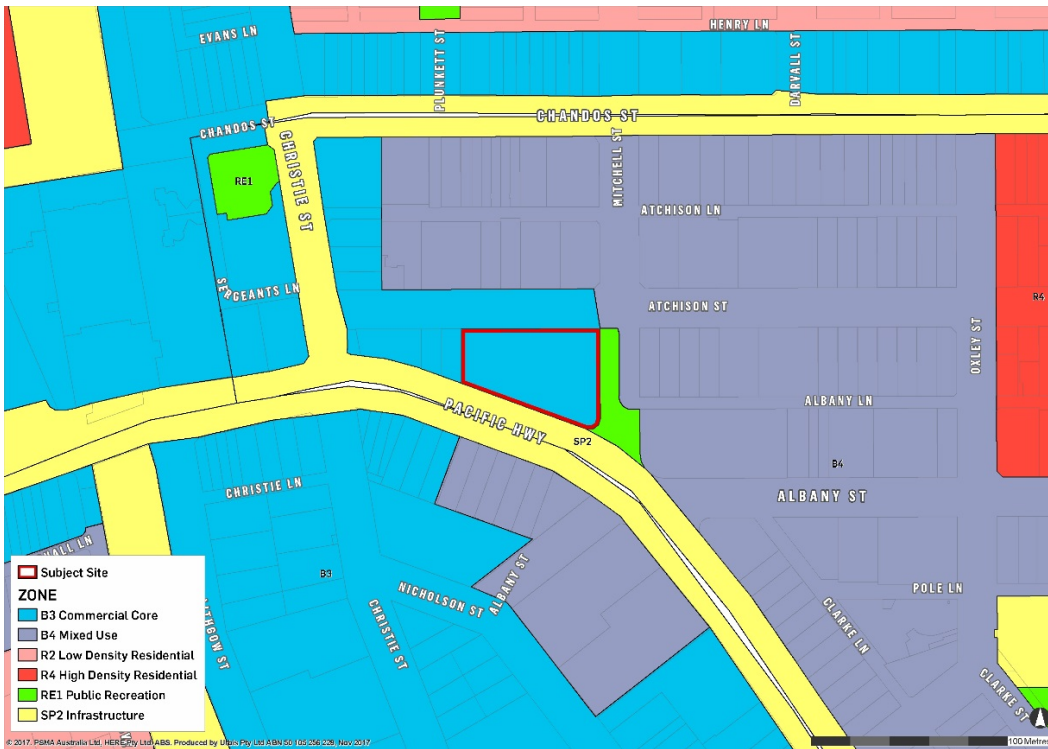
9. PART 4 – MAPPING

The Planning Proposal seeks to amend the following NSLEP 2013 Maps:

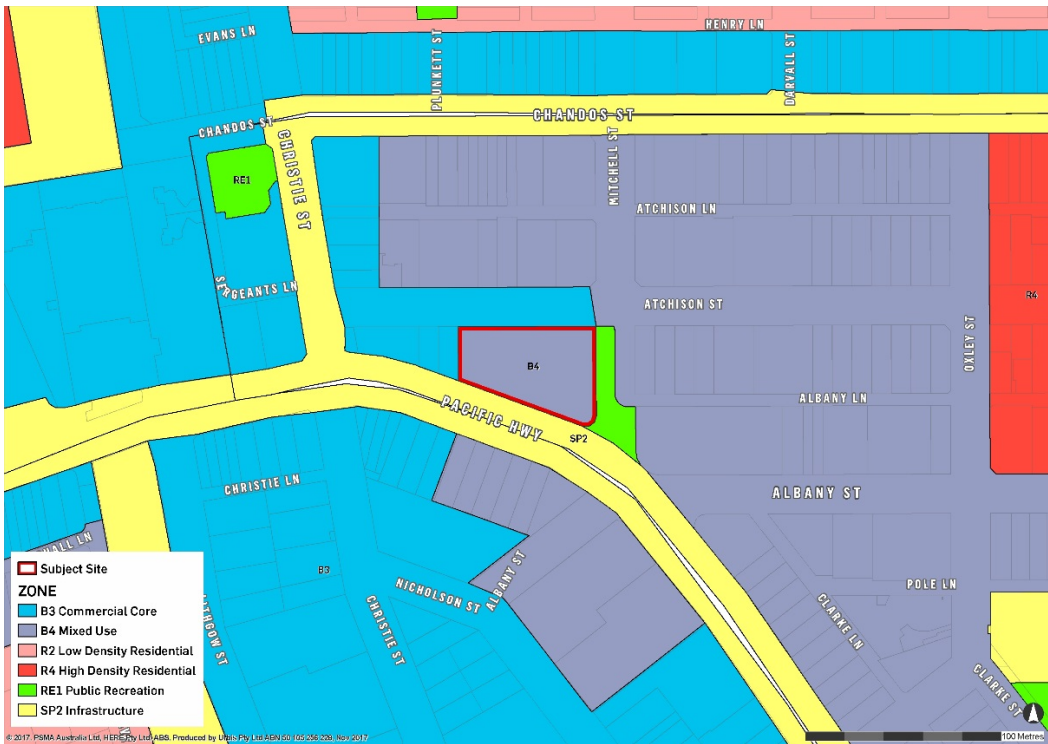
- Land Zoning Map Sheet LZN_001
- Height of Buildings Map Sheet HOB_001
- Non-Residential Floor Space Ratio Map LCL_001
- Maximum Floor Space Ratio Map FSR_001 (if considered appropriate).

9.1. EXISTING AND PROPOSED MAPS

Figure 14 – Land Zoning Map - Sheet LZN_001



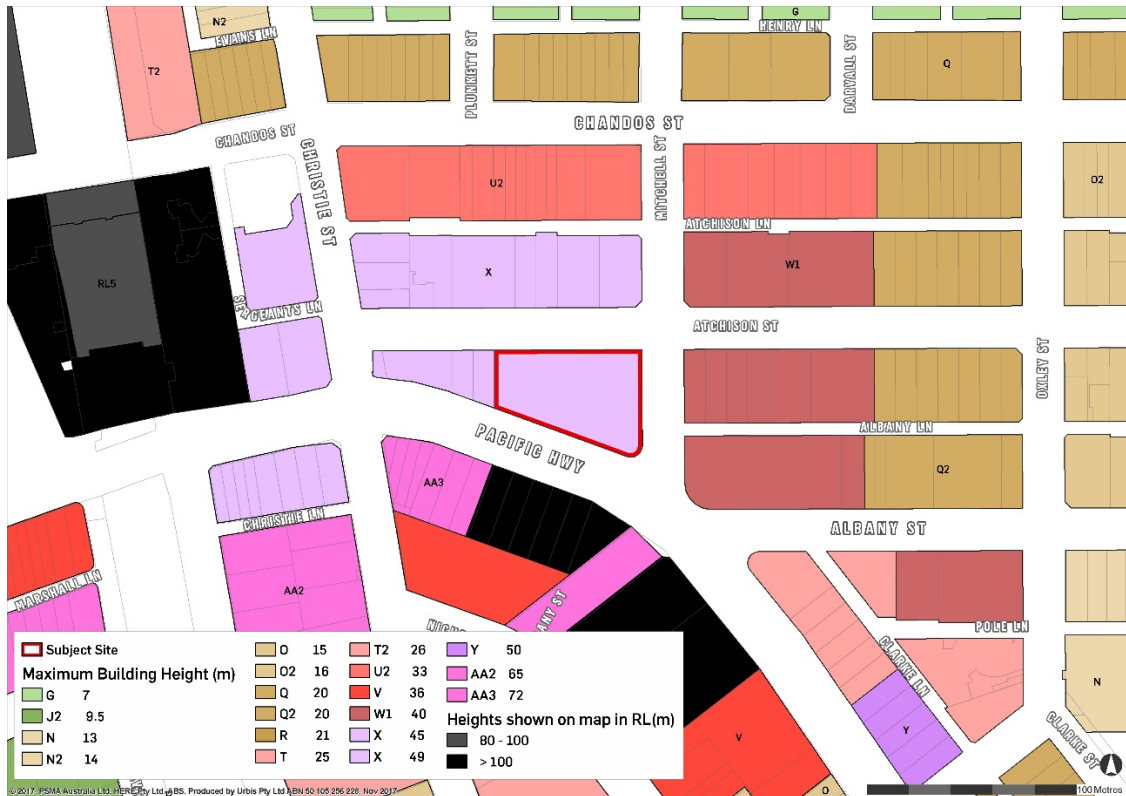
Existing Zoning (B3)



Proposed Zoning (B4)

Source: Urbis

Figure 15 – Height of Buildings Map - Sheet HOB_001



Existing Maximum Height of Buildings (49m)



Proposed Maximum Height of Buildings (212m)

Source: Urbis

Figure 16 – Non-residential Floor Space Map - Sheet LCL_001



Existing Non-residential FSR (no control)



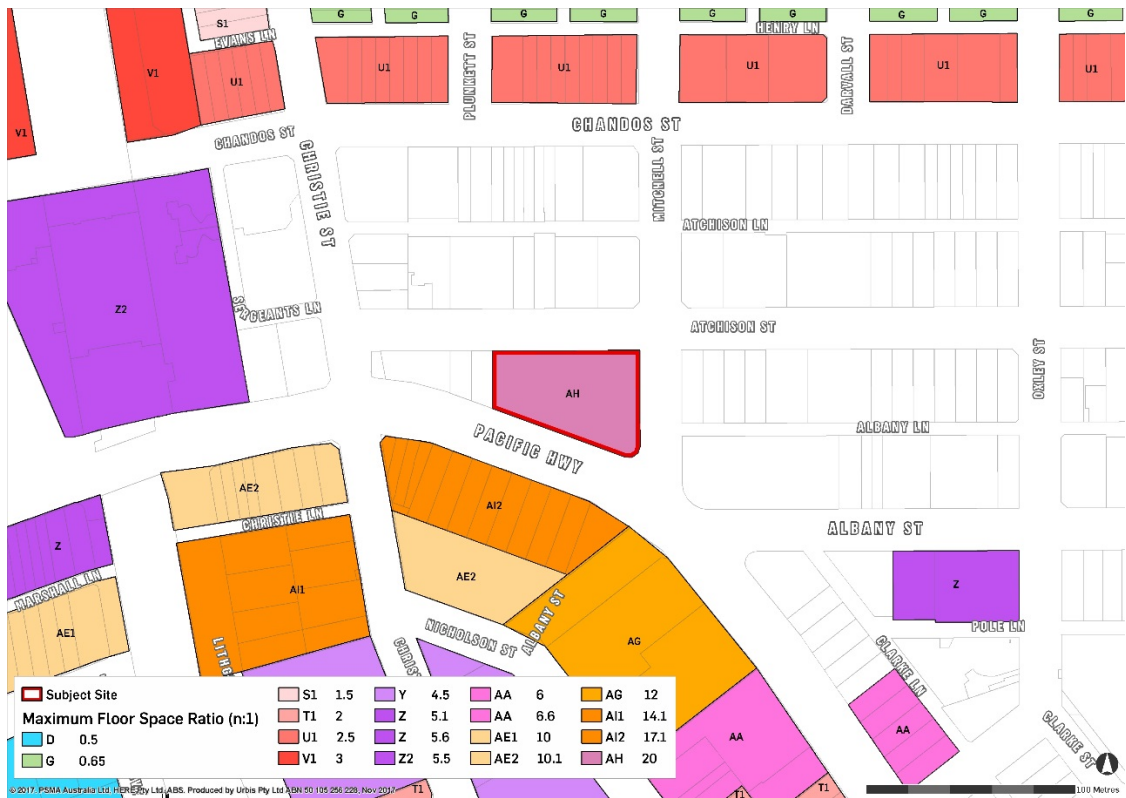
Proposed Non-residential FSR (3.9:1 FSR)

Source: Urbis

Figure 17 – Floor Space Ratio Map – Sheet FSR_001



Existing FSR (no control)



Picture 6 – Proposed Maximum FSR (20:1 FSR)

Source: Urbis

10. PART 5 – COMMUNITY CONSULTATION

10.1. PUBLIC CONSULTATION

Section 3.34 of the *Environmental Planning and Assessment Act 1979* requires the relevant planning authority to consult with the community in accordance with the gateway determination.

It is anticipated that the Planning Proposal will be required to be publicly exhibited for 28 days in accordance with the requirements of “*A Guide to Preparing Local Environmental Plans.*” It is anticipated that the public exhibition would be notified by way of:

- A public notice in local newspaper(s)
- A notice on the North Sydney Council website
- Written correspondence to adjoining and surrounding landowners.

As part of the public consultation process, the proponent will review all submissions, discuss with Council and DPE as required, and provide written comments in response to assist in the assessment of the Planning Proposal.

11. PART 6 – PROJECT TIMELINE

It is anticipated that the LEP amendment will be completed within 9-12 months. An indicative project timeframe is provided at **Table 11**.

Table 11 – Indicative Project timeline

Stage	Dates
Consideration by North Sydney Council	6 weeks (July – August 2018)
Council resolution to forward planning Proposal to DPE	September 2018
Planning Proposal referred to Department of Planning and Environment for Gateway Determination	October 2018
Gateway Determination by Department of Planning and Environment	December – February 2019
Commencement and completion of public exhibition	March – April 2019
Consideration of submissions and consideration of the proposal post-exhibition	April– May 2019
Proposal reported back to Council for endorsement	June - August 2019
Date of submission to the Department of Planning and Environment to finalise the LEP	September – November 2019

12. CONCLUSION

This Planning Proposal seeks an amendment to the North Sydney Local Environmental Plan 2013 to establish planning controls that would enable high density mixed use development on the site at 601 Pacific Highway, St Leonards.

The Planning Proposal sets out the justification for the proposed LEP amendment. It is supported by a Concept Design Report that outlines the detailed site analysis and testing of options that has been carried out to inform the Planning Proposal request, and to demonstrate the proposal is sound and suitable for its locality.

It is considered that the proposed amendments to NSLEP 2013 would enable an appropriate development outcomes and generate significant community benefit for the following reasons:

- **From a local context perspective:** The Planning Proposal is considered to have site specific merit, as it facilitates future development that would achieve an appropriate built form and scale outcome, having regard to the existing and emerging scale of development on adjacent and surrounding sites. The Planning Proposal takes into consideration local planning objectives and outcomes, including the unique location and characteristics of the site, and its identification as a ‘tall building’ site.
- **From a strategic planning policy perspective:** The Planning Proposal has strategic planning merit, as it would positively contribute to the achievement of State and Local Government strategic planning goals of increasing employment and housing densities in strategic centres with access to public transport. The level of residential development depicted in the Indicative Concept Design would not undermine the commercial character of St Leonards, but would rather facilitate the provision of complementary commercial office, retail and community space to support the broader St Leonards Health and Education precinct.
- **From a net community benefit perspective:** The Planning Proposal has the potential to create a range of benefits for the community, including:
 - Direct economic benefits, during the construction stage and during ongoing operations, including (these figures based on a redevelopment scheme as depicted in the Indicative Concept Design):
 - 148 direct and 211 indirect construction jobs, which equate to 359 one-year equivalent construction jobs;
 - Ongoing employment will be around 1,316 total jobs, including 831 direct and 485 indirect.
 - Enabling new housing to be accommodated within the site, which increases housing choice and diversity within a designated Strategic Centre in close proximity to public transport infrastructure (with the potential for a proportion to be delivered as affordable rental housing for key workers, subject to viability).
 - A guaranteed amount of new, fit-for-purpose commercial office space and community floor space within a podium level, as well as easily identifiable and permeable ground level retail, all of which would encourage the patronage of this area and create a more accessible site to strengthen the St Leonards’ image as a highly desirable place to live, work and play.
 - Public domain benefits which integrate the built form and public realm to create a landscaped activated open space at the ground place, for the enjoyment of the community.
 - Locating density in a desired location being a strategic centre that will be serviced by the new metro rail line as well as the existing heavy rail service.
 - The inclusion of a mix of retail and childcare will deliver amenity and services important to the St Leonards Strategic Centre:
- **From an environmental perspective:** The provision of a mix of uses on the site with good accessibility to services and public transport, is able to generate environmental benefits by encouraging more trips within and outside of the centre without cars, and without generating adverse environmental impacts such as wind, solar and traffic on the locality. The assessment of the environmental performance of the Indicative Concept Design has found that it would satisfy the key environmental amenity requirements for future workers and residents in the building.

- **From an urban renewal perspective:** The redevelopment of this key site assists in the renewal of the St Leonards town centre through built form improvements and public domain improvements, and more efficient use of land for uses more aligned with market demand.

Overall, it is considered that the Planning Proposal would result in significant public benefits by creating planning controls that would facilitate the redevelopment of a key urban renewal site to high quality mixed uses. This Planning Proposal supports the State government's current direction of increasing density in major centres with good access to public transport and facilities.

The Planning Proposal achieves the right balance of maintaining a strong employment focus while also recognising the benefits of providing other uses to take advantage of the locational and amenity benefits this part of the St Leonards Strategic Centre can provide. In considering the tangible community and economic benefits of the Planning Proposal, it is respectfully requested that the Council resolve to forward this Planning Proposal to the Department of Planning and Environment for LEP Gateway determination.

DISCLAIMER

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

APPENDIX A CONCEPT DESIGN REPORT & ARCHITECTURAL DRAWINGS – ARCHITECTUS

APPENDIX B LANDSCAPE DESIGN REPORT – OCULUS

APPENDIX C TRAFFIC IMPACT ASSESSMENT – ARUP

APPENDIX D AVIATION ADVICE – AV LAW

APPENDIX E WIND IMPACT ASSESSMENT – WINDTECH

APPENDIX F ECONOMIC IMPACT ASSESSMENT – URBIS

**APPENDIX G PRELIMINARY SITE INVESTIGATION
REPORT – GOLDER ASSOCIATES**



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